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Jonathan Geall
Director for Communities and Monitoring Officer

MEETING : EXECUTIVE
VENUE : COUNCIL CHAMBER, WALLFIELDS, HERTFORD
DATE : TUESDAY 2 JUNE 2026
TIME : 7.00 PM

MEMBERS OF THE EXECUTIVE

Councillor Ben Crystall	-	Leader of the Council
Councillor Mione H Goldspink	-	Executive Member for Neighbourhoods
Councillor Carl Brittain	-	Executive Member for Financial Sustainability
Councillor Alex Daar	-	Executive Member for Communities
Councillor Joseph Dumont	-	Executive Member for Corporate Services
Councillor Vicky Glover-Ward	-	Executive Member for Planning and Growth
Councillor Sarah Hopewell	-	Executive Member for Wellbeing
Councillor Tim Hoskin	-	Executive Member for Environmental Sustainability
Councillor Chris Wilson	-	Executive Member for Resident Engagement

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- must not participate in any discussion of the matter at the meeting;
- must not participate in any vote taken on the matter at the meeting;
- must disclose the interest to the meeting, whether registered or not, subject to the provisions of section 32 of the Localism Act 2011;
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AGENDA

1. Apologies

   To receive any apologies for absence.

2. Leader's Announcements

   To receive any announcements from the Leader of the Council.

3. Minutes - 24 March 2026 (Pages 6 - 16)

   To approve as a correct record the Minutes of the meeting held on 24 March 2026.

4. Declarations of Interest

   To receive any Member(s) declaration(s) of interest.

5. Scrutiny of Registered Providers' Communications Methods (Pages 17 - 29)

6. Joint Working Arrangements between East Herts Council and SNG Housing (Pages 30 - 48)

7. Homelessness and Rough Sleeping Strategy 2026-31 (Pages 49 - 84)

8. Local Plan Timetable and Notice of Intention to Commence Local Plan Preparation (Pages 85 - 101)

9. Local Plan Scoping Consultation (Pages 102 - 124)

10. Local Plan Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) Scoping Report (Pages 125 - 256)

11. East Herts Local Cycling and Walking Infrastructure Plan (LCWIP) (Pages 257 - 886)

12. East Herts Open Space Assessment (Pages 887 - 1026)

13. East Herts District Wide Employment Land Review (Pages 1027 - 1163)

14. Bishop's Stortford Employment Study (Pages 1164 - 1250)

15. Drawdown from Executive Priority Reserve - Ward Freeman Project (Pages 1251 - 1255)

16. Urgent Business

    To consider such other business as, in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration and is not likely to involve the disclosure of exempt information.

17. Exclusion of the Press and Public (if required)

    No Part II business has been notified for this meeting.
    If Part II business is notified and the procedures set out in the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 have been complied with, the Chairman will move: - “That under Section 100(A) (4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item/s of business on the grounds that it/they involve/s the likely disclosure of exempt information relating to [……] as defined in paragraph/s [……] of Part 1 of Schedule 12A to the said Act and the public interest in maintaining the exemption outweighs the public interest in disclosing the information”

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MINUTES OF A MEETING OF THE EXECUTIVE HELD IN THE COUNCIL CHAMBER, WALLFIELDS, HERTFORD ON TUESDAY 24 MARCH 2026, AT 7.00 PM

PRESENT: Councillor B Crystall (Chairman/Leader)
Councillors M Goldspink, C Brittain, J Dumont, V Glover-Ward, S Hopewell, T Hoskin and C Wilson.

OFFICERS IN ATTENDANCE:

Richard Crutchley	-	Team Leader (Planning Policy)
James Ellis	-	Director for Legal, Policy and Governance and Monitoring Officer
Brian Moldon	-	Director for Finance, Risk and Performance
Helen Standen	-	Interim Chief Executive
Julia Watson	-	Assistant Planning Policy Officer
Rowan Perrin	-	Senior Parks and Leisure Development Officer

394 APOLOGIES

An apology for absence was received from Councillor A Daar.

395 LEADER'S ANNOUNCEMENTS

The Leader welcomed everyone to the meeting and reminded attendees that the meeting was being webcast. The full webcast of the meeting can be viewed here: Executive – 24 March 2026.

396 MINUTES – 10 FEBRUARY 2026

The Executive Member for Neighbourhoods proposed, and the Executive Member for Financial Sustainability seconded a motion that the Minutes of the meeting held on 10 February 2026 be approved as a correct record and be signed by the Leader.

On being put to the meeting and a vote taken, the motion was declared CARRIED.

> **RESOLVED** – that the Minutes of the meeting held on 10 February 2026 be approved as a correct record and signed by the Leader.

397 DECLARATIONS OF INTEREST

There were no declarations of interest.

398 EXTENSION OF THE GROUNDS MAINTENANCE CONTRACT AND THE USE OF GLYPHOSATE IN THE GROUNDS MAINTENANCE CONTRACT

The Executive Member for Wellbeing presented the report on the Grounds Maintenance contract. The Executive heard that the East Herts Grounds Maintenance Contract was due to expire in December 2027. Consideration had been given to either a full retender or a contract extension and with Local Government Reorganisation approaching, an extension was deemed the most practical and cost-effective option.

It was noted that extending the contract allowed for a review of key elements, particularly the reduction and potential elimination of glyphosate use in parks and open spaces due to environmental and health concerns.

However, it was noted that removing glyphosate from highway verge maintenance was deemed unfeasible. Executive heard that the Overview and Scrutiny Committee had recommended negotiating a contract extension of up to five years, with a focus on phasing out glyphosate in Council-managed parks and open spaces.

The Executive Member for Wellbeing proposed the recommendations as detailed in the report. The Executive Member for Planning and Growth seconded the proposal.

Members asked for clarification on the reasons for phasing out glyphosate. Officers explained that concerns had been raised about its potential carcinogenic effects, its non-selective impact on plant life, and its long-term presence in soil. These factors, alongside the Council's biodiversity and public health commitments, informed the move toward alternative methods.

A question was raised about whether any assets linked to the contract might be sold. Officers confirmed that some town councils had expressed interest in certain assets and the matter was under active consideration, including how any sale would interact with the contract.

Members asked about the timing of reducing glyphosate use and whether work could begin before the contract extension period. Officers confirmed that changes could start immediately as part of ongoing negotiations.

Officers were thanked for the work undertaken in reviewing the contract.

The motion to support the recommendations, having been proposed and seconded, was put to the meeting and upon a vote being taken, was declared CARRIED.

> **RESOVLED** – that (A) Executive approve (A) an extension of the current grounds maintenance contract with Glendale for a further five years, including an appropriate break clause to align with

Local Government Reorganisation.

(B) agree the withdrawal of glyphosate use across East Herts Council owned parks and open spaces and support the investigation and implementation of alternative weed control methods.

399 THE HERTFORDSHIRE HEALTHY AND SAFE PLACES FRAMEWORK

The Executive Member for Planning and Growth presented the report on the Hertfordshire Healthy and Safe Places Framework. Members heard that work to update the District Plan would begin in 2026 and would require extensive supporting evidence. Members were briefed on the Healthy and Safe Places Framework, which provided guidance for integrating health and safety considerations into planning.

The framework promoted a ‘health in all policies’ approach and encouraged the use of health impact assessments and engagement in planning processes. It was proposed that the framework be adopted as part of the evidence base for the new District Plan and used as a material consideration in determining planning applications.

The Executive Member for Planning and Growth proposed the recommendations as detailed in the report. The Executive Member for Wellbeing seconded the proposal.

Members asked whether the introduction of the Healthy and Safe Places Framework would affect how Section 106 contributions were identified or prioritised. It was explained that while the framework would support future policy development, it would not change current Section 106 process, which would continue to relate directly to mitigating the impact of new developments.

A question was raised about whether the framework

might encourage Highways to consider healthier street design principles. It was noted that the framework would feed into the new District Plan and could influence future policies but would not alter existing arrangements under the current plan.

Members queried how issues such as air quality, travel patterns, construction methods and sustainable neighbourhood design would be addressed. Members heard that these themes would form part of the evidence base and policy development for the new District Plan, with the intention of promoting healthier, more sustainable communities.

The motion to support the recommendation, having been proposed and seconded, was put to the meeting and upon a vote being taken, was declared CARRIED.

RESOLVED – Executive recommended to Council that:
(A) the Hertfordshire Healthy and Safe Places Framework (2025) attached as Appendix A, be agreed as part of the evidence base to inform the new East Herts District Plan and as a material consideration for Development Management purposes in the determination of planning applications.

400 FINANCIAL MANAGEMENT 2025/26 - QUARTER 3 FORECAST TO YEAR END

The Executive Member for Financial Sustainability presented the Financial Management 2025/26 Quarter 3 Forecast to year end. The report noted that a revenue overspend of £505,000 was forecast, showing a slight improvement on quarter 2. Improved forecasts were noted in centrally managed costs for legal and governance services and leisure services, while planning and building control showed a deteriorating position due to increased salary and agency pressures.

Members were advised that interest and investment income had improved, and a contribution to the interest equalisation reserve was proposed in line with policy. The capital budget for 2025/26 had been revised to £11.885 million, including £400,000 from the UK Shared Prosperity Fund, with a forecast underspend of £2.5 million, of which £1.114 million was expected to be carried forward.

Members also received an update on the Council's debt position. Whilst overall debt had risen to £2.35 million, £819,000 of this related to scheduled payments from neighbouring authorities. Excluding these, underlying debt had reduced by £435,000, totalling £1.532 million.

The Executive Member for Financial Wellbeing proposed the recommendations as detailed in the report. The Executive Member for Corporate Services seconded the proposal.

Members sought clarification on the timetable for spending the UK Shared Prosperity Fund (UKSPF) capital allocation. It was confirmed that Government had extended the deadline to October 2026, allowing projects to continue beyond the previously expected March cut-off.

Questions were raised about the wider economic outlook, including interest rates, inflation and the possibility of recession and how these might affect future Council budgets. It was noted that it remained too early to assess the full impact. The Government's existing three-year settlement, issued in December 2025 and confirmed in January 2026, was still in place and any changes were unlikely to be known before November or December 2026.

In response to a question regarding whether recently added reserves could provide protection if financial pressures increased, it was confirmed that the additional reserves would offer some cushioning if required, although the intention remained not to rely on them unless necessary.

Members asked about the effect of future borrowing rates when refinancing loans. It was noted that interest rate movements could have an impact, however it was too early to determine the extent.

The motion to support the recommendation, having been proposed and seconded, was put to the meeting and upon a vote being taken, was declared CARRIED.

RESOVLED – Executive (A)considered and noted the projected £505k overspend on the 2025/26 revenue budget.

(B)agreed the inclusion of an additional £400k UK Shared prosperity Fund (UKSPF) grant for capital projects, and its addition to the capital programme.

(C)) considered and noted the forecast £2.505 million underspend on the 2025/26 capital programme and the currently anticipated £1.14 million carry-forward, which remains subject to change at year-end.

401 STRATEGIC RISK REGISTER QUARTER 3 MONITORING

The Executive Member for Financial Sustainability presented the Strategic Risk Register Quarter 3 Monitoring report. Members heard that the risk register had been reviewed by the Leadership Team as part of the Council's routine governance arrangements and that an internal audit of the Council's risk management framework had been completed in December 2025. The audit confirmed that the Council had a structured and well-documented approach to managing risk, supported by an up-to-date strategy and a defined five-stage risk cycle. The audit also identified areas where further improvements could strengthen consistency, transparency and operational assurance across the organisation. The recommendations from audit were set out in table 2.3 of the report.

Members heard that the Leadership Team had introduced a programme of deep-dive reviews to examine individual risks in greater detail, beginning with the Place Directorate.

It was reported that dedicated risk-management training for Members would take place in June 2026 and would be recommended for those serving on the Audit and Governance Committee.

The corporate risk register, included as Appendix A, had remained broadly stable between quarters 2 and 3, with only a minor movement in the climate-change risk relating to planning permission for the Great Amwell site.

Members were informed that the register format had been updated to include target scores and movement indicators, improving transparency around how risks were changing over time and supporting the Leadership Team's ongoing oversight.

The Executive Member for Financial Sustainability proposed the recommendations as detailed in the report. The Executive Member for Neighbourhoods seconded the proposal.
Members asked for further detail on the recent deep dive undertaken within the Place Directorate. Officers explained that the review drew on operational risk registers and highlighted concerns around recruitment, retention and maintaining adequate staffing levels to deliver statutory services. It was confirmed that similar deep dives would be carried out across all directorates.

Questions were raised about upcoming risk-management training. Officers confirmed that training sessions had been arranged for both Members and officers in June 2026, with attendance expected for those on Audit and Governance Committee.

Members also sought clarification on how frequently the

corporate risk register was updated. It was advised that the Leadership Team reviewed risks quarterly and that emerging global issues would be considered at the next review.

Concerns were expressed about the scale of cyber-security threats facing local authorities. Members were encouraged to attend the Joint ICT Committee for updates.

The motion to support the recommendation, having been proposed and seconded, was put to the meeting and upon a vote being taken, was declared CARRIED.

RESOVLED – that (A) the 2025/26 quarter three corporate risk register and actions being taken to control and mitigate risk was considered and noted.

(B) the actions being taken following the recent internal audit report on the Council's risk management arrangements were noted.

402 REGULATION OF INVESTIGATORY POWERS ACT (RIPA) POLICY REVIEW

The Executive Member for Corporate Services presented the report on the Regulation of Investigatory Powers (RIPA) Policy Review. It was explained that although the Council had not used covert investigatory powers for some time, there was a legal requirement to maintain an up-to-date policy. The recent inspection by the Investigatory Powers Commissioner's Office (IPCO) had resulted in a positive outcome, confirming that the Council was operating compliantly. The only action arising from the inspection was the need to bring the policy back to Members for review, as this had not occurred since 2023.

The Executive Member for Corporate Services thanked the Monitoring Officer, noting that this was his final

attendance at Executive. They noted that the Council had benefited greatly from his expertise and that he had always remained fair, impartial and highly effective in the role.

The Executive Member for Corporate Services proposed the recommendations as detailed in the report. The Executive Member for Resident Engagement seconded the proposal.

Members queried when the Council last exercised its powers under the Regulation of Investigatory Powers Act (RIPA). Officers advised that the Council had not used RIPA powers within the past six years. It was noted that these powers were used more frequently around twenty years ago, however following national changes in approach, the use of such powers reduced significantly. Whilst not used regularly, the Council was statutorily required to maintain an up-to-date RIPA policy.

The motion to support the recommendation, having been proposed and seconded, was put to the meeting and upon a vote being taken, was declared CARRIED.

RESOVLED – A) Executive considered the content of the report and provided observations to the Director for Legal, Policy and Governance.

B) That the Regulation of Investigatory Powers Act (RIPA) Policy at Appendix B be adopted.

403 URGENT BUSINESS

There were no urgent items.

The meeting closed at 7:40pm

Chairman .....

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Date .....

East Herts Council Report

Executive

Date of meeting: 2 June 2026
Report by: Councillor Mione Goldspink, Executive Member for Communities
Report title: Scrutiny of Registered Providers' Communications Methods
Ward(s) affected: All

Summary –This report makes recommendations to the Executive for consideration following the Overview and Scrutiny Committee review of communication methods used by Registered Providers of housing in the district.

RECOMMENDATIONS FOR EXECUTIVE:

a) **Consider and approve the recommendations found in the action plan at appendix A.**
b) **Agree that the recommendations outlined in the action plan to be taken forward are implemented and Overview and Scrutiny Committee provided with a progress report on implementation.**

1.0 Background

1.1 Overview and Scrutiny Committee agreed on the 16 September 2025 to establish a task and finish group to review the methods of communication used by Registered Providers (housing associations) to engage with their tenants, elected members and council officers. This area of scrutiny was driven by a wish to identify actions that could result in tangible improvements to residents.

1.2 Task & Finish Group meetings were held on 29 October 2025, 17 November 2025, 4 December 2025 and 6 January 2026.

1.3 There was varied engagement from registered providers, with some engaging fully in the process, others providing information to inform the recommendations made and some organisations not engaging. This highlighted the difficulties with communication experienced by some residents and members, which prompted this scrutiny exercise.

1.4 The Task & Finish Group were impressed with the information that was shared through the process by those who engaged. The Task & Finish Group expressed that the process had provided them with a greater understanding of the processes used by Registered Providers, the council and partners to provide services and support residents. Many examples of best practice were shared, and these have been used to inform the recommendations.

1.5 Scope for improvements in communication between the council and Citizens Advice Bureau were also identified during this work. This issue was outside of the remit of this review as were not specifically about housing services. Therefore, recommendations in terms of this area have not been included in this report but are being taken forward separately.

1.6 The Task & Finish Group also discussed how internal communications between council officers and members could be improved. There was discussion about if/when direct contact might be appropriate and the group suggested guidance on this. This was also felt to be outside of the remit of this review but proposed a future review into the effectiveness of member enquiries processes to consider this.

2.0 Recommendations

2.1 The Task & Finish Group identified a range of recommendations which were felt would improve communications between Registered Providers, members and officers of the council.

2.2 These recommendations were divided into the key themes of contact information, information and training and on-going communication and engagement.

2.3 These recommendations and how these could be implemented have been considered. These have been developed into an action plan with clear officer accountability and timelines. This action plan is shown at appendix A.

3.0 Reason(s)

3.1 The Task & Finish Group has examined the evidence from a range of participants and developed recommendations in line with this evidence. These recommendations have been considered by the Executive Member for Neighbourhoods on consultation with officers and the plan for delivery developed.

4.0 Options

4.1 Accept the recommendations- RECOMMENDED for the reasons outlined above.

4.2 Not to accept the recommendations- NOT RECOMMENDED as the recommendations are being made to improve communications, which when not effective are a key driver of poor customer experience and dissatisfaction.

5.0 Risks

5.1 The remit of Overview and Scrutiny is to help review and improve services and functions run by the council and its local partners. A failure to consider ways to improve communications would be detrimental to members and tenants because this could result in reductions in the quality and effectiveness of services and poor customer experience. This can be mitigated by acting on the recommendations included in appendix A.

6.0 Implications/Consultations

6.1 Community Safety

a) Yes – the purpose of this review is to improve communication and customer experience and therefore would have a positive impact in terms of community safety as would ensure customer concerns are responded to at the earliest opportunity, preventing escalation of issues.

6.2 Data Protection

a) Yes – legislation prohibits disclosure of personal information. Those taking part in this work would be reminded that no personal information should be shared in the process of the review and guidance provided about the depersonalisation of data.

6.3 Equalities

a) Yes – the purpose of this review is to improve communication and therefore would have a positive impact on customer service standards. This is particularly important for groups who find communication more challenging. This review will consider equalities issues in the recommendations made.

6.4 Environmental Sustainability

a) None arising directly from this report.

6.5 Financial

a) None arising directly from this report.

6.6 Health and Safety

a) None arising directly from this report.

6.7 Human Resources

a) None arising directly from this report.

6.8 Human Rights

a) None arising directly from this report.

6.9 Legal

a) None arising directly from this report.

6.10 Specific Wards

a) None arising directly from this report.

7.0 Background papers, appendices and other relevant material

7.1 Background Information: None

7.2 Appendices

a) Action Plan for implementation of recommendations

Contact Member

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Theme- Contact Information				
Aim	OCS Recommendation/s	Recommended to Executive	Delivery Method	Responsible Officer
1. Provide registered provider contacts for ward members and others, to assist with case work efficiency and effectiveness	Registered Providers to be asked to confirm up-to-date contact details for member enquiries. This would preferably include a neighbourhood management contact to provide the opportunity of relationship building at an estate level. Provide officers with up to date/dedicated contact details Consider also making this list available to Citizens' Advice to help improve communication	Yes Yes Yes	Housing to compile spreadsheet at Ward level with details of providers to be created by September 2026. This to be stored on Teams site so staff and Members can access and shared with CAB.	KG

	and advocacy on behalf of tenants			
2. Ensure residents have appropriate and up to date contact details for their providers to ensure that they are able to seek advice and support with any issues that they might have.	Work with Registered Providers to update housing association contacts for residents on East Herts website to ensure these are current. Ensure reasonable adjustments are made so that these details are available for everyone who needs them	Yes Yes	To be undertaken as part of website review of content prompted by Renters Rights. To be completed by September 2026 Customer services to be advised of information and where this is held so can support residents accessing information face to face and on telephone	KG/JOB/LC KG
3. Assist members with the identification of which registered providers manage specific areas	Produce a list of housing providers that have stock in the district, broken down into individual wards	Yes	As per action 1.	KG

	Explore if work can be undertaken to map housing providers in East Herts with links to their websites, as used for Arts in East Herts	No	Propose spreadsheet and contacts created/updated initially and then consider mapping solution if website contacts and Member information ineffective	
4. Reduce multiple service specific contact lists for register provider contacts held by different council departments	Work towards establishing and maintaining a shareable, centrally held spreadsheet of property ownership and contacts details for Registered Providers operating in East Herts. Make sure that up to date and relevant information is easily accessible to different departments and registered provider partners to improve	Yes	As per action 1.	KG

	information gathering and communication. This will serve to reduce duplication and the need for internal sharing of details between different officers and departments.			
5. Proactively establish good working relationships with providers new to East Herts	Require that appropriate and relevant contact details are provided by Registered Providers to enable them to engage effectively with key council services and members as early in the process as possible, setting expectations around this in as formal a way as is practicable.	Yes	To be part of meetings pre advertising of stock with new providers led by Housing Needs Team. Holding these details on shared Teams site and flagging to key council services that there is a new provider will resolve concerns about being unaware of the presence of a new provider in East Herts	KG

Theme- Information and Training				
Aim	Recommendation			
6. Help members to provide residents with the best support community concerns such as antisocial behaviour	Provide advice to members about complaints standards and escalation processes which are common to all registered providers, including the role of the Ombudsman and advice about identifying if council officers are already aware of an issue to reduce duplication Provide advice/training on when it is appropriate to contact departments directly to discuss case work concerning registered providers and when it is preferable to	Yes	Through Members' training sessions. First 'housing' session in January 2026 on homelessness and further sessions to take place before January 2027.	JG/MA

	use the members' Infreemation service Provide relevant contact details for different departments as necessary			
7. Ensure housing providers are aware of the processes in East Herts to support with community concerns like antisocial behaviour	Provide information and/or training to housing providers highlighting the partnership processes and services available in East Herts which they can access to help them support their tenants and deal with community concerns in a coordinated way	Yes	To be delivered via bi-annual newsletter to housing providers (spring/autumn). First newsletter to be sent autumn 2026.	JG
8. Increase the understanding of tenants about the standards they should expect	Review East Herts Council's website content, particularly considering changes under Renters' Rights	Yes	Work underway on changes. To be completed by June 2026	KG/JOB/LC

	Act, to provide clearer guidance to tenants and landlords about their rights and obligations. This work is already in progress and Task & Finish Group members would like to be involved in this work as it develops			
Theme- Ongoing Communication and Engagement				
Aim	Recommendation			
9. Provide all registered providers opportunities to engage with East Herts Council to develop and consolidate relationships	Consider developing a regular newsletter to all Registered Providers with housing stock in East Herts sharing information of interest to them about the council, including details of ward members and key officer contacts.	Yes	To be delivered as per action 7. First newsletter to be sent autumn 2026.	JG

	It is also recommended that details of this review are shared with Registered Providers and asks for their comments and suggestions about opportunities to further improve communication			
10. Make residents aware that improving communication is a priority	Communicate information about this review via the council's website and other means for those who are digitally excluded	Yes	Recommendations to be published on website late summer 2026	KG/LC

East Herts Council

Executive

Date of Meeting: Tuesday, 2 June 2026

Report by: Report by the Executive Member for Neighbourhoods

Report title: Joint Working Agreement between East Herts Council and Sovereign Network Group (SNG**)**

Ward(s) affected: Hertford Sele

Summary

- Sovereign Network Group (SNG), a provider of affordable housing, has identified Sele Farm in Hertford as one of its key areas for investment within its entire portfolio of affordable housing, stretching from the South West to the East of England.
- SNG are keen to work closely with the council and local residents and stakeholders at Sele Farm on actively promoting local resident and stakeholder engagement and consultation, developing proposals to increase in the overall supply of new and genuinely affordable housing and improving the quality of the local environment, including maximising biodiversity.
- The council and SNG recognise the value of establishing and documenting joint working arrangements, especially as any investment programme is likely to extend beyond the establishment of the new successor unitary authority covering the East Herts area. It is felt that setting in place a Memorandum of Understanding (MoU) regarding joint working that can be transferred to the new unitary authority will minimise any loss of momentum during the period of local government reorganisation.

RECOMMENDATIONS FOR THE EXECUTIVE:

That the Executive:

(a) approves in principal the Memorandum of Understanding (included at Appendix A) covering joint arrangements for collaborative working at Sele Farm, Hertford

(b) delegates authority to the Director for Communities, acting in consultation with the Executive Member for Neighbourhoods, to sign the finalised Memorandum of Understanding on behalf of East Herts Council.

1.0 Proposal(s)

1.1 It is proposed that the council and SNG adopt a series of overarching objectives to improve the environment and affordable housing supply in the Sele Farm area of Hertford. It is felt important that the council and SNG agree and document a set of shared objectives and a mechanism for joint working in a Memorandum of Understanding that can pass to the new successor unitary authority, thus minimising the risk of any loss of momentum during the local government reorganisation process.

2.0 Background

2.1 SNG (formerly Network Homes and before that Riversmead Housing) have a long-standing relationship with the council having received the council's housing stock in the western half of the district as part of the council stock transfer in 2002.

2.2 SNG own over 700 affordable homes at Sele Farm and, having conducted a thorough review of the properties and environment using their 'Homes and Place Standard Design Guide', determined that the area and its residents could benefit from investment to improve the quality of the environment and increase the overall supply of genuinely affordable housing.

2.3 SNG approached the council in Autumn 2025 with a proposal to work jointly on the improvement of the Sele Farm area. They are keen to work closely with East Herts Council as a key stakeholder in the area given, among other things, the contribution of the area to meeting affordable housing need through relets and the council's ownership and maintenance of some parts of the public realm.

2.4 A programme of improvement of and investment in Sele Farm would extend well beyond the establishment of the new successor unitary authority which will incorporate the East Herts area, thus, arguably, a Memorandum of Understanding laying out the shared objectives and mechanism for joint working takes on particular significance at this time. It could guide the work of the new authority and minimise the risk of any disruption, delay or loss of focus on (the former) East Herts Council's priorities during the period of local government reorganisation and embedding of the new authority.

3.0 Reason(s)

3.1 Sele Farm has over 2,000 residential properties spanning

affordable housing, owner occupied homes and private rent properties. It has a thriving district shopping parade, a community centre and a range of community facilities and amenity space. In short, Sele Farm is an attractive part of Hertford that serves those looking to rent – across tenures – or buy a home at the slightly more affordable end of the local housing market.

3.2 SNG is both a major stockholder and stakeholder in the locality. In 2025, SNG conducted an extensive review of all its properties across its entire area of operation and determined that Sele Farm would benefit from investment to improve the environment and increase the supply of affordable housing.

3.3 The council is also a key stakeholder in the area, notably given the council nominates to the affordable homes, owns and maintains land and manages the shops in Fleming Crescent through a long lease of the units from SNG. Thus, it is crucial that any programme to enhance the area combines the efforts of both the council and SNG.

Proposed shared objectives for collaborative working at Sele Farm

3.4 Council and SNG officers have together identified the following proposed shared objectives that would underpin all investment and improvement activities in Sele Farm led by SNG. These being:

- active promotion of local resident and stakeholder engagement and consultation, creating opportunities for involvement to develop proposals which have the support of local residents
- an increase in the overall supply of new and genuinely affordable housing and
- improvement in the quality of the local environment including maximising biodiversity.

3.5 These proposed objectives accord with the following council priorities:

- the development of more genuinely affordable housing – prioritised in the council's Corporate Plan and Housing Strategy
- promotion of high standards of new and existing housing – prioritised in the council's Housing Strategy and District Plan
- environmental sustainability and biodiversity – prioritised in the Climate Change Strategy and District Plan
- promotion of resident involvement and engagement in decision-making – prioritised in the council's Corporate Plan, Listening Council statement and Thriving Together Wellbeing Strategy.

Potential future use of the council's assets at Sele Farm

3.6 The draft Memorandum of Understanding recognises that the council has some small landholdings at Sele Farm which were retained at the time of the stock transfer, largely to enable the council to play a proactive role in future improvement and investment activities.

3.7 The MoU is *not* a legally binding agreement between the council and SNG although the wording of the document envisages that at suitable and regular intervals, the council would assess the case for offering plots of land at Sele Farm to SNG. There could be a case for disposing or transferring council land for any one of several possible reasons including better maintenance of open spaces currently split between council and SNG ownership, enabling environmental projects and improvements and bringing forward new affordable homes.

3.8 Although there are currently no proposals to dispose of or transfer land, consultation with residents and stakeholders is likely to generate new ideas for meeting local need and improving the local environment. Advice has been sought, therefore, from Hertfordshire County Council's Legal team to ensure that the document is drafted to enable members to make legally sound decisions in the future about any land disposals or transfers to SNG.

3.9 The legal advice provides that assurance. In summary, the council could:

- dispose of land to SNG without needing to market it more widely
- dispose of land to SNG at less than full market value (so long as discount was less than £2 million) to enable new affordable housing or other thing to improve local wellbeing because the government has already given all councils consent to do this
- could use the Housing Streamlined Subsidy Scheme to help SNG provide new affordable homes, without needing to justify any reduction in the land value under the Subsidy Control Act 2022, so long as the discount was no greater than that necessary to ensure the financial viability of building the new homes.

4.0 Options

4.1 Do not approve the draft Memorandum of Understanding. NOT

RECOMMENDED as:

- this could signal that the council is uncertain about working with SNG and thus undermine future joint working and SNG's investment in Sele Farm
- there is a risk that without a clear, agreed mechanism for working together, the collaboration could founder or become delayed while East Herts Council becomes part of the new, larger unitary authority. This, in turn, would risk delaying or losing SNG's ability to access Homes England funding and/or internal resources for new genuinely affordable homes in the area.

4.2 Seek substantive amendments to the Memorandum of Understanding. NOT RECOMMENDED as:

- council and SNG officers have engaged in much work to date in drafting and refining the wording of the version of the MoU here presented to the Executive
- external legal advice has supported the framing of the MoU and so officers can assure members as currently worded the MoU enables but does not oblige the council to work closely with SNG to further the council's corporate goals and objectives.

5.0 Risks

5.1 Officers have identified a series of risks and mitigations.

5.2 Risk 1: as consultation with residents and stakeholders and further investigatory work proceed, viable proposals for increasing the supply of affordable homes or improving the environment may prove more difficult to deliver for any number of reasons, thus leading to few, if any, beneficial outcomes for residents and other stakeholders. The MoU seeks to mitigate this risk of abortive work for no appreciable gain by taking as wide a view as possible of how both parties could, in effect, pool consideration of land, funding and powers to enable opportunities for new affordable housing development and environmental improvement.

5.3 Risk 2: the successor authority to East Herts Council may wish to adopt a different view to working jointly with SNG leading to abortive work and potentially missed opportunities. Arguably, the risk of this is minimised by signing a MoU in the first place as it lays out the benefits of and the mechanism for joint working which it is hoped the successor authority would be keen to maintain. That said, the MoU is not a legally binding agreement and so the successor body could wish to amend it or, if it so wished, withdraw

from it.

6.0 Implications/Consultations

6.1 Officers sought high level legal advice on key aspects of the MoU from Hertfordshire County Council's Legal team. This advice has informed the drafting of this report and is referred in earlier sections.

Community Safety
None arising directly from this report.

Data Protection
The draft MoU covers the treatment of intellectual property and the use or disclosure of the council's information.

Equalities
SNG shall lead on resident and stakeholder consultation and they have engaged professional consultants on this. The commissioning of these consultants included assessment against equalities criteria.
Any projects or activities arising from the collaborative working would be subject equalities impact assessments in due course.

Environmental Sustainability
One of the three objectives of the collaborative working governed by the MoU is the seeking of ways to improve the local environment, including biodiversity, at Sele Farm. Thus, it is envisaged that the council's continued involvement, triggered by signing the MoU, will have a positive impact in due course on environmental sustainability.

Financial
None arising directly from this report. That said, signing the MoU will enable proposals to be brought forward to the Executive in due course covering land disposal. Each proposal would lay out the financial and other benefits, such as enablement of genuinely affordable housing, of the proposed transaction to enable members to come to an informed decision on a case-by-case basis.

Health and Safety
None arising directly from this report.

Human Resources
None arising directly from this report.

Human Rights
None arising directly from this report.

Legal
None arising directly from this report save that external legal advice, referred to at various points in this report, has been sought regarding the legal aspects of any future disposal of land. Future proposals brought to the Executive would be accompanied by a detailed discussion of the legal instruments the council would be able to rely on when using its land to support affordable housing development.
With regard to any future proposed land disposals, the external legal advice provides assurance that, subject to more detailed legal scrutiny of any actual forthcoming land disposal proposals:

- the council would be able to dispose of land to SNG without the transaction being subject to the Procurement Act 2023 as the nature of any such disposal would constitute a contract for sale of land (which would fall outside of the Procurement Act) rather than a works contract (which would fall within the ambit of the Procurement Act)
- the council could rely on the general disposal consent granted by the Secretary of State in *Circular 06/03: Local Government Act 1972 general disposal consent (England) 2003* to dispose of land at below full market value (subject to the discount being less than £2 million) as the purpose of enabling affordable housing would come under the key criterion of the general consent that a reduced value will help the council *'secure the promotion or improvement of the economic, social or environmental well-being of its area'*
- it appears that a case could readily be made that any land disposal at less than best consideration would be compliant with the Subsidy Control Act 2022 given it is widely accepted that the construction of affordable housing requires subsidy. Of course, a detailed evidential case for subsidy would be required for any actual disposal to proceed. Of particular note, in April this year, central government introduced the Housing Streamlined Subsidy Scheme which, in essence, removes the need for public subsidy for affordable housing to meet the full definition of compliance under the Procurement Act 2022 so long as, among other things, the subsidy is limited to that required to bring forward affordable housing that otherwise would not be viable.

Specific Wards
Hertford Sele

7.0 Background papers, appendices and other relevant material

7.1 Appendix A – DRAFT Memorandum of Understanding relating to collaboration at Sele Farm between East Herts Council and Sovereign Network Group (SNG).

Contact Member

Cllr Mione Goldspink – Executive Member for Neighbourhoods

mione.goldspink@eastherts.gov.uk

Contact Officer and Report Author

Jonathan Geall – Director for Communities

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APPENIDX A

Dated **2026**

DRAFT

East Hertfordshire District Council

and

Sovereign Network Group

MEMORANDUM OF UNDERSTANDING

relating to collaboration at Sele Farm, Hertford

Arbor
255 Blackfriars Road
London
SE1 9AX
DX: 156810 London Bridge 6

T 020 7593 5000
F 020 7593 5099

www.wslaw.co.uk

Winckworth Sherwood

Solicitors and Parliamentary Agents

THIS AGREEMENT is made on 2026

Between:

(1) **East Hertfordshire District Council (known as 'East Herts Council') of Wallfields, Pegs Lane, Hertford, SG13 8EQ** (the Council);

(2) **Sovereign Network Group** (an exempt charity) and charitable Registered Society under the Co-Operative and Community Benefit Societies Act 2014 with FCA registration number 7448 and registered with the Regulator of Social Housing registration number 4837) whose registered office is at Sovereign House, Basing View, Basingstoke, RG21 4FA **("SNG")**

each a "**Party**" and together, the "**Parties**".

RECITALS:

(A) The Parties each hold interests in or around Sele Farm. They have agreed to work together in their common interest in connection with the Sele Farm Estate. .

(B) The Parties wish to enter into this Agreement to set out their respective responsibilities and obligations with respect to working collaboratively to increase the overall supply of new and genuinely affordable housing.

IT IS AGREED as follows:

1. **INTERPRETATION**

1.1 The definitions and rules of interpretation in this clause shall apply to this Agreement.

Agreement: means this memorandum of understanding.

Business Day: means any day which is not a Saturday, Sunday or a bank or public holiday in England.

Collaboration: means joint working between the Parties in pursuit of the Objectives during the Collaboration Period in line with this Agreement.

Collaboration Period: means the period commencing the date of this Agreement and terminating on the earlier of:

(i) 30 April 2032; and

(ii) Three year(s) from the date hereof;

unless otherwise extended by the written agreement of both Parties (which agreement may be granted or withheld in each Party's absolute discretion).

Objectives: means:

- Active promotion of local resident/stakeholder engagement and consultation, creating opportunities for involvement to develop proposals which have the support of local residents
- Increase in the overall supply of new and genuinely affordable housing and

- Improvement in the quality of the local environment including maximising biodiversity

unless otherwise extended by the written agreement of both Parties (which agreement may be granted or withheld in each Party's absolute discretion).

Representative: has the meaning given in Clause 4.2

Sele Farm Area: means the totality of the area within the boundary as shown in Schedule 1 of this Agreement.

Team: has the meaning given in Clause 4.

1.2 The headings in this Agreement are inserted for convenience only and shall not affect its construction.

1.3 A reference to a particular law is a reference to it as it is in force for the time being taking account of any amendment, extension, or re-enactment and includes any subordinate legislation for the time being in force made under it.

1.4 Unless the context otherwise requires, words in the singular shall include the plural and, in the plural, shall include the singular.

1.5 Where the words **include(s), including** or **in particular** are used in this Agreement, they are deemed to have the words without limitation following them. Where the context permits, the words other and otherwise are illustrative and shall not limit the sense of the words preceding them.

1.6 Reference to the time of day is reference to that time in London, England.

2. COMMENCEMENT AND DURATION

2.1 This Agreement shall commence on the date of this Agreement and continue for the duration of the Collaboration Period. At the end of the Collaboration Period, the Parties will continue to collaborate with a view to bringing arrangements with third parties to an end and mitigating any liabilities thereunder.

2.2 The Parties agree that they shall work together collaboratively and in good faith at their own respective expense to progress the Objectives during the Collaboration Period.

2.3 The Parties both acknowledge that:

2.3.1 this Agreement is binding on both of them;

2.3.2 each owes the other a duty of good faith; and

2.3.3 this Agreement does not constitute a binding agreement for the sale, purchase or letting of either Party's interests or part thereof to the other Party or require the Parties to enter into one.

2.4 The Parties agree not to disclose any confidential terms of the Collaboration, save as required by law, and are to instruct their respective professional advisors not to do so.

2.5 The Parties shall endeavour to agree any further heads of terms for the first steps of the Project within three months of the date of this Agreement

2.6 For the avoidance of doubt, the Parties do not intend this Agreement to be legally binding.

3. FINANCIAL CONTRIBUTION

Except as otherwise stated in this Agreement, each Party shall bear its own costs and expenses incurred in the negotiation, preparation, execution, implementation and enforcement of this Agreement, except that this clause 3 shall not prejudice the right of a Party to seek to recover its costs and expenses in any litigation or dispute resolution procedure which may arise out of this Agreement.

4. TEAM

4.1 The Parties have established a Team which will work jointly and cohesively to improve the Sele Farm Estate. SNG will chair those meetings and determine the agenda for the same.

4.2 The Team shall consist of six Representatives with three Representatives appointed by each of the Parties. The initial Team shall consist of the following:

Party	**Representative**
SNG	Dawn McKenzie
SNG	Ros Paris
SNG	Despina Loizou
East Herts Council	Jonathan Geall
East Herts Council	Katherine Gilcreest
East Herts Council	Housing Strategy Officer – to be appointed

4.3 The Team shall meet at least every two months at a venue reasonably convenient for all Representatives or on a conference or virtual call at which all participants are able to speak to and hear each of the other participants.

4.4 Each Representative of the Team shall be entitled to appoint one or more alternates of their choice to represent them in all respects at meetings and each Party may replace any of their Representatives from time to time by giving the other Parties prior notice in writing. Each Party shall bear responsibility and liability for any claims related to any change in their respective Representative.

4.5 The Parties will authorise the Team as necessary from time to time to undertake such appropriate steps as deemed necessary to progress the overall direction, supervision and management of the Collaboration, having regard to the Objectives and their own internal policies and practices.

5. SCOPE OF THE COLLABORATION

5.1 It is understood that that SNG will in pursuit of the Objectives of the Collaboration:

5.1.1 lead a consultation process with local residents and stakeholders to feed into a clear vision for Sele Farm providing a range of opportunities to identify and shape a set of themes which will frame any future proposals coming forward

5.1.2 identify potential opportunities to deliver affordable housing to meet needs as agreed by both Parties, with any market housing only included to cross-subsidise and maximise affordable provision

5.1.3 seek and allocate any appropriate grant funding it might wish to so as to advance the Objectives

5.1.4 endeavour to prioritise the Objectives within its business planning and resource allocations.

5.2 And the Council will in pursuit of the Objectives of the Collaboration:

5.2.1 assess at suitable and regular intervals the case for offering plots of land within the Sele Farm Area to SNG, having regard at all times to any identified development potential of such plots and the Objectives, for acquisition at either market value or below market value, including nil cost, while having regard at all times to the required consents and regulations applicable to local authority disposals

5.2.2 seek and allocate any appropriate grant funding it might wish to so as to advance the Objectives.

5.3 The Parties seek to, in effect, pool consideration of land, funding and powers to enable opportunities for new affordable housing development within the Sele Farm Area.

6. **ENABLING OF THE COLLABORATION**

The Parties agree, in consideration of each of their obligations in this Agreement, to work together during the Collaboration Period to further the Objectives. Each Party agrees that it will not (save in the course of usual day to day strategic asset management (which may include disposals)) seek to enter into any arrangements which would adversely impact on the Objectives.

7. **INTELLECTUAL PROPERTY**

7.1 Where a Party makes available to the Team the benefit of its existing technology, materials, trademarks, logos or other intellectual property for use in connection with the Collaboration (**Providing Party**), any intellectual property rights which vest in such intellectual property shall remain in the ownership of the Providing Party. No other Party shall have any right, and shall not permit any consultant, contractor or other person, to use any such materials, trademarks, logos or other intellectual property rights for purposes not related to the Collaboration without the Providing Party's prior written consent.

7.2 All technology, materials, trademarks, logos or other intellectual property developed primarily for use jointly by the Parties in connection with the Collaboration shall, unless otherwise agreed between them, belong to the Parties equally as joint owners. Each Party shall, if requested by another Party, enter into such assignment or other formal documentation as may be necessary or desirable to record that joint ownership.

8. **CONFIDENTIALITY**

8.1 Each Party (**Receiving Party**) will keep confidential and will not use, copy, adapt, alter, disclose or part with the possession of any information, whether in written or any other form, which has been or may be disclosed to it by (or on behalf of) another Party (**Disclosing Party**) about any work in connection with the Collaboration or in the course of the discussions leading up to or the entering into or performance of this Agreement and which is identified as confidential or is clearly by its nature confidential (**Confidential Information**) except insofar as strictly necessary to perform its obligations or exercise its rights under this Agreement and/or insofar as the Confidential Information is required:

8.1.1 to be disclosed to the Receiving Party's employees, officers and professional advisers. Any disclosure of Confidential Information permitted by this clause 8.1.1 will be in confidence, will only be to the extent that any persons to whom the information is disclosed needs to know the same for the performance of their duties in relation to the Collaboration and/or this Agreement and the Receiving Party will be obliged to procure that all such persons are aware of the obligation of confidentiality and undertake to comply with it; or

8.1.2 to be disclosed by applicable law, an applicable regulatory authority, or securities exchange to which a Receiving Party is subject.

8.2 The Receiving Party hereby undertakes to each other Party to use the Confidential Information disclosed to it by or on behalf of the Disclosing Party solely in connection with the performance of this Agreement and not otherwise for its own benefit or the benefit of any third party.

8.3 Confidential Information shall include the terms of this Agreement but does not include information which:

8.3.1 is or becomes generally available to the public otherwise than as a direct or indirect result of disclosure by the Receiving Party or a person employed or engaged by the Receiving Party contrary to its obligations of confidentiality;

8.3.2 is or was made available or becomes available to the Receiving Party otherwise than pursuant to this Agreement and free of any restrictions as to its use or disclosure; or

8.3.3 the Receiving Party is able to prove was already in its possession at the date it was received or obtained or which the Receiving Party obtains from some other person with good legal title to the same or which is independently developed by or for the Receiving Party.

8.4 In all cases a Party shall inform the other Party immediately upon becoming aware or suspecting that an unauthorised person has become aware of Confidential Information, or that an unauthorised disclosure of Confidential information has been made.

8.5 The provisions of this clause 8 shall continue in force notwithstanding termination or expiry of this Agreement.

9. ANNOUNCEMENTS

9.1 Subject to clause 9.2, no announcement, circular or similar public communication in connection with this Agreement or the Collaboration shall be made or issued by or on behalf of the Parties without the prior written consent of the other Party (which shall not be unreasonably withheld or delayed).

9.2 The restrictions in clause 9.1 shall not apply to any statement which is required to be made by applicable law, an applicable regulatory authority, or securities exchange to which a Party is subject.

10. RELATIONSHIP OF THE PARTIES

Nothing in this Agreement is intended to, or shall be deemed to create or imply the existence of a partnership, agency or joint venture between the Parties nor any arrangement which would impose liability on a Party for the acts or omissions of any other Party. In particular, except as expressly referenced in this Agreement, each Party acknowledges that it does not have the authority to, and agrees that it shall not, at any time without prior written consent make or enter into any commitments on behalf of another Party.

11. **NOTICES**

11.1 Any notice or other communication given under, or in connection with, the matters contemplated by this Agreement shall be in writing in English and sent to the other Party or Parties by a method set out in clause 11.2.

11.2 Any notice or communication referred to in clause 11.1 is deemed to have been received:

11.2.1 if delivered by hand, at the time of delivery;

11.2.2 in the case of pre-paid recorded delivery or registered post, 48 hours from the date of posting save in case of a notice sent to FPL when it shall be deemed to have been received 5 Business Days from the date of posting; and

11.2.3 in the case of email, at the time of transmission,

provided that if deemed receipt occurs after 5pm on a Business Day, or on a day which is not a Business Day, the notice is deemed to have been received at 9am on the next Business Day.

11.3 Notice will be valid if served by email in accordance with clause 11.1, provided the notice is expressly stated to be sent on behalf of the Party giving it and no automated error message has been sent by the recipient's email server in relation to that notice.

11.4 The contact details of the Parties for the purposes of clause 11.1 are:

Party	Contact	Address	Email address
SNG	Dawn McKenzie	The Hive, 22 Wembley Park Boulevard, London HA9 0HP	Dawn.McKenzie@sng.org.uk
East Herts Council	Jonathan Geall	Wallfields, Pegs Lane, Hertford SG13 8EQ	jonathan.geall@eastherts.gov.uk

or such other address or email address as may be notified in writing from time to time by the relevant Party to each other party and the Company.

12. **RESOLUTION OF DISPUTES**

12.1 If a dispute occurs between the Parties relating to a matter arising out of or in connection with the Collaboration, the Parties shall be required to first comply with the provisions of this clause 12 to resolve that dispute.

12.2 A Party that considers it has a dispute with another Party or Parties ("Notifying Party") may serve a notice on those other Parties ("Other Party") stating that in its reasonable opinion a dispute has occurred and identifying the particulars of that dispute ("Dispute Notice").

12.3 The Other Party and the Notifying Party (each represented by their applicable representative) agree to attend a meeting ("Dispute Meeting") as soon as reasonably practicable (and in any event within 20 Business Days from the date the Other Party received the Dispute Notice). The Parties' respective representatives shall use reasonable endeavours to resolve the disputed matters in good faith.

12.4 If the Other Party and the Notifying Party reach agreement on a resolution regarding the disputed matters at the Dispute Meeting, then the Other Party and the Notifying Party shall take such reasonably necessary steps to act on that resolution.

12.5 If the representatives of the Other Party and the Notifying Party are unable to resolve the dispute at the Dispute Meeting, the Other Party and the Notifying Party agree to refer the disputed matters to a senior executive of their respective Party's corporate group, who shall attend a further meeting ("Further Meeting") within 20 Business Days of the Dispute Meeting and use reasonable endeavours to resolve the disputed matters in good faith.

12.6 If the Other Party and the Notifying Party reach agreement on a resolution regarding the disputed matters at the Further Meeting, then the Other Party and the Notifying Party shall take such reasonably necessary steps to act on that resolution.

13. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement between the Parties and supersedes all previous agreements, arrangements, understandings or proposals (whether written or oral) of any nature between the Parties relating to the subject matter of this Agreement.

14. VARIATION

No variation of this Agreement shall be valid unless it is in writing and signed by or on behalf of each Party.

15. NO WAIVER

No failure or any delay by any Party to exercise any right or remedy provided under this Agreement or by law shall constitute a waiver of that or any other right or remedy, nor shall it preclude or restrict any further exercise of that or any other right or remedy.

16. SEVERANCE

If any court or competent authority finds any provision (or part provision) of this Agreement to be invalid or unenforceable then such invalidity or unenforceability shall not affect the other provisions of this Agreement which shall remain in full force and effect.

17. **COUNTERPARTS**

17.1 This Agreement may be executed in any number of counterparts, each of which, when executed, shall be deemed to form part of and together constitute this Agreement.

17.2 Delivery of an executed counterpart sent by email (in PDF, JPEG, or a similar file format) shall take effect as delivery of an executed counterpart of this Agreement.

18. **ASSIGNMENT**

The Parties shall not be entitled to assign, transfer or create any trust in respect of the benefit or burden of any provision of this Agreement without the prior written consent of the other Parties PROVIDED THAT it is intended that this Agreement shall continue to bind any successor organisation to either Party.

19. **THIRD PARTY RIGHTS**

19.1 Each Party confirms that it is entering into this Agreement for its own benefit and not for the benefit of any other person.

19.2 A person who is not a Party to this Agreement has no rights under the Contracts (Rights of Third Parties) Act 1999 to enforce, or to enjoy the benefit of, any term of this Agreement but this does not affect any right or remedy of a third party which exists or is available apart from that Act.

20. **GOVERNING LAW AND JURISDICTION**

20.1 This Agreement and any dispute or claim arising out of or in connection with it or its subject matter or formation (including non-contractual disputes or claims) shall be governed by and interpreted in accordance with English law.

20.2 The Parties irrevocably agree that the courts of England shall have exclusive jurisdiction over any dispute or claim that arises out of or in connection with this Agreement or its subject matter or formation (including non-contractual disputes or claims).

EXECUTED by the Parties on the date first mentioned above

Signed by [**Name**] duly
authorised for and on behalf of
East Hertfordshire District Council

Authorised Signatory

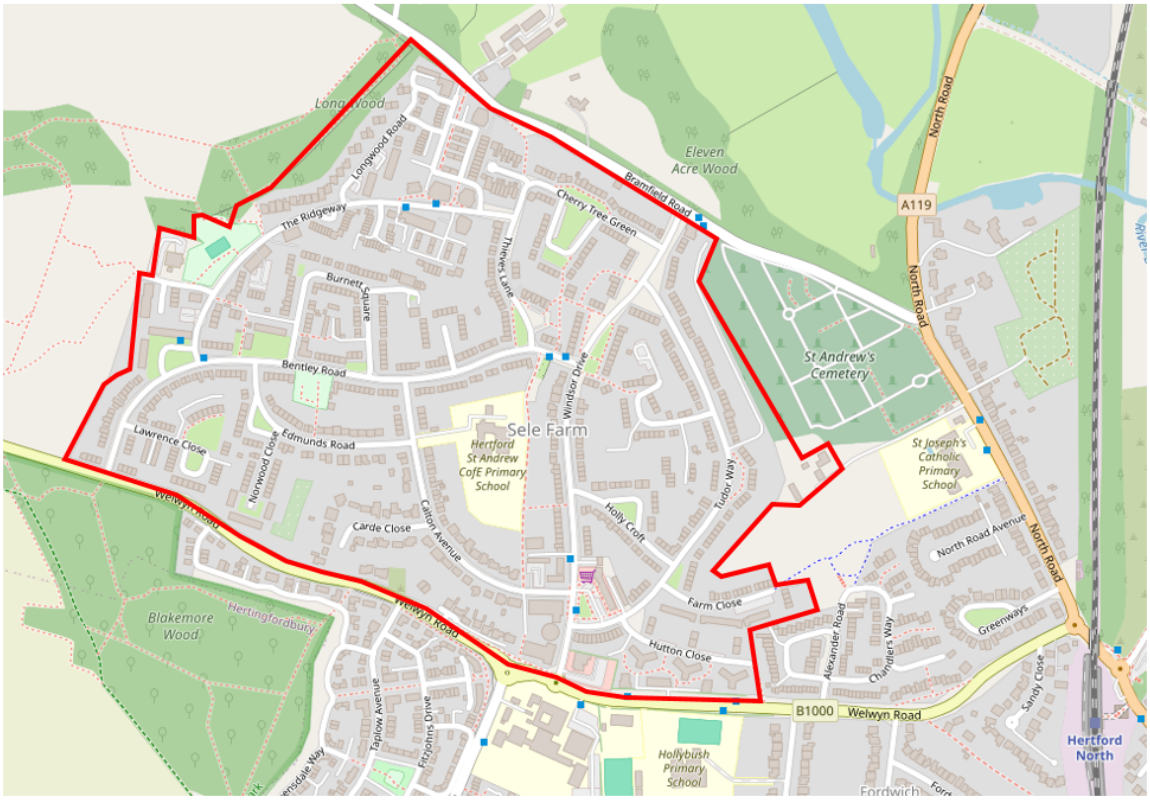
Signed by [**Name**] duly
authorised for and on behalf of
Sovereign Network Group

Authorised Signatory

Schedule 1

Sele Farm Area

The area within the red line constitutes the Sele Farm Area for purposes of this Memorandum of Understanding.



East Herts Council's landholdings in the area can be viewed on East Herts Council's website.

East Herts Council Report

Executive

Date of meeting: Tuesday, 2 June 2026

Report by: Councillor Mione Goldspink, Executive Member for Communities

Report title: Homelessness and Rough Sleeping Review and Strategy 2026-2031

Ward(s) affected: All

Summary – This report presents the draft version of the Homelessness and Rough Sleeping Review and Strategy 2026-31 and recommends it to Council for approval.

RECOMMENDATIONS FOR EXECUTIVE:

a) **To consider the content of the draft Homelessness and Rough Sleeping Review and Strategy 2026-31 and raise any further points for consideration for inclusion.**
b) **That unless substantive changes are required as a result of consultation in which case a revised version will be brought to the Executive for consideration, the Homelessness and Rough Sleeping Strategy 2026-2031 be endorsed for recommendation to Council for approval.**

1.0 Background

1.1 Under the Homelessness Act 2002 all local authorities are required to carry out a homelessness review and to develop and publish a strategy based on the review every five years.

1.2 East Herts published its first Homelessness Strategy in July 2003. This is the fifth Strategy and is due to run from 2026 to March 2031.

2.0 Report

2.1 The Homelessness Act 2002 placed enhanced duties on local authorities to assist homeless and potentially homeless people. One of the key aims of the Act was to ensure that housing authorities take a comprehensive and strategic approach to managing and preventing homelessness in their districts.

2.2 The council's last Homelessness Strategy was adopted and published in 2019 and the council and its partners have made significant progress on providing and improving services to those people that are homeless or potentially homeless. The Strategy includes a section on the achievements by the council and its partners to improve the homeless services provided, since the last Strategy was adopted.

2.3 The previous Strategy covered the period 2019-2024. Delivery of review of the strategy was delayed as the post responsible for this work was not in place until September 2025.

2.4 Much has changed both locally and nationally since the last Homelessness Strategy was adopted. The most significant recent changes include the Renters' Rights Act 2025 and A National Plan to end Homelessness published in December 2025. The latter includes an outcomes framework for local authorities and the requirement for areas to have local targets to move from a crisis response to one focused on prevention.

2.5 A draft Strategy has been developed. This has 5 objectives around which the Housing Service will build its Delivery Plan. The Delivery Plan will shape the emphasis of the Housing Options Team's work for the next five years.

2.6 The strategic priorities in the strategy are:

- Continue to prevent and relieve homelessness at the earliest opportunity
- Increase temporary accommodation options to improve suitability and sustainability, reducing the use of bed and breakfast accommodation
- Continue to improve the pathways in and out of supported housing and the support available to vulnerable single people
- Maximise the availability of affordable housing
- Continue to provide support to reduce rough sleeping and where this occurs, ensure it is brief and not re-occurring

2.7 The draft Strategy was published for consultation. Customers of the homeless service were specifically asked to contribute as they had insight into any gaps in service provision they experienced and what could have been done which may have prevented their homelessness.

2.8 All the responses to the consultation were considered.

2.9 A copy of the updated Strategy is attached at Appendix A. An Equalities Impact assessment has also been prepared for the Strategy and included at Appendix B.

2.10 Executive Members are now asked if there any further points they wish to raise or be considered for inclusion in the draft Strategy, particularly regarding the actions outlined under each of the four Strategy Objectives, which will form the basis of the first year's Delivery Plan.

3.0 Reason(s)

3.1 Executive are asked to consider the draft strategy and subject to any points raised, recommend this to Council.

4.0 Options

4.1 Accept the recommendations- RECOMMENDED for the reasons outlined above.

4.2 Not to accept the recommendations- NOT RECOMMENDED. As explained in 5.1 there is currently no strategy which is a statutory requirement

5.0 Risks

5.1 The council currently does not have a Homelessness and Rough Sleeping Strategy, which is a statutory requirement and necessary to provide the strategic direction of the service. Recommending the Strategy to Council would mitigate this risk.

6.0 Implications/Consultations

6.1 Community Safety
a) Yes – preventing and relieving homelessness, positively contributes to community safety.

6.2 Data Protection
a) None arising directly from this report.

6.3 Equalities
a) Yes – the purpose of the strategy is to prevent and relieve

homelessness, which has implications in terms of equalities. An equalities impact assessment has been undertaken and is shown at Appendix B.

6.4 Environmental Sustainability
a) None arising directly from this report.

6.5 Financial
a) None arising directly from this report.

6.6 Health and Safety
a) None arising directly from this report.

6.7 Human Resources
a) None arising directly from this report.

6.8 Human Rights
a) None arising directly from this report.

6.9 Legal
a) None arising directly from this report.

6.10 Specific Wards
a) None arising directly from this report.

7.0 Background papers, appendices and other relevant material

7.1 Background Information: None

7.2 Appendices
a) draft Homelessness and Rough Sleeping Strategy
b) equalities impact assessment

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East Herts District Council

Homeless and Rough Sleeping Strategy 2026-2031

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Section 1 – Foreword

Welcome to the Council's new Preventing Homelessness Strategy for 2026-2031. This is East Herts' fifth Homelessness Strategy, setting out our approach for tackling homelessness and rough sleeping within the district.

Homelessness and poor housing conditions blight lives, damage health, and reduce opportunities. This Strategy aims to continue the work to prevent and relieve homelessness as early as possible, ensure suitable and sustainable temporary accommodation is available to meet emergency needs and that the needs of our most vulnerable customers are met. Underpinning this work is a continued drive to maximise the availability of affordable housing in our district as the most sustainable way of supporting our current residents and future generations.

I am confident that this Strategy establishes key objectives and provides a comprehensive framework, clearly outlining the Council's approach and commitment to addressing homelessness over the next five years.

The Strategy will concentrate on 5 key objectives:

1. Continue to prevent and relieve homelessness at the earliest opportunity
2. Increase temporary accommodation options to improve suitability and sustainability, reducing the use of bed and breakfast accommodation
3. Continue to improve the pathways in and out of supported housing and the support available to vulnerable single people
4. Maximise the availability of affordable housing
5. Continue to provide support to reduce rough sleeping and where this occurs, ensure it is brief and not re-occurring

I would like to extend my thanks on behalf of the Council to everyone who has been involved in developing this Strategy. Your dedication and hard work are greatly appreciated as we strive to make East Herts a place where everyone has the opportunity for safe, stable housing.

Section 2 - Executive Summary

The objective of this Homelessness and Rough Sleeping Strategy is to enable early intervention to prevent homelessness and, when prevention is not feasible, to assist homeless households and those in housing need obtain appropriate help. The data and research enables understanding of the scale of the problem and the specific drivers for homelessness in the district, which is crucial for tailoring our response.

The data between 2020/21-2024/25 show an increase in homeless households approaching the council for help, with 2023/24 representing the highest level of homeless approaches since the adoption of the Homeless Reduction Act in 2018. This increase related to in households being made homeless due to their private sector tenancy ending by way of a ‘no fault eviction’ and an increase in households fleeing their previous home due to domestic abuse.

Since 2020/21 there have been increases in the support needs of homeless households. Nearly half of the households approaching for homelessness assistance have support needs and 90% of those households have support needs in more than one area. This tells us that homeless households are more vulnerable than ever and providing a ‘bricks and mortar’ solution alone is not enough. To address this, we need to focus on supported housing pathways and how specialist support can be provided in a coordinated way for these clients.

Our response needs to address these challenges, and therefore the following priorities have been identified for the period 2026-31:

- Continue to prevent and relieve homelessness at the earliest opportunity
- Increase temporary accommodation options to improve suitability and sustainability, reducing the use of bed and breakfast accommodation
- Continue to improve the pathways in and out of supported housing and the support available to vulnerable single people
- Maximise the availability of affordable housing
- Continue to provide support to reduce rough sleeping and where this occurs, ensure it is brief and not re-occurring

An action plan has been developed to address these strategic aims.

It is recognised that much of this work needs to take place in partnership with others; other services, the Voluntary and Community Sector and our customers. Consultation has taken place with these partners to ensure this is a strategy which reflects the views of partners and provides a shared vision to respond to homelessness in East Herts.

Section 3 – Review of the Homelessness and Rough Sleeping Strategy 2019-2024

The council's previous Homelessness and Rough Sleeping Strategy set out the following priorities:

- Strong and effective partnership working
- Early targeted intervention and advice to prevent the loss of accommodation
- Effective action to relieve homelessness and sustain tenancies to prevent repeat homelessness
- Protect and increase local housing options

It is important to recognise the achievements of the previous strategy so that these are factored into work in the upcoming period. The key accomplishments of the previous strategy include:

- Successfully secured funding through the Government's Rough Sleeping Initiative to provide a full-time Rough Sleeping Coordinator to assist clients with securing long-term accommodation
- The development of 1,130 affordable new homes for rent and 525 for shared ownership, totalling 1,655 new affordable homes
- Secured Next Steps Accommodation Programme funding to convert two council-owned properties into six self-contained units for rough sleepers.
- Additional revenue funding enabled the employment of a Single Person Support Officer to help residents develop independent living skills
- Developed a "Duty to Refer" portal on the East Herts website, allowing partners to easily alert the Housing Options Team about customers at risk of homelessness
- Created a single pathway for residents and support agencies to request housing advice and assistance via the East Herts Council website
- Agreed on a county-wide protocol to assist homeless 16/17-year-olds, care leavers, and intentionally homeless families, ensuring consistent support across the region

- The Council procured new temporary, self-contained accommodation for 16 households, reducing reliance on Bed and Breakfast options.
- Increased the staff resource to support residents in temporary accommodations and facilitate their transition to permanent housing
- Collaborated with partners, including Hertfordshire County Council, Change Grow Live (CGL), Probation, Registered Providers, and MIND, in monthly MDT meetings to support single residents at risk of homelessness.

Section 4 – Review of Homelessness Data 2020-2025

To identify the priorities for 2025-2030, data from 2020-2025 has been examined to understand:

- the demand for homelessness support
- the customer profile in terms of age and household composition
- the support needs of households and how these impact on priority need
- the reasons for homelessness
- the households placed in temporary accommodation, and the type of accommodation used
- the outcomes for the households supported

Definition of Homeless Duties

When examining homelessness data between 2020-2025 terminology taken from homelessness legislation is used. An explanation of these terms is shown below:

Prevention Duty: Owed to individuals and households who are threatened with homelessness within 56 days. The local authority must take reasonable steps to help them remain in their current accommodation or secure alternative accommodation for at least six months.

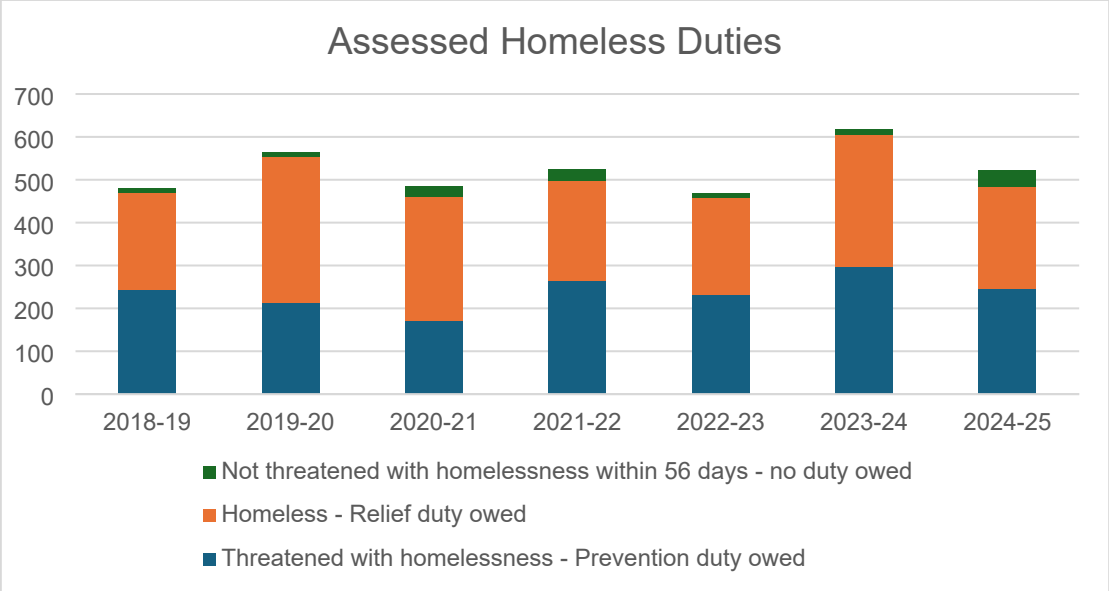
Relief Duty: Owed to individuals and households who are already homeless. The local authority must take reasonable steps to help them secure accommodation for at least six months.

Main Housing Duty: Owed to households in priority need and unintentionally homeless after the relief duty has ended without securing accommodation. The local authority must ensure that suitable accommodation is available for the household until the duty ends under specified conditions.

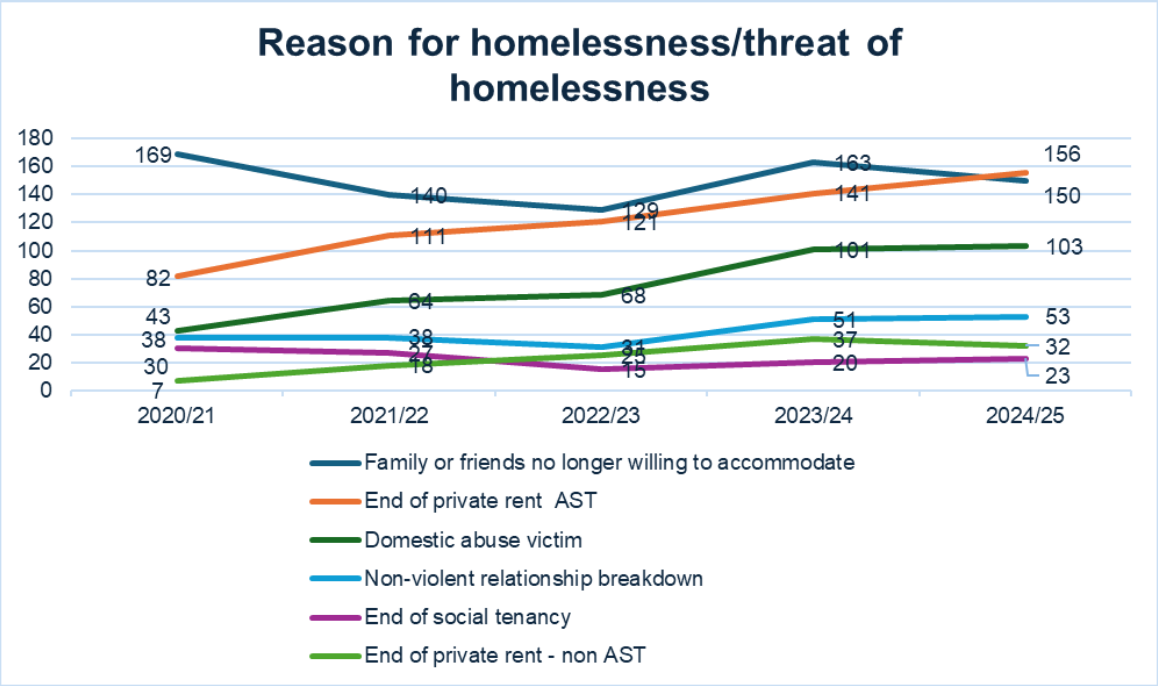
Priority Need: In homelessness law, a priority need determines the legal obligation for emergency accommodation, while a support need (or vulnerability) is a factor used to determine if a priority status may exist. Priority need mandates immediate interim housing. Priority need groups Include households with dependent children, pregnant women, and individuals vulnerable due to old age, mental illness, or physical disability. The Domestic Abuse Act 2021 provided that those fleeing domestic abuse would have priority need.

Demand for Homelessness Support

The year 2020/21 saw a reduction in homeless approaches due to measures introduced during the coronavirus pandemic which prevented evictions from social and private sector tenancies. Figures for 2023/24 show a considerable increase presentations, higher than pre-pandemic levels. The percentage of customers presenting at the 'relief stage' (already homeless) in 2023-24 was 52% so also higher than previous years outside of the pandemic period. 2024-25 saw a reduction in approaches but a continuation of a higher percentage of approaches at the relief stage.



Reasons for Homelessness



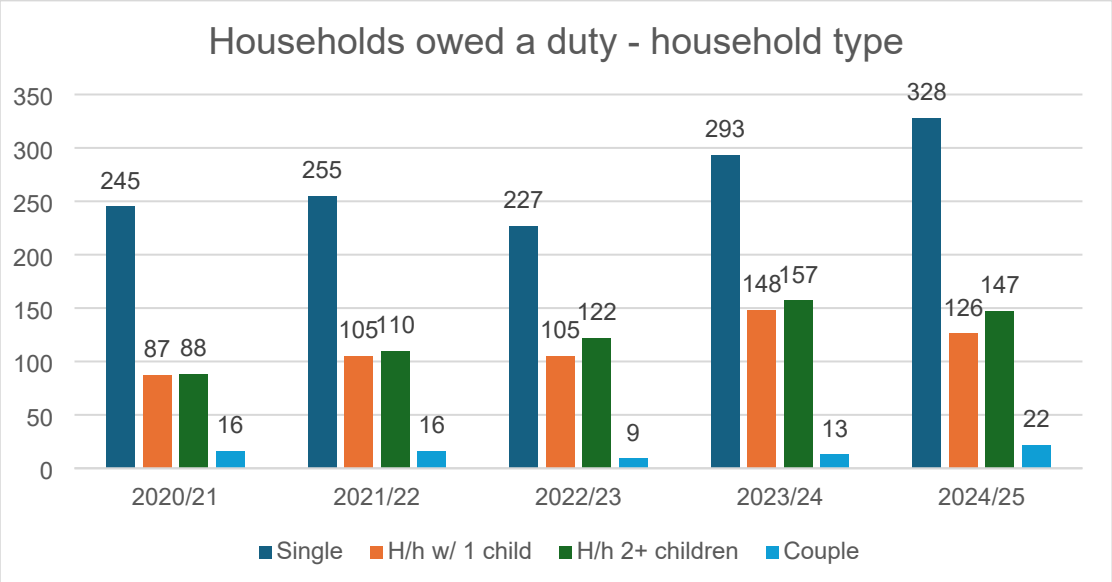
The primary reasons for homelessness or the threat of homelessness in 2024/25 were:

- End of a private rented tenancy AST (30%)
- Family or friends no longer willing or able to accommodate (29%)
- Domestic abuse (20%)
- Non-violent relationship breakdown (10%)
- End of a non-assured shorthold rented tenancy (6%)

Presentations from households due to their private rented tenancy coming to an end was the single highest reason for homelessness in 2024/24 and on a steady upward trajectory since 2020/21, with 74 more presentations in 2024/25, representing an increase of 90%. This increase was related to instability in the private rented sector caused by interest rate increases and concerns about legislative changes (including Renters Rights) resulting in landlords leaving the sector. This resulted in the supply of private rented accommodation reducing and rental prices increasing sharply.

The highest percentage increase in presentations in this period was from households homeless due to domestic abuse which increased 139.5% between 2020/21 and 2024/25. The Domestic Abuse Act 2021 was enacted in April 2021. This legislation provided that those fleeing domestic abuse had priority need and introduced a range of other protections around security of tenure and removing local connection requirements.

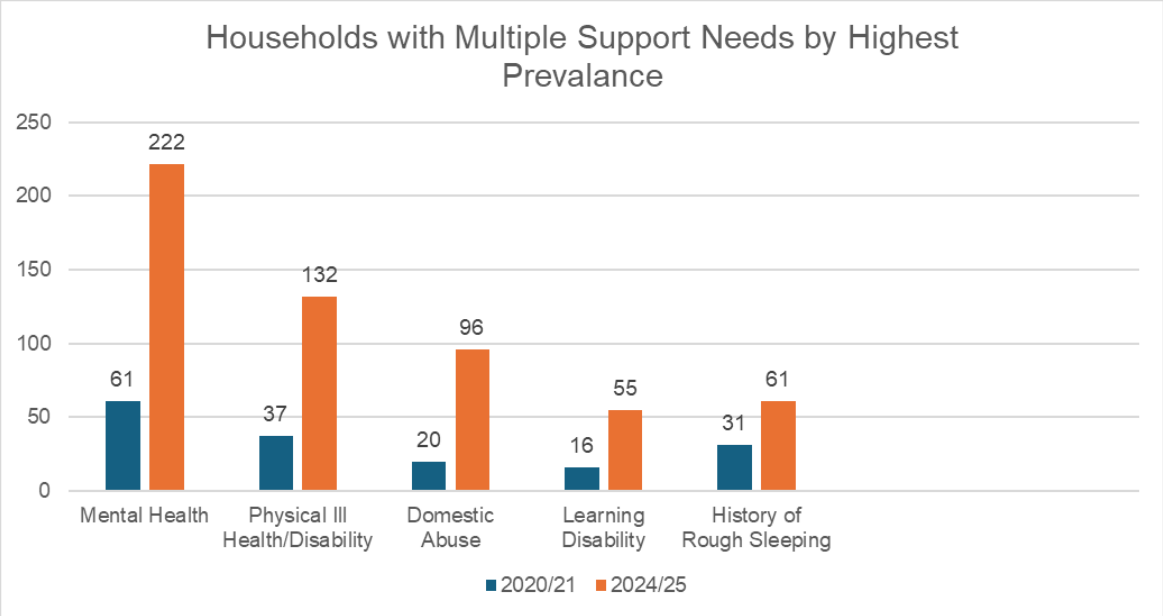
Customer Profile



Almost half (48%) of households owed a duty are single person households (33% male and 15% female) a further 33% are single parent households (2% male and 31% female). While the largest cohort is single males (33%), single females with or without children account for 46% of all households owed a duty.

Homeless households a far less likely to be in employment than other households. The employment rate for East Herts in June 2023 was 81.9%. By contrast, only 30% of main applicants owed a duty in 2022/23 were in employment and 19% were unemployed.
55% of applicants owed a duty are between the ages of 25 and 44

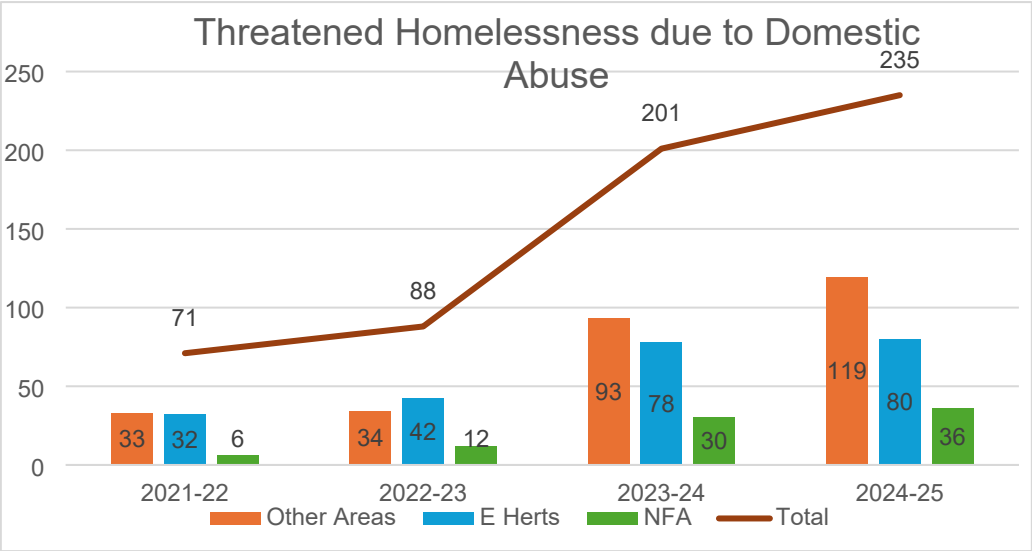
Support Needs



An increasing proportion of households are presenting with support needs. Around 19% of homeless households in 2020/21 had support needs, which increased to 49% of applicants in 2024/25. Alongside this, there is significant growth in the number of households with more than one support need. 90% of homeless households with support needs in 2024/25 had needs in more than 1 area.

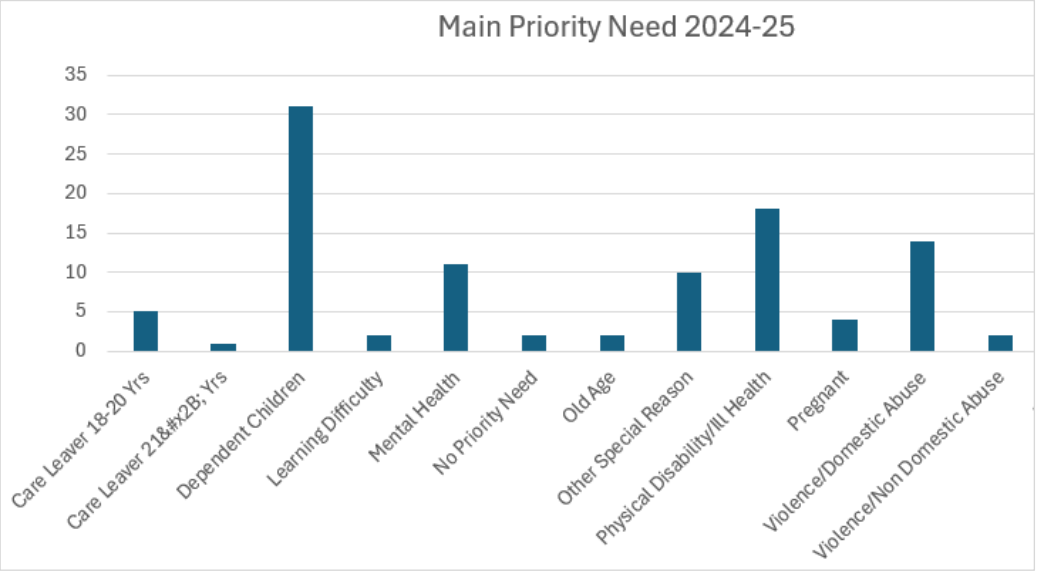
The most prevalent support needs were mental health problems, physical ill health and disability and domestic abuse. The most significant percentage increase between 2020/21-2024/25 was for support needs due to domestic abuse which increased by 380%, but there were also substantial increases in all support needs with mental health increasing by 264%, physical ill health and disability increasing by 257%, learning disabilities increasing by 243% and a history of rough sleeping increasing by 97%.

The increase in domestic abuse is more significant when examining all cases where domestic abuse was a feature of the case, not just the principal cause of homelessness. When looking at all cases where domestic abuse was a feature shows a 231% increase in homelessness where domestic abuse as the primary or secondary cause in the period between 2021/22 and 2024/25. The most substantial increases were from applicant households who were either not previously living in East Herts (260% increase) or those who were previously of no fixed abode (500% increase) usually customers leaving refuge.



Priority Need

As explained previously, support needs are not exactly the same as a priority need but can indicate that a priority need should be considered. When looking at those provided with temporary accommodation in 2024-25 the main priority need categories were:

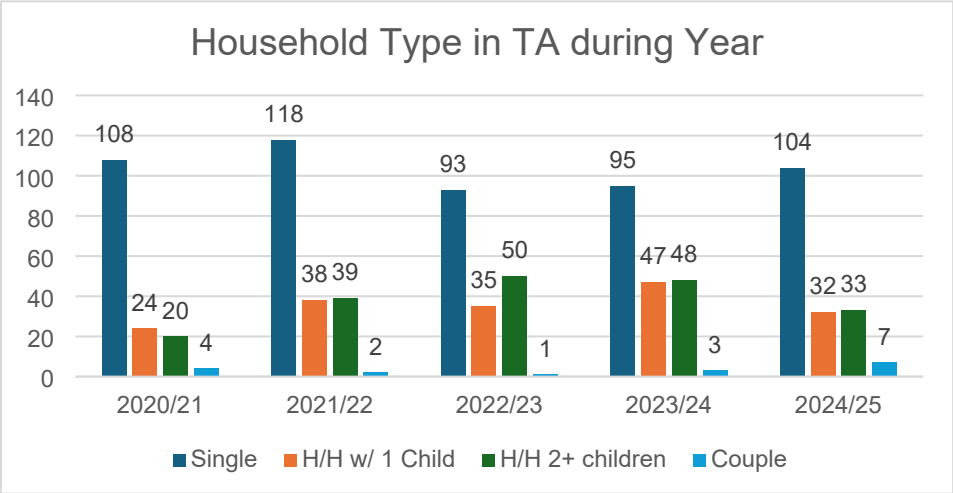


As can be seen from this data most household's primary priority need in this period were dependent children (30%), physical disability (18%), domestic abuse (14%) and mental health (11%). 70% of homeless households had a priority need other than dependant children, which translates into a high homeless need from single homeless households.

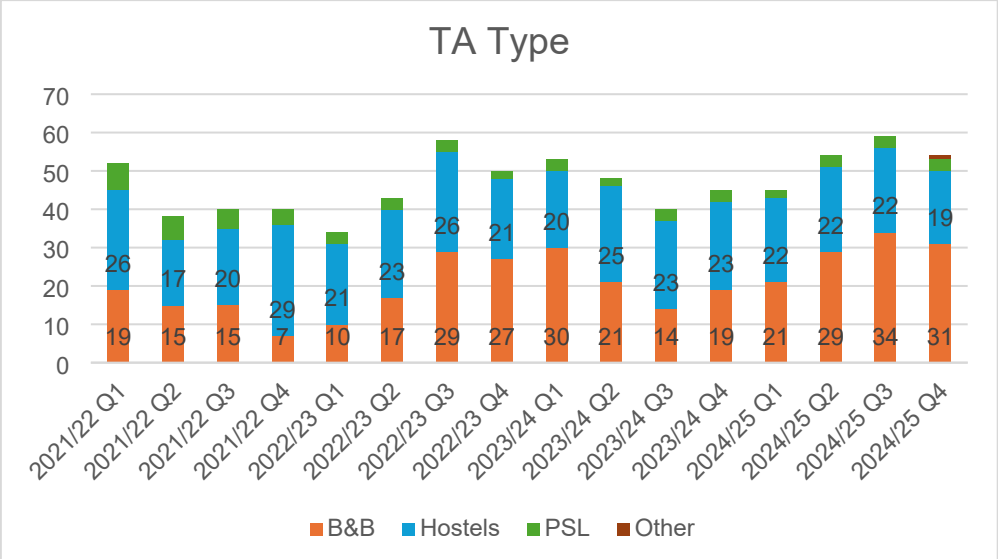
Temporary Accommodation

If prevention efforts for households who are eligible for assistance and in priority need fail and the household becomes homeless, the council has a statutory duty provide temporary accommodation. The average number of households requiring temporary accommodation per year since 2020/21 is 180, with 156 households accommodated in 2020/21 and 176 households accommodated in 2024/25. The highest number of households in temporary

accommodation was 2021/22 when 197 households were accommodated. Most households in temporary accommodation are single person households.



The below chart shows a snapshot of the number of people in temporary accommodation and the type of accommodation they were in at the end of the quarter since 2021/22. As can be seen from this data East Herts is heavily reliant on bed and breakfast accommodation, usually commercial hotels, to meet its accommodation duties. This 'gap' in accommodation is an average of 21 units of temporary accommodation per quarter, as can be seen from the below:



Rough Sleeping

In 2022 the previous government published a cross-party Rough Sleeping Strategy. The Strategy set out a vision for ending rough sleeping, which is that it is prevented wherever possible, and where it does occur it is rare, brief and non-recurrent. It emphasised three aspects of its approach:

- Prevention
- Intervention
- Recovery

In March 2020 the government launched the 'Everyone In' initiative, to house rough sleepers in response to the pandemic. Over 35 people were accommodated by East Herts in this period primarily in a hotel procured with two other local authorities. When the initiative ended in June 2020 most applicants were enabled to move into more settled accommodation.

Every year local authorities report the number of people rough sleeping in their area on a typical night. This is a chosen night between 1 October and 30th November. Each year the date is coordinated with the 9 other districts in Hertfordshire.

	2018	2019	2020	2021	2022	2023	2024	2025
Number of people recorded by East Herts & partners	9	15	6	5	5	7	7	5

Significant efforts have been made to ensure rough sleeping in the district is kept to a minimum as can be seen from the annual snapshot data.

Homelessness Outcomes

Between 2018 and 2025, 46% of households who were owed the prevention duty had their homelessness prevented with 37% of applicants continuing to the relief stage, so becoming homeless and requiring further support.

Of those owed the relief duty 43% had their homelessness relieved and 57% remained homeless after 56 days.

The prevention or relief of homelessness is predominantly achieved through an offer of social housing. This can be shown by the below:

Accommodation secured at end of prevention duty

Year	Social rented sector	Private rented sector	Staying with family
2018-19	74	12	4
2019-20	54	15	4
2020-21	31	17	3
2021-22	110	28	12
2022-23	269	72	23
2023-24	122	27	1
2024-25	126	23	10
All	**786**	**194**	**57**
	75.79%	18.71%	5.5%

Accommodation secured at end of relief duty

Year	Social rented sector	Private rented sector	Other
2018-19	68	8	15
2019-20	153	19	12
2020-21	109	48	10
2021-22	68	22	33

2022-23	110	26	7
2023-24	129	23	12
2024-25	109	20	10
All	**617**	**143**	**87**
	72.85%	16.88%	10.27%

Section 5 – Our Priorities 2026-2031

Priority 1: Continue to prevent and relieve homelessness at the earliest opportunity

Preventing homelessness as early as possible continues to be a priority, as this provides the best outcomes for homeless households and the council. The council aims to prevent homelessness by ensuring that households at risk are identified as soon as possible and that high quality help and advice is deployed to maximum effect. When a homeless application is made the council will draw on partners to provide specialist support to customers, to aid this. We have identified that to meet the demands of our customers we need to support more customers to access accommodation in the private sector and will work with our customers and the private sector to ensure this is an affordable and sustainable option.

To continue to prevent and relieve homelessness at the earliest opportunity the council will:

- work with key partners to ensure there is an effective early intervention service and referral pathway for households at risk of homelessness. This work will be concentrated on the areas which result in the most homelessness in the district, so those leaving private rented tenancies and those who have experienced domestic abuse
- refine and improve the approach to Personal Housing Plans, including developing effective multi-agency interventions with the full participation of key partners
- work to ensure an ongoing supply of private sector accommodation is available for customers
- review the housing and homelessness information, advice and guidance available to local people making sure that applicants have information to help themselves and retain their independence

This will be measured by monitoring the:

- Homeless presentations by duty owed
- Homeless prevention case outcomes
- Homeless relief case outcomes

Priority 2: Increase temporary accommodation options to improve suitability and sustainability, reducing the use of bed and breakfast accommodation

The council wants to ensure that where temporary accommodation is necessary this is of an acceptable standard and, wherever possible, is within the district, or as near as possible. The costs of procuring temporary accommodation will be reduced to provide maximum value for money to local taxpayers.

The council will achieve this by:

- minimising the use of bed and breakfast and spot purchased nightly-paid accommodation
  increasing the level of hostel and other in-house temporary accommodation provision, developing a range of solutions including hostels, modular homes, self-contained units and leased properties to meet demand
- maximising the collection of rents, and maintaining adequate controls in arrears cases
- maximising the throughput into permanent accommodation by ensuring that where suitable accommodation is available for a homeless household this is offered
- maximising and optimising the use of specialist accommodation such as refuge and other supported housing for customers who need this support

This will be measured by monitoring:

- Total net cost of temporary accommodation
- Total number of households in temporary accommodation
- If the temporary accommodation is in or outside East Herts

Priority 3: Continue to improve the pathways in and out of supported housing and the support available to vulnerable single people

It is clear from our analysis of homelessness data that East Herts has high numbers of homeless approaches from single adult households with multiple support needs, particularly mental and physical ill-health, disabilities and life experiences that have caused trauma. The council will seek to ensure that there are clear pathways into and out of supported housing and that this support prepares residents for independence.

The council will achieve this by:

- improving the supported housing options available for customers who require this
- increasing support delivered through partnership work reflected in Personal Housing Plans
- creating a clear pathway which provides intensive and step-down support for the most vulnerable customers, to decrease repeat homeless presentations
- assist customers with engagement with partner agencies to help them sustain this engagement
- provide tailored personal support to the most vulnerable applicants

This will be measured by recording:

- repeat homeless presentations
- the number of households moving to independent living

Priority 4: Maximise the availability of affordable housing

The council will maximise the delivery of affordable homes and ensure that these are available for local people to meet local housing need.

The council will achieve this through:

- work with providers to deliver more housing at social rent level, particularly larger homes where affordability is the most challenging for customers
- ensuring the new District Plan reflects the needs and challenges faced by homeless households by considering options for affordable housing as 40% of habitable rooms rather than of units, to encourages the provision of more family sized homes
- continuing the work with providers to deliver homes that meet local housing needs in terms of design
- reviewing the Housing Register and Allocations Policy to ensure that local housing needs are met, specifically those of homeless households in the district
- work with Environmental Health, Trading Standards and others to ensure that East Herts has a private rented sector which is legally compliant and provides a viable housing option

This will be measured by:

- recording the number of new affordable homes per quarter, including those let at social rent

Priority 5: Continue to provide support to reduce rough sleeping and where this occurs ensure it is brief and not re-occurring

The council remains committed to ending rough sleeping but where this occurs ensures this is brief and not repeated. The council will maintain effective support and continue to improve rehousing pathways for rough sleepers. Single homeless people will be able to access the advice and support they need and have viable rehousing options which do not require individuals to sleep rough to receive support.

The council will achieve this by:

- continuing to fund the winter night shelter and support their work through the development of Personal Housing Plans which aid the rehousing of night shelter guests
- ensuring that all partner agencies and other stakeholders understand and use the ‘duty to refer’
- continuing to provide bespoke services to those rough sleeping to ensure sleeping rough occurs for as short a time as possible
- support the implementation of a countywide approach to rough sleeping including information exchange protocols and sever weather protocol activations to ensure consistency of service offer
- maintaining relationships with external providers to ensure single homeless cases can access move-on support, so do not have to start rough sleeping

This will be measured by recording:

- the number of rough sleepers who have been supported on a quarterly basis
- the number of ‘long term’ rough sleepers not in accommodation

Section 7 – Action Plan and Monitoring

Priority	Actions	Key Performance Indicators
Continue to maximise homeless prevention and relief	Collocate with a specialist domestic abuse service to provide good quality support at point of homeless approach	Homeless prevention case outcomes- % increase at those successfully closed at prevention Homeless relief case outcomes- % increase in those successfully closed at relief
	Work with Environmental Health, Trading Standards and others to ensure tenants and landlords are compliant with the Renters' Rights Act and opportunities under this legislation are used to prevent homelessness	
	Make best use of Personal Housing Plans to encourage engagement with support services at the earliest opportunity	
	Increase the opportunities to get housing advice and assistance through Healthy Hubs and other	
	Work with colleagues across Hertfordshire to develop eviction protocols to ensure that all opportunities are taken to prevent eviction, particularly from supported accommodation	
	Review homelessness IAG on website to include changes under RRA and to enable residents to get tailored advice as early as possible	

	Establish project to expand private rented sector supply	
	Work with Healthy Hubs to improve the partnership response to homeless prevention	
	Establish the Renters Rights Coordination Group to provide a partnership response focused on improvement to sector driven by RRA	
Increase temporary accommodation options	Work with registered providers to identify TA opportunities	Total net cost of TA Total number of households in temporary accommodation Temporary accommodation in/outside East Herts- reduction in out of area TA
	Apply to LAHF4 for provision of additional TA units	
	Change of use of council asset for further hostel accommodation	
	Develop further leased accommodation options	
Continue to improve the pathways in and out of supported housing and the support available to vulnerable single people	Develop a Local Supported Housing Strategy, needs assessment and delivery plan	Reduction in repeat homeless presentations- % decrease The number of households moving to independent living- % increase
	Develop intensive supported accommodation offer for customers with complex needs	
	Encourage partner engagement through the re-establishment of an East Herts Homeless Strategy Monitoring group focused on reducing homelessness	
	Encourage partner engagement in supporting homeless applicants through Personal Housing Plans, with issues around engagement and support fed into East Herts Homeless Strategy Group	
	Review the staffing resource for hostels, to ensure this is sufficient to meet the needs of customers with more complex needs	
Maximise the availability of affordable housing	Contribute to the development of the new Local Plan, to ensure that the needs of homeless households are reflected specifically in terms increasing the supply of social rent level properties of the required size to meet need	The number of new affordable homes per quarter Number let at social rent
	Review the Housing Register and Allocations Policy to ensure this addresses local housing need, balancing the need to prevent and respond to homelessness	
	Continue to deliver against the Housing Strategy Action Plan	
	Continue to use the planning process to ensure that this is effective in ensuring new developments address local housing needs	

Continue to provide support to reduce rough sleeping	Establish mechanisms to identify any long-term rough sleepers to provide intensive support for this cohort	The number of rough sleepers who have been supported on a quarterly basis The number of 'long term' rough sleepers not in accommodation
	Work at a Hertfordshire level to establish consistent practices around SWEP activation	
	Work at a Hertfordshire level on the eviction protocol and referral process, to reduce those entering rough sleeping via eviction	
	Continue to support the Voluntary and Community Sector to deliver services to ensure support is available across the district and reflects the needs of local people	
	Ensure VCS organisations providing direct support to rough sleepers are included in the East Herts Homeless Strategy Monitoring Group and have opportunities to inform strategy	
	Contribute to providing a Hertfordshire wide Accommodation for Offenders Programme to ensure there are robust plans around those who are most likely to sleep rough	

Section 8 – Consultation

Consultation on this strategy has been undertaken in 2 ways:

- Consultation with partners, residents and businesses through East Herts consultation portal in May 2026
- Consultation with customers of the homeless service in May 2026 to discuss their experience and to identify any changes to service provision would have had a positive impact on their experience and feedback on the actions proposed in the plan

Feedback

14 responses to the online consultation were received, with the highest respondents being from residents who live in East Herts who had not personally experienced homelessness and those from community and voluntary sector organisations.

86% of those who responded agreed with the priorities to reduce homelessness. A range of suggestions were made to improve interventions and the supply of temporary accommodation, and these have been considered when developing the actions outlined in the plan.

Consultation with homeless customers took place through telephone and face-to face contact and was more focused on the specific actions which they felt would have either made their experience better or would have resulted in their homelessness being prevented or relieved sooner. This feedback identified that customers agreed with the priorities proposed. The issues which impacted customers most were the location and type of temporary accommodation available and the supply of affordable housing. Customers were also asked to identify if there were interventions which could have prevented their homelessness. Customers identified that services to support their wellbeing, particularly around mental health may have prevented homelessness as would services to support with benefits and financial management. This feedback has been included when developing the actions around improving prevention, specifically around improving the homelessness advice available through Healthy Hubs.

Section 9 – Links to Other Strategies and Frameworks

Under the Homelessness Act 2002, all housing authorities must have a homelessness strategy renewed at least every five years. East Herts District Council operates alongside many strategies, policies, and frameworks nationally and locally which have been considered when developing this strategy:

- A National Plan to End Homelessness (December 2025): the strategy outlines 5 pillars- universal prevention, targeted prevention, preventing crisis, improving emergency responses and recovery and preventing repeat homelessness
- The National Planning Policy Framework (December 2023): The framework emphasises sustainable development, ensuring sufficient affordable housing supply, and promoting efficient land use. It mandates up-to-date local plans that address housing needs, encourages healthy and safe communities, and prioritises climate change mitigation. These principles guide local authorities in creating strategies to prevent homelessness, increase housing availability, and foster sustainable, inclusive communities.
- The Homelessness Reduction Act 2017: Ensures that all homeless people receive advice and assistance from their council, with a focus on preventing homelessness.
- Health and Social Care Act 2012: Obligates local authorities to take steps to improve the health of people in their area, including those experiencing or at risk of homelessness.
- Homes England Strategic Plan 2023-28: Ensures affordable and sustainable homes are built in areas of greatest need and supports broader regeneration and community well-being
- Renters' Rights Act 2025-

East Herts District Council specific strategies:

- **Corporate Plan 2024-2027**: Focuses on themes of transparency, environmental focus, community engagement, and inclusivity.
- **Climate Change Strategy 2022-2026**: Addresses reducing carbon emissions, improving air quality, and enhancing the natural environment.
- **Local Plan 2018-2033**: Guides development and land use in the district. Review getting under way.
- **Annual Plan 2023-2024**: 2024-25 Outlines specific initiatives and goals for the year.
- **Vision and Corporate Priorities**: Updated periodically to reflect current objectives and community needs.

Hertfordshire County Council's influencing Strategies and Policies:

- **Corporate Plan 2022-2025**: This outlines the council's vision for creating a cleaner, greener, and healthier Hertfordshire, focusing on environmental leadership, healthy lifestyles, and inclusive communities.
- **Healthy Housing Strategy**: Part of their broader health initiatives to ensure residents live in safe, secure, and healthy environments.
- **Climate Change Strategy**: Embedded in various plans, including the Corporate Plan, which aims for carbon neutrality in council operations by 2030 and promotes sustainability throughout the county.
- **Economic Growth and Development**: Plans like the Integrated Plan (budget) 2024-2025 detail the financial strategies to support sustainable growth, infrastructure investment, and economic development.
- **Digital and Technology Strategy 2023-2027**: Focuses on leveraging digital technologies to improve council services and resident engagement.
- **Local Transport Plan 2018-2031**: A comprehensive plan for improving transport infrastructure to support economic growth and meet housing needs.
- **Live Well Strategy**: Initiatives under the Healthy and Fulfilling Lives priority aim to promote healthy lifestyles and support for those in need, aligning with a broader "Live Well" ethos.

- **Housing Strategies and Policies**: These include the Market Sustainability Plan and the Adult Disability Service Accommodation Strategy, which ensure that housing needs are met, particularly for vulnerable populations.

Equality Impact Analysis Form

1. Equality Impact Analysis (EIA) Form

Title of EIA (policy/change it relates to)	Homelessness and Rough Sleeping Review and Strategy 2026-2031	**Date**	11/5/2026
Team/Department	Housing Service, Housing and Health		
Focus of EIA What are the aims of the new initiative? Who implements it? Define the user group impacted? How will they be impacted?	The overall purpose of the Homeless Strategy (Strategy) is to ensure that as a Council we address homelessness strategically by ensuring suitable accommodation, support and advice is available and accessible to all client groups and to encourage a multi-agency approach to preventing homelessness. Aim • To meet the Council's statutory duty to produce a homelessness review and strategy once every five years. • To present a full picture of the reasons for homelessness and the groups of people most likely to become homeless. • To define strategic priorities local to East Herts for homelessness and the prevention of homelessness and actions for the council and its partners. To prioritise resources for the groups most in need of assistance. • To produce better outcomes for homeless households, enabling them to live in accommodation suitable for their needs with appropriate support if required. Implementation The Strategy is implemented and monitored by the council's Housing Service with assistance from the council's internal and external partners. The council has a duty to provide housing advice and assistance to all those that are eligible, i.e. the applicant meets immigration criteria as defined by the Government. For Service users that approach the council an assessment will be carried out regarding their current housing situation and advice and assistance offered according to current legislation and best practice to		

	prevent or relieve homelessness.

***Please note**: Prepopulated data for protected categories other than Age and Gender come from 2021 census results[1]. If the service has specific demographic data for service users/residents than this should be used instead.*

[1] How life has changed in East Hertfordshire: Census 2021

2. Review of information, equality analysis and potential actions

Please fill in when appropriate to the change. If it does not, please put N/A

Protected characteristics groups from the Equality Act 2010	**What do you know?** Summary of data about your service-users and/or staff		**What do people tell you?** Summary of service-user and/or staff feedback	**What does this mean?** Impacts (actual and potential, positive and negative. Clearly state each)	**What can you do?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Age	16-17 18-24 25-34 35-44 45-54 55-64 65-74 Over 75	0% 17% 31% 27% 14% 6% 4% 1%	Younger age groups remain the most susceptible to homelessness. Those between 18 and 54 are 75% of homeless applicants. This is in line with national trends	The homelessness legislation defines which groups have a priority for housing, a key group is households with children. Younger people are also less likely to be home-owners and more likely to be living with family or renting privately, which have limited security	Legislation to promote stability in the private sector may help the insecurity faced by those renting privately. Continuing work with families/friends to prevent homelessness and prioritising those threatened with homelessness though the housing register and private sector offers
Disability	29% of the households accepted under the homelessness legislation in 2023/24 (last full year) disclosed they had a disability. This is higher than the 2021 Census figures for East Herts which recorded 4.9% of the population who stated that they were disabled and limited a lot in their daily lives		Applicants with a registered disability are likely to be given a higher priority for rehousing or be accepted as vulnerable as defined under the	Legislation and policy are designed to give certain groups who are less able to access suitable accommodation a higher priority for housing and applicants with a	The legislation framework promotes discrimination. However the higher percentage of homeless service users who describe themselves as disabled identifies that

Protected characteristics groups from the Equality Act 2010	**What do you know?** Summary of data about your service-users and/or staff	**What do people tell you?** Summary of service-user and/or staff feedback	**What does this mean?** Impacts (actual and potential, positive and negative. Clearly state each)	**What can you do?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
		homelessness legislation.	disability are one of these groups.	the service is accessible and supporting those most in need.
Gender	1.9% of homeless applicants in 2023/24 recorded a different gender to the sex they were registered at birth. This is slightly above the 2021 census information for East Herts which estimates that locally around 0.04% of residents identify as a different gender to the sex they were registered as at birth.	Gender does not impact priority for housing	The higher rate of applications from those who identify as a different gender to the sex assigned to them at birth indicates that there is equitable access to service which would be expected to improve outcomes for underrepresented and vulnerable groups	No action required
Pregnancy and maternity	There is no reporting around pregnancy or maternity in statutory homelessness reporting, but pregnancy is considered as a priority need for housing and recorded on the case management system. The data on household composition for 2023/24 (last full year) showed 31.6% of homeless households had children. Of households with children, 23.3% were single parent female headed	Applicants who are pregnant or have a child are likely to be given a higher priority for rehousing or be accepted as vulnerable as	Female applicants are more likely to be single parent households and the most likely group to be homeless with children.	The Homeless legislation confers an additional priority for rehousing an applicant that is pregnant or has a child above someone that is not pregnant or does not

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff		What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
	households, 4.8% were headed by couples and 1.3% were single parent male headed households with 0.6% were households with children headed by 3 adults or households which identified as 'other' in terms of gender. The council's case management system recorded 123 pregnant applicants in 2023/24, which was around 8.4% of total applications.		defined under the homelessness legislation.		have a child. This would be expected to improve outcomes for vulnerable groups
Ethnicity	**White** English/Welsh/Scottish/N.Irish/British Irish Gypsy or Irish Traveller Other White **Mixed/multiple ethnic groups** White and Black Caribbean White and Black African White and Asian Other Mixed **Asian/Asian British** Indian Pakistani Bangladeshi Chinese Other Asian **Black/African/Caribbean/British** African	**85%** 73% 1% 1% 10% **4%** 2% 0.45% 0.55% 1% **1%** 0.3% 0.3% 0% 0.2% 0.2% **6%** 3%	The 2021 census recorded approximately 92.2% of the population in East Herts as White British, in comparison with 73% of homeless applicants. This suggests that homeless households are more diverse in terms of ethnicity than the population as a whole in East	The data suggests that there is equitable access to service which would be expected to improve outcomes for underrepresented groups	No action required

Protected characteristics groups from the Equality Act 2010	**What do you know?** Summary of data about your service-users and/or staff	**What do people tell you?** Summary of service-user and/or staff feedback	**What does this mean?** Impacts (actual and potential, positive and negative. Clearly state each)	**What can you do?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
	Caribbean 2.5% Other Black 0.5% **Other ethnic group** **2%** Arab 0% Any other ethnic group 2%	Herts		
Religion or belief	2021 Census religious data for East Hertfordshire: • Christian: 49.1% (down from 62.7% in 2011) • No Religion: 41.8% (up from 27.7% in 2011) • Not Stated: 6.0% (down from 7.3% in 2011) • Muslim: 1.2% • Other religions**:** Other religions comprised 7.9% of the population, which may include Hindu, Buddhist, Jewish, or other religious affiliations. Religion is a question on housing register applications. 43% of live housing applicants declined to answer this question. From the applications who did answer the question 39.9% of respondents described themselves as Christian, 31.9% as having no religion, 19.2% 'prefer not to say', 3.9% Muslim and 5.1% stated they were either Hindu, Sikh, Buddhist, Jewish, Zoroastrian or Baha'i	Religion is not monitored under homelessness.	From the housing register data held it appears that applicants are broadly similar in terms of religion to the general population of East Herts according to the 2021 Census.	No action required
Sex	The district is 51% female and 49% male. The homeless applicants in 2023/24 were 56% female and 44% male.	There are more women than men recorded as having an accepted	Households defined as having a priority need include those with dependent children or a pregnant woman. In	No action required

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff	What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
		homeless application.	addition, a significant number of households with dependent children are headed by single women. The discrepancies between the census data and housing register figures can therefore be explained by the legislation governing how homeless applications are assessed.	
Sexual orientation	Heterosexual/straight- 82.7% Homosexual/gay- 1.97% Bisexual- 1.97% Other- 0.33% Prefer not to say- 13.77%	The sexual orientation of homeless applicants broadly matches that recorded by the population in East Herts in the 2021 census	The data suggests that the homelessness service contributes positively to reducing barriers based on sexual orientation	No action required

Protected characteristics groups from the Equality Act 2010	**What do you know?** Summary of data about your service-users and/or staff	**What do people tell you?** Summary of service-user and/or staff feedback	**What does this mean?** Impacts (actual and potential, positive and negative. Clearly state each)	**What can you do?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Marriage and civil partnership	Census data from 2021 shows the marriage and civil partnership status of residents in East Herts as:	Marriage and civil partnership is not monitored under homelessness. However as shown under Pregnancy and Maternity in terms of households with children, these are most likely to be single parent female headed households. Couples were 7% of homeless households in 2023/24, 4.8% of these with children and 2.2% without.	Households defined as having a priority need include those with dependent children or a pregnant woman. In addition, a significant number of households with dependent children are headed by single women. The lower % of homeless couples could be impacted by the higher household income expected in a household with 2 (or more) adults	No action required
Assessment of overall impacts and any further recommendations				

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff	What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
The Governments homeless legislation defines who should be owed a housing duty or assisted under homelessness. The legislation and associated case law is specifically designed to ensure those less able to access their own housing solutions are assisted – i.e. those that are considered vulnerable are more likely to ask for assistance and be assisted under Homelessness legislation. The government has carried out its own Equalities Impact assessment during the legislative process. Equalities monitoring data for all Local Authorities is available as part of the statutory returns and publicly available at Tables on homelessness - GOV.UK This impact assessment has identified that the homelessness service strengthens equitable access and is expected to improve outcomes for underrepresented and vulnerable groups				

3. List detailed data and/or community feedback which informed your EqIA (If applicable)

Title (of data, research or engagement)	**Date**	**Gaps in data**	**Actions to fill these gaps: who else do you need to engage with?** (add these to the Action Plan below, with a timeframe)
Data from Council's own monitoring systems, which is pubically available at Tables on homelessness - GOV.UK	11/5/2026	Marital/Civil partnership data and religion do not form part of statutory reporting. This data is collected during case management, but customers are not	While these areas are protected characteristics the statutory reporting was devised following a robust equalities impact process and the

		required to provide this.	decision reached not to make questions on marital status or religion mandatory. Therefore, it is not proposed further action is taken.

4. Prioritised Action Plan (If applicable)

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.				

EqIA sign-off: (for the EQIA to be final an email must sent from the relevant people agreeing it or this section must be signed)

Lead Equality Impact Assessment officer:	**Vacant post**	**Date:**	
Directorate Management Team rep or Head of Service:	**Ben Woods**	**Date:**	
Author of Equality Impact Analysis:	**Katherine Gilcreest**	**Date:**	**13/5/2026**

East Herts Council Report

Executive

Date of meeting: Tuesday, 2 June 2026

Report by: Councillor Vicky Glover-Ward – Executive Member for Planning and Growth

Report title: Local Plan Timetable and Notice of Intention to Commence Local Plan Preparation

Ward(s) affected: All Wards

Summary

- East Herts Council has a statutory duty to produce the East Herts Local Plan. The government published details of a new plan-making system in November 2025. Regulations[1] to implement the new system came into force on the 25 March 2026.

- This report initiates the first two stages of the new plan-making system, namely the publication of the East Herts Local Plan Timetable and Notice of Intention to Commence the East Herts Local Plan.

- This report was considered at the District Planning Executive Panel on 19 May 2026.

RECOMMENDATIONS FOR EXECUTIVE: to recommend to Council that:

A) The East Herts Local Plan Timetable, attached at Appendix A, be approved for publication; and

B) The Notice of Intention to Commence the East Herts Local Plan, attached at Appendix B, be published on the Council's website.

1.0 Proposal(s)

[1] The Town and Country Planning (Local Planning) (Engand) Regulations 2026

1.1 This report seeks approval to publish the East Herts Local Plan Timetable. This sets out the key stages and milestones for preparing the new East Herts Local Plan. Publication of the timetable will in turn enable the Council to publish the statutory Notice of Intention to Commence Local Plan Preparation, as required under the new plan-making system.

1.2 The report also provides the context for, and links directly to, the accompanying report on the 'Local Plan Scoping Consultation'. That report sets out the first stage of formal engagement under the new plan-making system and explains how the Council will gather early views on the scope, issues and priorities that the new Local Plan should address.

1.3 The Scoping Consultation will invite stakeholders, statutory bodies, community groups and residents to comment on the key themes the Local Plan should cover, the challenges the district faces, and the opportunities for shaping its long-term growth strategy.

1.4 Together, the two reports will ensure that Members have a clear understanding of both the statutory requirement to publish the Timetable and Notice and the immediate next step in the plan-making process, which is to undertake focused, early-stage consultation to inform the development of the new Local Plan.

1.5 Both reports will be considered by the District Planning Executive Panel (DPEP) for scrutiny and comment prior to being referred to the Executive for consideration and recommendation. The Executive will then determine whether to recommend the reports to full Council for approval, in accordance with the Council's constitution and decision-making framework.

2.0 Background

2.1 The Government has introduced a new plan-making system designed to deliver faster, clearer and more accessible Local Plans across England. The reforms were announced through a Written Ministerial Statement in November 2025. The new system introduces a 30-month statutory timetable for preparing and adopting a Local Plan, replacing the longer, less structured timelines under the previous arrangements.

2.2 Before the formal 30-month period begins, local planning authorities are required to complete a prescribed ‘getting ready’ period of at least four months. During this stage, authorities must publish a Local Plan timetable, establish governance and project management arrangements, begin early engagement, set out the anticipated content of the plan, and commence work on Strategic Environmental Assessment (SEA). These preparatory tasks must be demonstrated through the Gateway 1 self-assessment before the formal plan-making process can start.

2.3 A key requirement of the new system is that authorities must publish a Notice of Intention to Commence Local Plan Preparation. This Notice acts as the formal signal that the plan-making process is starting and must be issued before or at the same time as the Scoping Consultation, the first formal stage of public engagement. Its purpose is to ensure communities and stakeholders understand when the Local Plan process is beginning and how they can participate. The Notice must also be published in a clearly accessible format on the Council’s website.

2.4 Collectively, these changes are intended to simplify and standardise plan-making while improving transparency, engagement, and the speed at which Local Plans are produced. The publication of the Local Plan timetable and Notice, along with the Scoping Consultation, mark the first formal steps for East Herts in implementing this new national plan-making framework.

Local Government Reorganisation

2.5 Members should note that local government reorganisation in Hertfordshire remains subject to a decision by the Government. While no decisions have yet been made, the Government has been clear that councils should continue to progress local plans to support plan-led decision-making. Advancing the East Herts Local Plan will maintain an up-to-date and robust planning framework, provide clarity and certainty for local communities on future growth and development, and ensure that key evidence, policies and local priorities are in place to inform and support any future changes to governance or plan-making arrangements.

3.0 Reason(s)

Local Plan Timetable

3.1 The publication of the East Herts Local Plan timetable is a requirement of the new plan-making system and must occur before or on the same day as the publication of the Notice of Intention to Commence Local Plan Preparation.

3.2 The timetable provides a clear and publicly accessible schedule of the stages involved in preparing the new Local Plan, including early engagement, the Gateway assessments, formal consultation stages, examination, and adoption. It sets out the key milestones the Council must achieve within the statutory 30-month plan-making period, offering transparency for communities, stakeholders, developers and statutory bodies regarding when and how they can participate in plan-making.

3.3 The timetable also forms one of the prescribed elements of the 'getting ready' phase that must be demonstrated before the Council can pass through Gateway 1. It underpins project management and governance arrangements by setting expectations for resource planning, evidence commissioning and consultation activity.

3.4 Publication of the timetable ensures the Council complies with the requirements of the new plan-making system and establishes a clear structure for the programme of work that will follow. The Council will be required to maintain this timetable and update as appropriate in accordance with the regulations.

3.5 The East Herts Local Plan Timetable is attached at **Appendix A** and provides a detailed schedule of the key stages, milestones and statutory processes involved in preparing the new Local Plan.

Timescales

3.6 It should be noted that the dates included in the timetable are indicative and may be affected by a range of factors outside the Council's control. For example, it is not possible at the outset to predict either the volume or the nature of representations received during consultation stages. In addition, certain elements of the process, such as the availability of external examiners, are not within the Council's control and may affect progress against the timetable.

3.7 As set out above Hertfordshire is also undergoing local government reorganisation during the preparation of the East Herts Local Plan. This may affect the programme for plan preparation, as changes to governance arrangements, decision-making structures and electoral cycles could influence the timing of key decisions and stages in the process. As a result, some elements of the timetable may need to be reviewed as local government reorganisation progresses.

Notice of Intention to Commence Local Plan Preparation

3.8 The Notice of Intention to Commence Local Plan Preparation must include the following elements:

1. *A clear statement that the Council is commencing preparation of a new Local Plan.* The notice must explicitly state that the Council is preparing a new Local Plan and that this marks the start of the formal plan-making process.

2. *The area to which the Local Plan will apply.* The notice must identify the administrative area covered by the Local Plan. This ensures that communities and stakeholders understand the geographic scope of the plan.

3. *The expected date for starting the 30-month plan preparation period (Gateway 1).* The notice should set out when the Council expects to pass through Gateway 1, as this marks the beginning of the statutory 30-month preparation period. The notice must be given at least four months before this point.

4. *Publication of the Local Plan timetable.* The Local Plan timetable must be published before or on the same day the Notice is issued and should therefore be referenced or linked within the Notice.

5. *How stakeholders can access information.* The Notice must be published on the Council's website as text on a webpage (not solely as a PDF). This is required to ensure accessibility and transparency for all users.

6. *Contact information for further enquiries.* The Notice should include contact details through which stakeholders can request further information or clarification about the Local Plan.

3.9 The Notice of Intention to Commence Local Plan Preparation is attached at **Appendix B**. This provides the wording proposed for publication on the Council's website, including the required information on the Local Plan area, the expected timing of Gateway 1, and the link to the East Herts Local Plan timetable.

4.0 Options

4.1 *Option 1: Do Not Publish the Notice of Intention to Commence Local Plan Preparation.* Not publishing the Notice would place the Council in breach of national requirements that the Notice must be issued before the 30-month plan-making process can begin, preventing the Scoping Consultation from taking place and blocking progress through Gateway 1. This would cause significant delays to starting the new Local Plan, and undermine transparency and stakeholder confidence.

4.2 *Option 2: Publish the Notice but Not the Local Plan Timetable.* Publishing the Notice without the Local Plan timetable would still result in non-compliance, as the timetable must be published at the same time, and would leave the Council unable to demonstrate completion of the required preparatory work for Gateway 1. Stakeholders would lack clarity on key milestones, the effectiveness of engagement would be reduced, and internal project management risks would increase due to uncertainty in the programme.

4.3 *Option 3: Publish Neither the Notice nor the Timetable.* Failure to publish both documents would prevent the Council from initiating the Local Plan process under the new legal plan-making framework, leaving it unable to commence the Scoping Consultation or progress toward Gateway 1. This would create a high risk of non-compliance with statutory plan-making duties, weaken the policy position for development management, expose the district to speculative development, and cause reputational harm with stakeholders and government bodies.

4.4 *Option 4: Publish both the Notice and the Local Plan Timetable*. Publishing both the Notice of Intention to Commence Local Plan Preparation and the Local Plan Timetable would ensure full compliance with the statutory and national plan-making requirements and enable the Council to formally initiate the 30-month Local Plan preparation period. This option would allow the Scoping Consultation to proceed. Publication of both documents would provide transparency and clarity for stakeholders, set out a clear programme and key milestones, support effective engagement, and strengthen internal project management and governance. This option represents the most robust and appropriate approach to commencing preparation of the new Local Plan.

5.0 Risks

5.1 Local planning authorities must give notice before starting the 30-month plan preparation process, and this notice must be published on the Council's website as required under national guidance. Failure to do so would put the Council in breach of the legal duty to give notice.

5.2 The 30-month statutory period begins when the Council passes Gateway 1. Authorities must give notice at least four months' notice before passing Gateway 1. If notice is not given, the Gateway 1 self-assessment cannot be completed, delaying the formal start of plan preparation.

5.3 The purpose of publishing the notice is to alert communities, statutory bodies, and stakeholders to the start of plan-making and give them advance warning of when and how they can participate. Without the notice, stakeholders would not be aware of the process or upcoming consultations, undermining inclusive and effective engagement.

6.0 Implications/Consultations

6.1 The Local Plan Timetable and Notice of Intention to Commence Local Plan Preparation are prescribed in guidance/regulations and are therefore not subject to public consultation. However, preparation of the Local Plan itself will include three rounds of public consultation.

6.2 Following publication of the Notice, the Council will undertake a Scoping Consultation, which is the first formal stage of engagement under the new plan-making system. National guidance specifies that the Notice must be issued before or at the same time as this consultation to ensure that stakeholders are aware that plan-making has formally begun.

6.3 The Scoping Consultation is fully detailed in the accompanying 'Local Plan Scoping Consultation Report', which sets out the proposed scope, objectives and approach to early engagement. This consultation forms a key part of the required 'getting ready' phase prior to Gateway 1, during which authorities must begin early engagement and initial assessment work.

Community Safety
Preparation of a new Local Plan can positively influence community safety by shaping policies on design quality, public realm, lighting, and layout of developments to discourage crime and anti-social behaviour. Early plan-making helps ensure community safety considerations are embedded from the outset.

Data Protection
The Notice does not involve processing of personal data beyond standard consultation contact details managed under existing council protocols. No new data protection risks arise from commencing Local Plan preparation.

Equalities
Local Plans must advance equality of opportunity in line with the Public Sector Equality Duty. Commencing preparation enables the Council to develop policies that for example address accessibility, inclusive design, Gypsy and Traveller accommodation needs, and equitable access to housing, facilities, and employment. An Equalities Impact Assessment will accompany the Plan's development.

Environmental Sustainability
The purpose of the planning system is to contribute to sustainable development. Preparation of the East Herts Local Plan must balance three overarching objectives – economic, social and environmental. This includes supporting climate resilience, conserving natural resources, protecting biodiversity, and reducing carbon emissions. A Strategic Environmental Assessment (SEA) is legally required and will evaluate

the positive and negative impacts of policy options throughout the plan-making process.

Financial
Formal commencement of the Local Plan entails resource implications, including staff time, evidence commissioning, public consultation, and statutory examination. These costs are planned for within the Council's budget for Planning Policy work.
The Council has also received £108,474.57 from the government to support Local Plan implementation. Acceptance of this funding is based on the Council's commitment to the following milestones:

- Publishing a Notice of Intention to Commence Local Plan preparation by 30 June 2026; and
- Publishing our Gateway 1 self-assessment by 31 October 2026.

Health and Safety
There are no direct health and safety implications arising from this report.

Human Resources
Preparation of the new Local Plan requires continued staffing within the Planning Policy team. Workload demands may require prioritisation of tasks or temporary specialist support depending on the scale of evidence production and consultation activity.

Human Rights
The decision to commence Local Plan preparation does not infringe on the rights set out in the Human Rights Act 1998. The plan-making process includes statutory opportunities for public participation, supporting rights relating to consultation and fair process.

Legal
Issuing the Notice of Intention to Commence Local Plan Preparation formalises the Council's compliance with the new plan-making system and associated regulations.

Specific Wards

All

7.0 Background papers, appendices and other relevant material

7.1 **Appendix A** : East Herts Local Plan Timetable

7.2 **Appendix B**: Notice of Intention to Commence Local Plan Preparation

Contact Member Councillor Vicky Glover-Ward, Executive Member for Planning and Growth. vicky.glover-ward@eastherts.gov.uk

Contact Officer Sara Saunders, Director for Place, Tel: 01992 531656. sara.saunders@eastherts.gov.uk

Report Author Claire Sime, Assistant Director for Place Shaping. Tel: 01992 531626. claire.sime@eastherts.gov.uk

EAST HERTS LOCAL PLAN
REGULATION 4 TIMETABLE

Plan Summary Timeline: Version 1 (June 11, 2026)

PURPOSE OF THE LOCAL PLAN TIMETABLE

Local planning authorities are required to prepare and maintain a local plan timetable so that communities and stakeholders can understand when a plan will be prepared and how and when they can get involved.

Plan-making regulations require timetables to be prepared consistently across all local planning authorities, so that progress is reported against the same set of milestones. The dates specified at stages (a) to (l) in the table below represent the defined stages of the plan-making process. The timetable will be updated at each stage to ensure it remains accurate and up to date.

In addition to these defined stages, the timetable also indicates when other required elements of the process are expected to take place, particularly reporting following engagement or assessment stages.

The timetable must be made available before, or alongside, the publication of the Notice of Intention to Commence Local Plan preparation.

IMPORTANT NOTE ON TIMESCALES

The dates included in the timetable are indicative and may be affected by a range of factors outside the Council's control. For example, it is not possible at the outset to predict either the volume or the nature of representations received during consultation stages. In addition, certain elements of the process, such as the availability of external examiners, are not within the Council's control and may affect progress against the timetable.

Hertfordshire is also undergoing local government reorganisation during the preparation of the East Herts Local Plan. This may affect the programme for plan preparation, as changes to governance arrangements, decision-making structures and electoral cycles could influence the timing of key decisions and stages in the process. As a result, some elements of the timetable may need to be reviewed as local government reorganisation progresses.

Appendix A

Reg. 4 ref	Activity	Indicative Start: Month/ Year	Indicative End: Month Year
(a)	The date on which the local planning authority will make their notice of intention to commence local plan preparation available under regulation 19(1)[1]	June 11, 2026	No later than 30 June 2026
(b)	The date on which the local planning authority will make a **notice of scoping consultation** available under regulation 20(1)(b)	June 11, 2026	No later than 30 June 2026
(c)	The date on or before which representations will have to be received by the local planning authority in accordance with regulation 20(4) (scoping consultation)	July 10, 2026	
(d)	The date on which the local planning authority will make their self-assessment summary available under regulation 21(3) *To follow the meeting of the Council scheduled for October 14.*	October 15, 2026	No later than October 31, 2026
	Publish '*summary of scoping consultation*'		By February 19, 2027
(e)	The date on which the local planning authority will make a **notice of plan content and evidence consultation** available under regulation 23(1)(a)	w/c February 22, 2027	
(f)	The date on or before which representations will have to be received by the local planning authority in accordance with regulation 23(4) (consultation on proposed local plan content and evidence)	w/c April 5, 2027 *Six weeks after commencement*	

[1] 'Regulations' in this table refers to the Town and Country Planning (Local Planning) (England) Regulations 2026

Reg. 4 ref	Activity	Indicative Start: Month/ Year	Indicative End: Month Year
	Publish '*summary of consultation on local plan content and evidence'*.		By October 29, 2027
(g)	The date on which observations and advice will be sought under section 15CA(3) of the Act[2] in accordance with regulation 26 (gateway 2) *Anticipated to take 4-6 weeks*	w/c November 1, 2027	By December 18, 2027
	Publish observations and /or advice in relation to gateway 2 and comply with Regulation 26(5).		By December 31, 2027
(h)	The date on which the local planning authority will make a **notice of proposed local plan consultation** available under regulation 27(1)(a),	w/c February 21, 2028	
(i)	The date on or before which representations will have to be received by the local planning authority in accordance with regulation 27(4) (consultation on the proposed local plan),	w/c April 17, 2028 *Eight weeks after commencement*	
	Publish '*summary of consultation on the proposed local plan*'		
(j)	The date on which observations and advice will be sought under section 15CA(3) of the Act in accordance with regulation 31 (gateway 3: prescribed requirements assessment) *Anticipated to take 4-6 weeks*	w/c July 24, 2028	By w/c September 4, 2028

[2] 'The Act' in this table is the Levelling-up and Regeneration Act 2023. Schedule 7 section 15CA(3) states, 'The local planning authority must, at such times as may be prescribed, seek observations or advice in relation to a proposed local plan, from a person appointed by the Secretary of State'.

Reg. 4 ref	Activity	Indicative Start: Month/ Year	Indicative End: Month Year
	Publish observations and /or advice in relation to gateway 3 and comply with Regulation 31(5) and, where prescribed requirements are met, Regulation 31(6).		By September 29, 2028
(k)	The date on which the local planning authority will submit their proposed local plan to the Secretary of State for independent examination under section 15D(1)[3] of the Act	w/c October 2, 2028	
	Independent Examination *Anticipated to take up to 5 months*	October 2028	March 2029
(l)	The date on which the local planning authority will consider adopting the proposed local plan under section 15EA[4] of the Act.	w/c April 2, 2029	

[3] Section 15D(1) of the Act states, 'A local planning authority must submit their proposed local plan to the Secretary of State for independent examination if a person appointed by the Secretary of State under section 15CA(3) advises that the prescribed requirements are met in relation to the plan'.
[4] Section 15EA of the Act deals with the circumstances under which a plan may be adopted.

NOTICE OF INTENTION TO COMMENCE LOCAL PLAN PREPARATION

PLANNING AUTHORITY PREPARING THE LOCAL PLAN

The East Herts Local Plan is being prepared by East Hertfordshire District Council.

IDENTIFYING DETAILS FOR THE LOCAL PLAN

Title of the plan: East Herts Local Plan (2029 – 2044).

The Local Plan will set out the planning framework for East Herts District up to the year 2044.

The Local Plan will not incorporate any part of a minerals and waste plan. Minerals and waste planning will continue to be addressed through separate arrangements led at a county level.

AREA COVERED BY THE LOCAL PLAN

The East Herts Local Plan will cover the entire administrative area of East Hertfordshire District Council (ONS code E07000242). The area is shown on the map overleaf.

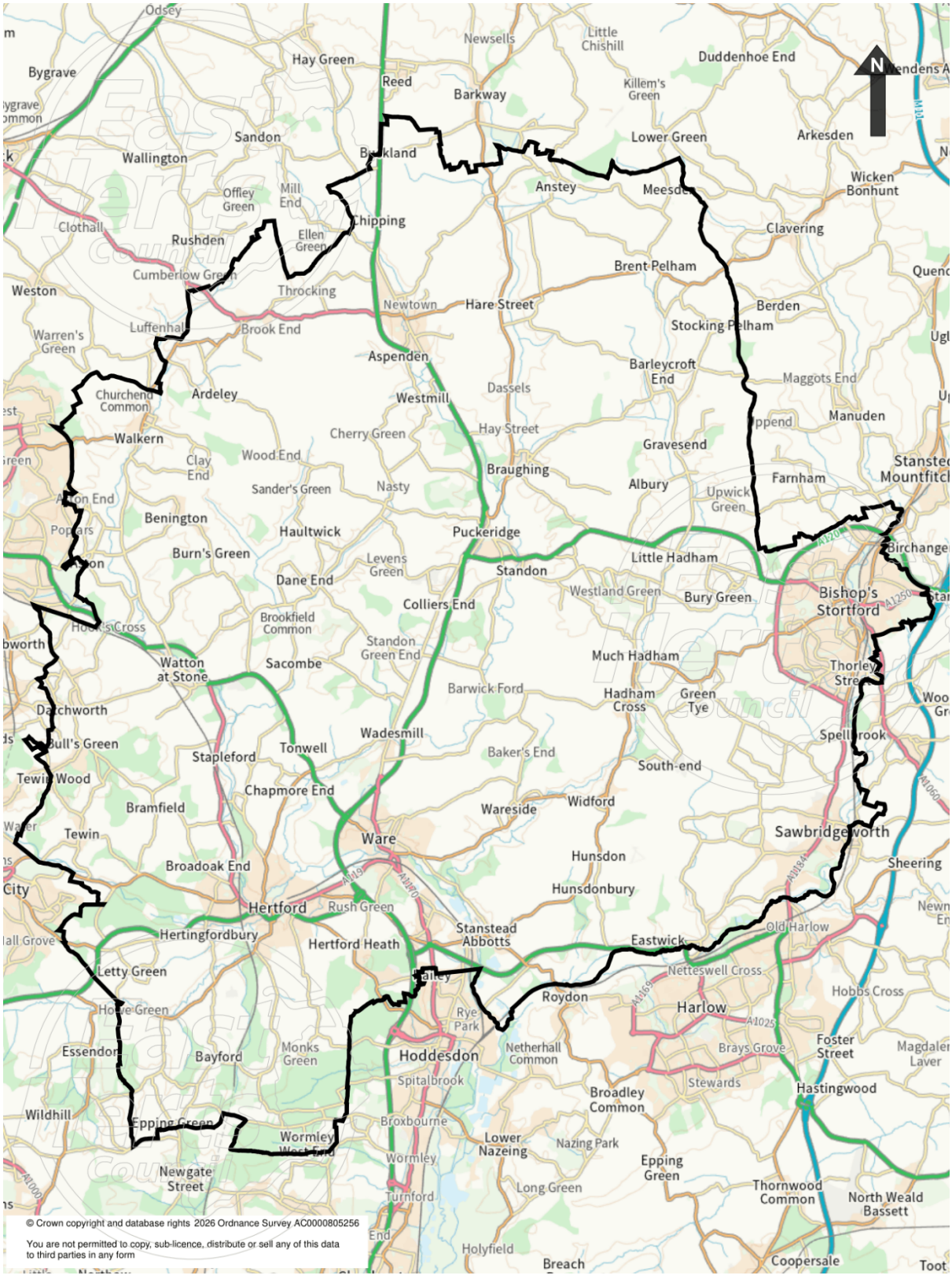
LOCAL PLAN TIMETABLE

The East Herts Local Plan timetable has been prepared in line with national guidance. This sets out the key stages and anticipated timescales for preparing the Local Plan. You can view the timetable here: *[link to webpage]*.

EXPECTED START OF LOCAL PLAN PREPARATION

East Hertfordshire District Council expects to commence plan-making after passing through the Gateway 1 Self-Assessment on October 15, 2026.

AREA COVERED BY THE EAST HERTS LOCAL PLAN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Offley Green
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Chipping
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Ellen Green
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Cumberlow Green
Brent Pelham
Weston
Throcking
Newtown
Hare Street
Berden
Warren's Green
Luffenhall
Brook End
Stocking Pelham
Aspenden
Barleycroft End
Maggots End
Churchend Common
Ardeley
Westmill
Dassels
Manuden
Walkern
Cherry Green
Hay Street
Gravesend
Wood End
Clay End
Braughing
Farnham
Sander's Green
Nasty
Albury
Upwick Green
Benington
Haultwick
Puckeridge
Burn's Green
Little Hadham
Levens Green
Standon
Dane End
Westland Green
Bury Green
Bishop's Stortford
Colliers End
Brookfield Common
Standon Green End
Much Hadham
Watton at Stone
Sacombe
Barwick Ford
Hadham Cross
Green Tye
Datchworth
Wadesmill
Spellbrook
Bull's Green
Stapleford
Tonwell
Baker's End
South-end
Chapmore End
Wareside
Widford
Bramfield
Tewin
Ware
Sawbridgeworth
Broadoak End
Hunsdon
Sheering
Hunsdonbury
Hertford
Rush Green
Old Harlow
Hertingfordbury
Stanstead Abbotts
Hertford Heath
Eastwick
Letty Green
Netteswell Cross
Roydon
Hobbs Cross
Harlow
Rye Park
Foster Street
Essendon
Bayford
Monks Green
Hoddesdon
Netherhall Common
Brays Grove
Spitalbrook
Stewards
Hastingwood
Broadley Common
Wildhill
Epping Green
Broxbourne
Wormley
Lower Nazeing
Nazing Park
Epping Green
Newgate Street
Long Green
Thornwood Common
North Weald Bassett
Turnford
Holyfield
Breach
Coopersale
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CONTACT INFORMATION FOR FURTHER ENQUIRIES

Further information is available from the Planning Policy Team at planningpolicy@eastherts.gov.uk, who can provide advice on the Local Plan timetable and the wider programme of work associated with preparing the new East Herts Local Plan.

AVAILABILITY OF DOCUMENTS

This Notice and the Local Plan timetable will be published on the Council's website. The documents can also be inspected at Wallfields, Pegs Lane, Hertford, SG13 8EQ during normal office opening hours.

DATE THIS NOTICE WAS PUBLISHED

11 June 2026

East Herts Council Report

Executive

Date of Meeting: Tuesday, 2 June 2026

Report by: Councillor Vicky Glover-Ward – Executive Member for Planning and Growth

Report title: Local Plan Scoping Consultation

Ward(s) affected: (All Wards);

Summary

- East Herts Council has a statutory duty to produce the East Herts Local Plan. The government published details of a new plan-making system in November 2025. Regulations[1] to implement the new system came into force on the 25 March 2026.

- This report will initiate the third stage of the new plan-making system, the scoping consultation. The scoping consultation follows the first two stages – publishing a local plan timetable and publishing a notice of intention to commence local plan preparation – which are the subject of a separate paper on this agenda.

- The scoping consultation is intended to provide meaningful early engagement in the plan-making process and invite representations on matters including what the plan should contain and how future engagement on the plan should be carried out. The consultation must take place alongside publishing the notice of intent to commence local plan preparation and prior to the fourth stage, the Gateway 1 Assessment.

- This report was considered at the District Planning Executive Panel on 19 May 2026.

RECOMMENDATIONS FOR EXECUTIVE: to recommend to Council, that:

[1] The Town and Country Planning (Local Planning) (England) Regulations 2026

A) Subject to the publication of the Notice to Commence Local Plan Preparation and the Local Plan Timetable, the East Herts Local Plan – Scoping Consultation document (Appendix A) is made available to relevant stakeholders and the wider community to begin a discussion about the district's new Local Plan, and to seek comments in accord with the Regulations;

B) Engagement on the Scoping Consultation document should commence, taking place between June 11 and July 10 2026, through a range of different forums, including online on the Council's website; and

C) Any minor amendments required to the content of the Scoping Consultation document prior to the consultation period be delegated to the Director of Place in consultation with the Executive Member for Planning and Growth;

D) A further report detailing any feedback is prepared for Executive following engagement, with the intention of informing the Local Plan content and evidence stages of the plan-making process.

1.0 Proposal(s)

1.1 This report seeks approval for the content of the Scoping Consultation document and to undertake a scoping consultation on the content of the plan and the means of engaging with our communities and stakeholders, after publishing a notice of intention to commence plan-making.

1.2 The report links directly to the accompanying report on the Local Plan Timetable and Notice of Intention to Commence Plan-Making, which need to happen prior to the initiation of the scoping consultation.

1.3 The Scoping Consultation will invite stakeholders, statutory bodies, community groups and residents to comment on the key themes the Local Plan should cover, the challenges the district faces, and the opportunities for shaping its long-term growth strategy.

1.4 Together, the two reports will ensure that Members have a clear understanding of both the statutory requirement to publish the Timetable and Notice and the immediate next step in the plan-making process, which is to undertake focused, early-stage consultation to inform the development of the new Local Plan.

1.5 Both reports will be considered by the District Planning Executive Panel (DPEP) for scrutiny and comment prior to being referred to the Executive for consideration and recommendation. The Executive will then determine whether to recommend the reports to full Council for approval, in accordance with the Council's constitution and decision-making framework.

2.0 Background

2.1 The background to the Government's changes to the plan-making system, recently confirmed through the publication of new Regulations in March 2026, is discussed in paragraphs 2.1 and 2.2 of the accompanying report on this agenda dealing with the Notice of Intention and the Local Plan Timetable.

2.2 The scoping consultation is a key part of the 'getting ready' period undertaken within the four-month period prior to the formal 30-month timeline for completing a local plan, and comes immediately after giving Notice of Intention to Commence a Plan and the publication of the Local Plan Timetable.

2.3 The Regulations specify both the bodies to be invited to make representations during the scoping consultation and the matters about which representations should be made. They do not specify the length of time that the scoping consultation should progress for, other that it being between the time that the notice is given and plan-making formally commencing, although it must be at least 21 days.

2.4 The Council is required to prepare a summary of the representations received to the scoping consultation, but this cannot be published prior to the commencement of formal plan-making ('Gateway 1'), the date of which is set out in the Local Plan Timetable. It is therefore anticipated that any comments received during the scoping consultation will be available in Winter 2026/2027. These comments will inform the local plan

content.

Local Government Reorganisation

2.5 Members should note that local government reorganisation in Hertfordshire remains subject to a decision by the Government. While no decisions have yet been made, the Government has been clear that councils should continue to progress local plans to support plan-led decision-making. Advancing the East Herts Local Plan will maintain an up-to-date and robust planning framework, provide clarity and certainty for local communities about on future growth and development, and ensure that key evidence, policies and local priorities are in place to inform and support any future changes to governance or plan-making arrangements.

3.0 Reason(s)

3.1 This report sets out the details for the scoping consultation. This is the first period of engagement in the new plan-making system and takes place before the start of formal plan-making.

3.2 The aim of the scoping consultation is to provide meaningful early engagement in the plan-making process from invited groups and members of the community, including local residents. Representations can be made about:

- Matters relevant to the preparation of the local plan, including what the plan should contain;
- How the authority should engage with stakeholders and the community in the preparation of the plan.

3.3 This consultation is proposed to run from Thursday June 11 to Friday July 10, 2026. This period would commence on the day that notice is given and conclude prior to the start of summer school holidays. This period is eight days longer than the minimum period of 21 days. The period between the end of the consultation and the start of formal plan-making can be used to assess the responses received and to prepare the summary of representations.

3.4 Beyond the points set out at para 3.2 above and the direction given in respect of the bodies to be consulted, there is no further advice as to the form of the consultation in terms of the level of

detail and the extent of material to accompany it. As this is a new plan-making system, and East Herts is among the front-runners, there are also very few precedents for this scoping consultation.

3.5 Officers consider that the consultation needs to be strategic and at a high level. It needs to strike a balance between engaging as wide an audience as possible and encouraging constructive, focused feedback that will meaningfully inform the next stages of plan-making, while avoiding disproportionate administrative burdens associated with logging, analysing and responding to representations. To this end, a Scoping Consultation document (Appendix A) has been prepared which aims to deliver short, focused responses having set out:

- why the plan is being made and the purpose of the consultation;
- the challenges and opportunities of the district that are expected to be addressed within the plan;
- a proposed Vision Statement;
- the ways in which the Council considers engagement can be conducted with respect to the plan;
- the requirement to undertake a Sustainabiliuty Appraisal (SA) / Strategic Environmental Assessment (SEA).

3.6 The document includes within it 14 focused questions that cover these categories and ask for general views on the Vision Statement, the important issues for the plan and the way in which people would like to be involved. The challenges and opportunities section of the document provides a short introduction to some of the common planning-related matters that affect the district, including housing numbers, the approach to the green belt and sustainability. It seeks feedback on which issues are considered to be of most importance and whether any key issues have been omitted.

3.7 The proposed Vision Statement, included within the Scoping Consultation document, is part of the wider ‘East Herts Strategic Vision’ which was approved by the Council on May 14, 2025. This Strategic Vision was prepared prior to the new Regulations, and engagement on it has been postponed twice during 2025, firstly because of a pre-election period prior to a local election and secondly on the advice of the MHCLG, who cautioned against

engaging on material related to a new plan prior to the introduction of the Regulations.

3.8 Officers consider that the Vision Statement agreed in 2025 remains fit for purpose and relevant for the progression of the plan. It has therefore been incorporated into the Scoping Consultation document as a core part of the engagement, largely as was intended in 2025. A link to the Strategic Vision is provided in the Scoping Consultation document.

3.9 The final two sections of the Consultation Scoping document cover engagement and the SA/SEA. The first seeks feedback on the preferred methods of engagement that potential respondents would prefer to use as the plan develops. Using this feedback, the Council will need to set out its approach to engagement in respect of the local plan at the commencement of formal plan-making later in the year. This replaces the previous requirement to prepare a Statement for Community Involvement. The second provides an opportunity to consider the SA/SEA Scoping document and feedback any comments on its content at this stage. The SA/SEA is undertaken in a number of stages and runs alongside the preparation of the Local Plan, and any comments made will inform this ongoing process.

3.10 The planning policy team have been working with the corporate comms team to develop a series of events and messages around the scoping consultation. This will include a press release, a newsletter to those signed up to the planning policy page on the Council's website and an online portal to drive responses. The consultation period will be managed principally by the planning policy team using a stand-alone digital platform designed to manage planning policy consultations of this kind.

3.11 The scoping consultation will provide information from the community on their priorities for the local plan. This will inform the formal start of plan-making and be reflected in the Gateway 1 assessment, which is the next stage of the plan-making process. A report on the scoping consultation will be prepared prior to the next formal engagement on the plan, which is anticipated in early 2027.

4.0 Options

4.1 Undertaking the scoping consultation is subject to publishing the Notice of Intention to Commence and the Local Plan Timetable. The scoping consultation must take place after the publication of both. If either one of these was not published, the Council could not proceed with the scoping consultation, and would be in breach of the Regulations if it did.

4.2 Assuming that Notice and the Timetable are published, the Council is required by the Regulations to undertake the scoping consultation prior to the Gateway 1 assessment, which is a period of not less than four months. There is a minimum defined period for the scoping consultation of 21 days. This report suggests a period of consultation between June 11 and July 10, 2026. This achieves the required minimum engagement period whilst also allowing a further eight days to raise interest and awareness, and avoids consultation taking place within the school holiday period when those interested in responding to the plan may not be available. This period also allows an opportunity to review responses received before the Gateway 1 assessment in October.

4.3 The Council could choose to have a longer consultation period, or different start and / or end dates, but these would risk complaints from the community about the timing of consultation, and – dependent on the volume of responses – place resourcing pressures on the planning policy team to respond to the consultation and maintain momentum on the production of the plan.

4.4 The Consultation Scoping document takes a high-level view of the Local Plan at this early stage which is proportionate to the requirement to begin a conversation on the plan. It allows the opportunity to set out the context and the broad issues affecting the district and the plan without getting into significant details about the site allocations and policy structure. The Council could decide to deliver a more detailed and lengthier document, which could set out a greater amount of certainty, or deliver a much shorter document with less information within it. The former would take much more time to prepare and likely lead to a greater number of more complicated responses, whilst the latter may be too limited, and fail to sufficiently interest people about the plan and its process.

5.0 Risks

5.1 The Scoping Consultation document will be available for consultation following the publication of the Notice and the Timetable. Any delay to this publication will delay the scoping consultation and may impact the overall plan-making timetable. Any delay may see the engagement come into conflict with periods of traditional holiday time, which could be detrimental to the consultation overall.

5.2 Because the scoping consultation will be dealing with planning and the future of the district, opinions are likely to be many and varied. The Scoping Consultation document aims to manage the type and nature of responses by including focused questions with a request for explanations of opinions. There is a risk that responses will be received that react to concerns that are not covered by the Scoping Consultation, which may generate additional work and administrative effort. Reponses may be generated through means such as AI, which could increase the number of responses that are received. As well as adding further administrative time, this also risks responses that are poorly focused.

6.0 Implications/Consultations

6.1 Following publication of the Notice, the Council will undertake a Scoping Consultation, which is the first formal stage of engagement under the new plan-making system. National guidance specifies that the Notice must be issued before or at the same time as this consultation to ensure that stakeholders are aware that plan-making has formally begun.

6.2 The Scoping Consultation forms a key part of the required ‘getting ready’ phase prior to Gateway 1, during which authorities must begin early engagement and initial assessment work.

Community Safety

Preparation of a new Local Plan can positively influence community safety by shaping policies on design quality, public realm, lighting, and layout of developments to discourage crime and anti-social behaviour. Early plan-making helps ensure community safety considerations are embedded from the outset.

Data Protection
The scoping consultation will involve the management and processing of personal data. This will be carried out within a bespoke, closed platform designed to manage this type of planning engagement and will contact people and organisations that are either defined as general or specific consultation bodies within the context of the Regulations, or have specifically opted into notifications of such engagement via the bespoke platform. Advice will be taken from the Information Governance and Data Protection Manager and Data Protection Officer where required.

Equalities
Local Plans must advance equality of opportunity in line with the Public Sector Equality Duty. Commencing preparation enables the Council to develop policies that for example address accessibility, inclusive design, Gypsy and Traveller accommodation needs, and equitable access to housing, facilities, and employment. An Equalities Impact Assessment will accompany the Plan's development.

Environmental Sustainability
The purpose of the planning system is to contribute to sustainable development. Preparation of the East Herts Local Plan must balance three overarching objectives – economic, social and environmental. This includes supporting climate resilience, conserving natural resources, protecting biodiversity, and reducing carbon emissions. A Strategic Environmental Assessment (SEA) is legally required and will evaluate the positive and negative impacts of policy options throughout the plan-making process.

Financial
Formal commencement of the Local Plan entails resource implications, including staff time, evidence commissioning, public consultation, and statutory examination. These costs are planned for within the Council's budget for Planning Policy work.

Health and Safety
There are no direct health and safety implications arising from this report.

Human Resources
Preparation of the new Local Plan requires continued staffing within the Planning Policy team. Workload demands may require prioritisation of

tasks or temporary specialist support depending on the scale of evidence production and consultation activity.

Human Rights
The decision to commence Local Plan preparation does not infringe on the rights set out in the Human Rights Act 1998. The plan-making process includes statutory opportunities for public participation, supporting rights relating to consultation and fair process.

Legal
Issuing the Scoping Consultation document following the Notice to Commence Plan Preparation and the Local Plan timetable formalises the Council's compliance with the new plan-making system and associated regulations.

Specific Wards
All

7.0 Background papers, appendices and other relevant material

7.1 **Appendix A:** Scoping Consultation Document

Contact Member Councillor Vicky Glover-Ward, Executive Member for Planning and Growth. vicky.glover-ward@eastherts.gov.uk

Contact Officer Sara Saunders, Director for Place, Tel: 01992 531656. sara.saunders@eastherts.gov.uk

Report Author Richard Crutchley, Team Leader (Planning Policy), Tel: 01992 532154. richard.crutchley@eastherts.gov.uk

Scoping Consultation

East Herts Local Plan

11 June – 10 July 2026

EAST HERTS LOCAL PLAN
SCOPING CONSULTATION

1. INTRODUCTION

East Herts District Council is preparing a new Local Plan to guide development in the district over the coming years. The Local Plan will cover the period up to 2044 and will set out the vision, objectives, and planning policies that will shape how East Hertfordshire grows and changes. It will address matters such as housing, employment, infrastructure, the natural and historic environment, and the health and wellbeing of communities.

Planning authorities are required to review their Local Plans at least once every five years to ensure that planning policies remain up to date. This review process gives us a chance to look at what's changed locally, ensure ongoing conformity with national planning policy, and respond to new or emerging social, environmental, and economic priorities. The preparation of the new Local Plan will be informed by the National Planning Policy Framework (NPPF), which sets out the Government's planning policies for England and how these should be applied.

Purpose of the Scoping Consultation

This Scoping Consultation is the first stage of engagement in the preparation of the new Local Plan. Its purpose is to provide meaningful early engagement with stakeholders and the local community, including residents, businesses, infrastructure providers, and other organisations, to help shape the direction of the Local Plan.

The council is seeking views on:

1. Matters that are relevant to the preparation of the new Local Plan;
2. What the new Local Plan should contain;
3. How the council should engage with stakeholders and the community during the plan-making process; and
4. The content of the Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) Scoping document.

Feedback received through this consultation will help to inform the scope, evidence base, and approach to preparing the new Local Plan.

Consultation Period

This Scoping Consultation will run from **11 June to 10 July 2026**.

2. HOW TO GET INVOLVED AND RESPOND

The best way to respond is through the council's online consultation platform.

Comments can also be submitted by email or post as follows:

Email:

planningpolicy@eastherts.gov.uk

Post:

Planning Policy Team

East Herts Council

Wallfields

Pegs Lane

Hertford, SG13 8EQ

All responses received during the consultation period will be considered and will help inform the next stages of Local Plan preparation. A summary of comments and how they have been taken into account will be published as part of the engagement process.

3. CHALLENGES AND OPPORTUNITIES

The preparation of a new Local Plan presents both challenges and opportunities for East Hertfordshire. In particular, the Plan will need to balance the need to deliver new housing, alongside other forms of development, with the protection, preservation, and enhancement of the district's valued characteristics, including its distinctive landscape and the character and identity of towns and villages. Ensuring that growth respects local distinctiveness and responds positively to its surroundings will be a key consideration.

The Local Plan will also need to make sure there is infrastructure in place to support new homes and development. This includes transport and movement, addressing how people travel within and beyond the district, as well as ensuring that essential services and community facilities, such as healthcare, education, utilities, and open space, are maintained and provided in the right locations and at the right time.

Supporting a strong and resilient economy will be another important challenge. The plan will need to consider how to retain existing jobs, attract new businesses and investment, and support economic growth, while also nurturing small businesses, promoting innovation, and maintaining the diversity of the district's rural economy.

In addition, the Local Plan must respond to wider global and national trends that will affect East Hertfordshire over the plan period. These include changing technology, increased home and flexible working, changes in how people shop and access services, and ongoing cost-of-living pressures. Anticipating how these trends may influence future development needs, settlement patterns, and infrastructure

requirements will be essential in ensuring the Local Plan is flexible and future-focused.

CONSULTATION QUESTION

1. **What do you consider to be the main challenges and opportunities facing East Hertfordshire over the plan period, and how should the new Local Plan respond to them?**

The new Local Plan will need to respond to a range of issues affecting East Hertfordshire. Some of these are set out below, and the council is seeking views on whether these reflect the issues that matter most to local communities and stakeholders.

Housing

The Government sets the minimum housing requirement for each local planning authority through national planning policy, including the National Planning Policy Framework (NPPF) and associated guidance. In recent years, the housing requirement for East Hertfordshire has increased significantly, reflecting national priorities to boost housing supply and improve affordability.

East Herts is a largely rural district characterised by a constrained landscape, extensive Green Belt and a network of distinctive and historic market towns. In this context, the new Local Plan will need to establish an appropriate strategy to deliver the required number of homes. This means deciding where new housing should go, how it should be spread across the district, and what impact it will have on infrastructure, the environment, and existing communities.

The Plan will also need to address the diverse housing needs of the district's population. This includes providing a suitable mix of housing types, sizes, and tenures, including affordable housing, in locations where need is anticipated. Specific consideration will be given to the needs of different groups, including older people and those who require care or support, Gypsy and Traveller and Travelling Showpeople communities, and people at different stages of life.

Green Belt and the Introduction of 'Grey Belt'

The Green Belt has five defined purposes, including preventing urban sprawl, stopping neighbouring towns from merging, and safeguarding the countryside from encroachment. It is not intended to protect specific landscapes or habitats, which are covered by other planning policies.

National planning policy has recently changed the approach to Green Belt reviews through local plans, including the introduction of the concept of 'grey belt'. Grey belt

refers to areas of Green Belt that perform less strongly against certain Green Belt purposes and may therefore be more suitable for development, subject to wider planning considerations.

In East Herts, the Green Belt covers the southern third of the district, surrounding the towns of Hertford, Ware, Sawbridgeworth and Bishop's Stortford. It also forms part of the separation between the district and neighbouring towns including Stevenage, Welwyn Garden City, Hoddesdon and Harlow.

As part of preparing the new Local Plan, the council is required to review the Green Belt to identify areas that may meet the definition of grey belt.

Employment

The main towns of East Hertfordshire are significant employment centres, providing jobs for residents and those commuting into the district. They accommodate a range of employment uses, including offices, industrial premises, and service-based businesses, located within town centres and across wider built-up areas.

The district's villages and rural areas also play an important role in supporting employment. Traditional activities such as farming and rural crafts remain important alongside growing diversification. This includes the reuse of rural buildings to support small-scale businesses, start-ups and relocations, often reflecting changes in working practices and business models.

East Herts benefits from a strong strategic location, with access to major transport routes including the M11 and A1(M), proximity to Stansted Airport, and links to centres of innovation in neighbouring areas such as Harlow, Cambridge, and Stevenage. Many residents also commute to and from London, reflecting the district's role in a wider labour market.

The new Local Plan will need to support a balanced and resilient local economy. This includes providing a range of employment opportunities, supporting existing businesses, and aligning employment growth with housing, infrastructure, and environmental considerations.

Town Centres

The district's town centres provide a wide range of retail, service, leisure, and community functions, including shops, food and drink uses, cultural venues, and facilities such as libraries. Many are set within distinctive historic environments that contribute strongly to character and sense of place.

Town centres continue to play a vital role in supporting local communities and the economy but face significant change. The growth of online shopping and

home-based entertainment has reduced footfall for some traditional uses and affected long-term viability.

There have also been shifts in the location of activities, with some leisure and service uses increasingly locating outside town centres. In addition, the district's centres face challenges linked to their historic form, such as access, servicing, and parking constraints.

The new Local Plan will need to consider how town centres can adapt while maintaining a strong mix of uses, supporting vitality and viability, and reinforcing their role as focal points for community life.

Recreation and Leisure

Successful and sustainable communities are supported by access to leisure, recreational and community facilities. Good-quality open spaces and services contribute to health, wellbeing, and quality of life.

The new Local Plan will need to ensure that existing facilities, including open spaces, parks, sports facilities, swimming pools, and playing pitches, continue to meet the needs of the current population. It must also plan positively for future growth, ensuring new development is supported by appropriate additional facilities.

Leisure and recreation also include cultural and social facilities such as cinemas, theatres, and other venues. These uses can play an important role in supporting town centres and local economies and may have implications for accessibility, transport patterns, and activity throughout the day and evening.

Community Facilities and Infrastructure

Strong communities depend on access to facilities and services that support health, wellbeing and everyday life. Community facilities and infrastructure play a key role in supporting sustainable growth and in reducing inequalities.

The new Local Plan will need to work with providers of key services and infrastructure, including education, healthcare, water supply and energy, to support future growth. This includes ensuring new development is supported by appropriate infrastructure, either through existing capacity or timely upgrades.

The Plan will also consider infrastructure essential to modern living and economic activity, such as high-quality digital connectivity and wastewater infrastructure.

In addition, the Local Plan will need to remain flexible to respond to future technological and societal change. This includes emerging approaches to service delivery and the infrastructure associated with digital technology, data storage, and the transition to low-carbon energy systems.

Urban Design and Conservation

The district's towns and villages contain historic cores that play a key role in defining local character and sense of place, and across the district there are over 3,000 Listed Buildings. These environments contribute significantly to the attractiveness of the district and its cultural heritage.

The new Local Plan will need to provide a framework for accommodating change in ways that conserve and enhance historic assets. This could include sensitively integrating energy-efficiency measures to ensure historic buildings remain viable and valued.

There is increasing emphasis within planning policy on the importance of good design. High-quality design can reinforce local character, support sustainability objectives, and create adaptable, long-lasting places.

The new Local Plan will need to set clear expectations for design quality, ensuring development respects local character while responding to contemporary and future needs.

Climate Change

Climate change presents a significant challenge for East Hertfordshire, influencing where development should take place, how it is designed, and how communities and infrastructure can remain resilient over time. National planning policy requires local plans to address both the mitigation of climate change, through reducing greenhouse gas emissions, and adaptation to its impacts.

The new Local Plan will need to support the transition to a low-carbon future. This includes promoting energy-efficient buildings, renewable and low-carbon energy generation, and patterns of development that reduce the need to travel, particularly by private car.

Equally important is ensuring that development is resilient to climate impacts. The Plan will need to address increased risks of flooding, overheating, and water stress by directing development away from areas at the highest risk of flooding, by encouraging design approaches that respond to higher temperatures and more extreme weather events, and by supporting sustainable drainage systems and promoting water efficiency.

Particular consideration will be given to the district's water environment, including chalk streams and water resources, which are highly sensitive to climate change and development pressures.

Addressing climate change will require an integrated approach across the Local Plan, linking with policies on housing, movement, design, infrastructure, and the natural environment. The new Local Plan will provide the framework to embed climate considerations into decision-making and support the creation of healthy, resilient and sustainable communities.

Environment and Landscape

East Hertfordshire is predominantly rural, defined by open countryside, scattered villages, and river valleys. This landscape makes a strong contribution to local identity and provides an important setting for settlements.

The district is characterised by a network of rivers draining towards the River Lea, including the Rivers Rib, Ash, Beane and Quin, with the River Stort forming part of the district's boundary. Many of these watercourses are chalk streams, flowing through chalk geology and supporting distinctive habitats. Chalk streams are internationally rare and highly sensitive to pressures such as abstraction, climate change, and development, making river corridors a key environmental consideration.

The wider landscape is gently undulating, with long views that contribute to the district's character. Settlements are often closely related to their surrounding landscape, reinforcing local distinctiveness and sense of place.

The new Local Plan will need to protect and enhance the landscape and natural environment while planning positively for future needs. This includes addressing biodiversity, flood risk, and climate change, and safeguarding the quality and openness of the countryside while enabling well-designed development.

Movement

Movement and transport are key considerations due to the district's size, rural character and settlement pattern. Major routes such as the M11, A1(M), A414 and rail links support travel, but access to transport options varies.

In the southern parts of the district, residents have greater access to walking, cycling, public transport, and rail. Elsewhere, options are more limited, and reliance on the private car is higher.

The new Local Plan will need to consider how development can reduce the impacts of car use, including congestion and environmental effects, while recognising the needs of people in less well-connected areas. This includes reducing the need to travel where possible and supporting realistic alternatives to the car.

Hertfordshire County Council will be a key partner, with responsibility for highways, active travel, and elements of public transport. Rail services will also continue to shape travel patterns.

Sustainability

Sustainability has long been a central principle of planning policy. It underpins national policy and provides the framework for balancing growth with environmental protection and social wellbeing.

Sustainable development encompasses environmental, social and economic considerations. Within plan-making, this involves meeting development needs in a

way that supports strong and healthy communities, enables a resilient local economy and ensures the efficient and responsible use of land and natural resources.

Many of the topic areas identified within this Scoping Consultation contribute directly to sustainable development. For example, efficient land use, sustainable growth patterns, and development in accessible locations can help to reduce the need to travel, to lower carbon emissions, and to support healthier lifestyles.

Together, these considerations will help to ensure that future development in East Hertfordshire is planned and delivered in a balanced and sustainable manner.

CONSULTATION QUESTIONS

2. **Are there any other issues, in addition to those identified above, that you think the new Local Plan should address?**

3. **What do you consider to be the three most important issues that should be addressed by the new Local Plan to help shape the future of East Hertfordshire? *Please select up to three topics and provide reasons for your choices*.**

4. **Is there anything else you would like to tell us that should be considered as part of the new Local Plan?**

4. PLAN VISION

In line with the National Planning Policy Framework (NPPF), the new Local Plan is required to establish a clear vision for the district's future development. In response, the council has prepared a draft Vision to articulate how the district could develop over the plan period, reflecting local priorities, challenges, and opportunities.

The draft Vision is intended to provide a clear and consistent framework to guide the preparation of the Local Plan's objectives, strategy and policies.

The draft Vision document is available to view here: Vision | East Herts Council.

Vision Statement

At the heart of the draft Vision document is a Vision Statement which sets out the council's long-term aspirations for East Hertfordshire and describes how the district should evolve over the plan period. It provides a shared statement of intent, reflecting local priorities, opportunities and challenges, and establishes the overall direction for growth.

VISION STATEMENT

"Renowned for our unique and charming historic market towns and villages set within beautiful countryside, rare chalk streams and rich heritage, East Herts will be an exemplar of sustainability, where innovative design solutions respect local character and are harnessed to mitigate and adapt to climate change and enhance biodiversity.

Our communities will continue to thrive, supported by affordable and accessible housing, reliable public transport, and improved public open spaces—promoting active lifestyles and creating inclusive places for all.

By nurturing local businesses, we will create a resilient, prosperous and secure future for all residents and visitors.

Collectively, we will recognise the responsibility we have to create a district fit for future generations".

CONSULTATION QUESTIONS

5. **Does the Vision Statement reflect your aspirations for East Hertfordshire over the next 20 years?** ***Please explain your views.***

6. **Do you have any suggestions for how the wording of the Vision Statement could be improved?**

Vision Themes and Aspirations

The Vision has six key themes, which together capture the district's strengths, challenges and aspirations and will guide future policies and decision-making. The six themes are:

People – supporting healthy, inclusive and resilient communities, with access to high-quality homes, services, and opportunities for all.

Place – protecting and enhancing the distinctive character of towns, villages and the countryside, ensuring that new development responds positively to its surroundings.

Economy – promoting a diverse, adaptable, and productive local economy, supporting existing businesses, attracting new investment, and enabling innovation.

Environment – safeguarding and enhancing the natural environment, addressing climate change, and protecting biodiversity, landscapes and heritage assets.

Infrastructure – ensuring that growth is supported by timely and appropriate infrastructure, including utilities, health, education, and community facilities.

Movement – improving connectivity and accessibility, encouraging sustainable travel choices, and reducing reliance on the private car.

Across these themes, the draft Vision document highlights the need to balance growth with environmental protection, respond to climate change, and ensure a high quality of life for existing and future residents.

CONSULTATION QUESTIONS

7. **Do you agree that the six themes (people, place, economy, environment, infrastructure and movement) reflect the key priorities for East Hertfordshire? *[Yes / No]***

8. **Are there any themes you think should be changed, added to, or given more emphasis? *Please explain your reasons.***

5. ENGAGEMENT

Meaningful engagement with stakeholders and the local community is a fundamental part of preparing a new Local Plan. Early and ongoing consultation helps to ensure that the Local Plan reflects local priorities, benefits from local knowledge, and is informed by those who live and work in the district. It also supports transparency and builds confidence in the plan-making process.

This section seeks views on how the council should engage with residents, businesses, landowners, infrastructure providers, community groups, and other stakeholders as the new Local Plan is prepared. The council is keen to understand which engagement methods are most effective, how information should be shared, and how people can best be supported to take part throughout the different stages of plan-making.

Feedback will help shape a proportionate and inclusive engagement strategy that encourages broad participation and ensures that communities and stakeholders have meaningful opportunities to influence the new Local Plan as it develops.

CONSULTATION QUESTIONS

9. **How would you prefer to be engaged during the Local Plan process?** ***Please rank your preferences.***
   a) **Online consultations**
   b) **Public events**
   c) **Workshops**
   d) **Focus groups**
   e) **Written updates**
   f) **Social media**
   g) **Other methods, *please specify*.**

10. **Are there any specific engagement methods you think would be particularly effective in helping people understand and contribute to the Local Plan?**

11. **How can the council ensure that engagement is inclusive and accessible, and that opportunities to participate are available to a wide range of communities and stakeholders?**

12. **Is there anything else the council should consider when developing its approach to community and stakeholder engagement for the new Local Plan?**

6. SUSTAINABILITY APPRAISAL (SA) / STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

Alongside the preparation of a Local Plan, the Council is required to carry out a Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA). The purpose of the SA/SEA is to identify, describe and assess the likely economic, social and environmental effects of the Local Plan, as well as to consider reasonable alternatives to the proposed approach. The SA/SEA is undertaken in a number of stages and runs alongside the preparation of the Local Plan.

As part of the first stage of the process an SA/SEA Scoping document has been prepared. The document is available to view here: *[link to webpage]*.

This report identifies relevant plans, policies and programmes that may have an impact on the Local Plan, the existing situation in East Hertfordshire across a range of topics, key sustainability issues and future trends. This information is used to develop an SA/SEA framework that will be used to assess the policies and proposals in the emerging Local Plan, ensuring that proposals are assessed against key environmental criteria as the plan is developed.

CONSULTATION QUESTIONS

13. **Do you have any comments on the SA/SEA Scoping document?**

14. **Is there anything else that should be included within the SA/SEA Scoping document? *If so, please specify***

East Herts Council Report

Executive

Date of meeting: Tuesday 2 June 2026

Report by: Councillor Vicky Glover-Ward – Executive Member for Planning and Growth

Report title: Local Plan Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) Scoping Report

Ward(s) affected: (All Wards);

Summary – East Herts has a duty to produce the East Herts Local Plan. In preparing a local plan the local authority is required by the Town and Country Planning Regulations (Local Planning) (England) 2026 and The Environmental Assessment of Plans and Programmes Regulations 2004 (as amended) to prepare a Strategic Environmental Assessment (SEA). The SEA will identify, describe and evaluate the likely significant effects on the environment of implementing the local plan and any potential reasonable alternatives to the proposed plan.

Additionally, as required by Section 19 of the Planning and Compulsory Purchase Act 2004 local planning authorities need to carry out an appraisal of the sustainability of the proposals in the Local Plan. This process is known as a Sustainability Appraisal (SA) and assesses the way in which the plan can contribute to achieving economic, social and environmental sustainability.

As part of the SA/SEA process the Council has a duty to consult on the scope and level of detail that must be included in the report with the relevant consultation bodies. An SA/SEA Scoping document has been prepared and this report is seeking approval on the content of this document and approval to consult with the relevant consultation bodies.

This report was considered at the District Planning Executive Panel on 19 May 2026.

RECOMMENDATIONS FOR EXECUTIVE to recommend to Council that:

a) **Subject to the publication of the 'Notice to Commence Local Plan Preparation and the Local Plan Timetable', the content of the SA/SEA Scoping document (Appendix A) is approved;**

b) **That the SA/SEA Scoping document be formally consulted upon with the Environment Agency (EA), Historic England (HE) and Natural England (NE) in accordance with statutory requirements;**

c) **Subject to the approval of the 'Local Plan Scoping Consultation', the SA/SEA Scoping document will be made available alongside the Local Plan Scoping Consultation, and will include a period of activity between 11 June 2026 and 10 July 2026 through a range of different forums, including online on the Council's website; and**

d) **Any minor amendments required to the content of the SA/SEA Scoping document prior to the consultation period be delegated to the Director of Place in consultation with the Executive Member for Planning and Growth.**

1.0 Proposal(s)

1.1 This report seeks approval of the content of the SA/SEA Scoping document and approval to consult with relevant consultation bodies and the wider public.

1.2 Consultation on the SA/SEA Scoping document is sought alongside the Local Plan Scoping consultation, and therefore this report directly links to the approval of the 'Local Plan Timetable and Notice of Intention to Commence Plan-Making', as well as the 'Local Plan Scoping Consultation'.

1.3 This report will ensure that Members have a clear understanding of the statutory requirements for the SA/SEA process and the relationship to the Local Plan.

1.4 This report will be considered by the District Planning Executive Panel (DPEP) for scrutiny and comment prior to being referred to the Executive for consideration and recommendation. The Executive will then determine whether to recommend the reports to full Council for approval, in accordance with the Council's constitution and decision-making framework.

2.0 Background

2.1 An SA/SEA is part of an iterative process that is undertaken alongside the preparation of a local plan. It is broken up into key stages as follows:

- Stage A (Scoping) – Setting the context and objectives, establishing the baseline, and deciding on the scope
- Stage B – Developing and refining alternatives and assessing effects
- Stage C – Prepare the SA/SEA report
- Stage D – Seek representations on the SA/SEA report from consultation bodies and the public
- Stage E – Post adoption reporting and monitoring

2.2 The SA/SEA Scoping document represents Stage A of this process and identifies relevant plans, policies and programmes that may have an impact on the Local Plan, the existing situation in East Herts in relation to various topics, key sustainability issues and future trends. This leads to the formation of an SA/SEA framework that will be used to test proposals and options in the local plan process as they emerge. It also ensures proposals are assessed against key environmental criteria.

2.3 Schedule 2 of the SEA Regulations lists a number of issues that are likely to have significant effects on the environment. This includes biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage and landscape. The SA/SEA Scoping document assesses all of these issues individually, as well as the interrelationship and key drivers between them.

3.0 Reason(s)

3.1 An SEA is a requirement of The Environmental Assessment of Plans and Programmes Regulations 2004 (as amended) (commonly known as the SEA Regulations), this ensures that the likely significant effects of the Local Plan are considered from the outset. The SEA process also tests alternatives to the proposals within a local plan to ensure that the best outcome is achieved.

3.2 The requirement for an SA is set out in Section 19 of the Planning and Compulsory Purchase Act 2004, which requires local planning authorities to carry out an appraisal of the sustainability of the proposals in the Local Plan. The process is a way to test and assess the way in which the plan can contribute to achieving economic, social and environmental sustainability, as well as identifying and mitigating any potential adverse effects that the plan may have[1].

3.3 SA's assess environmental sustainability which is a requirement of an SEA. Therefore, this Scoping document encompasses the requirements for both an SA and SEA.

3.4 As prescribed in the SEA Regulations the Council has a duty to consult with Historic England, Natural England and the Environment Agency on the scope of the SEA for a minimum of five weeks.

3.5 Additionally, under the Town and Country Planning Regulations 2026 the Council must submit a self-assessment of readiness for local plan preparation (Gateway 1 assessment); this self-assessment necessitates any obligation required under the SEA Regulations. Completion of the Scoping document and consultation of that document with the consultation bodies would satisfy this requirement at this stage.

3.6 Subject to the approval of the 'Notice to Commence Local Plan Preparation and the Local Plan Timetable' and the 'Local Plan Scoping Consultation', it is recommended that the SA/SEA Scoping document is also consulted upon alongside the Local Plan Scoping Consultation.

[1] Planning Practice Guidance - Strategic environmental assessment and sustainability appraisal - 11-001-20190722

4.0 Options

4.1 Undertaking the SA/SEA Scoping consultation is subject to publishing the 'Notice of Intention to Commence and the Local Plan Timetable' as this sets the programme for the Local Plan and work ahead, of which the SA/SEA process is part of.

4.2 The SA/SEA Scoping consultation is a separate process from the Local Plan Scoping Consultation, therefore it is not essential that they are undertaken at the same time. However, there are benefits of undertaking both exercises at the same time, such as saving officer time by consulting on both documents at once rather than through separate consultations. It may also be more beneficial to stakeholders to view and respond to both the Local Plan scoping and SA/SEA scoping at the same time, providing a more detailed response. It is likely that more responses will also be made on the SA/SEA if both consultations are conducted together.

4.3 An additional SA/SEA section has been added to the Local Plan Scoping Consultation document which summarises the purpose and requirement for an SA/SEA and the scoping process. It also proposes relevant questions on what is contained within the SA/SEA Scoping document and if further information should be included. This could, however, be treated separately to the Local Plan Scoping Consultation if the Council was minded to separate the SA/SEA Scoping from the Local Plan Scoping Consultation.

4.4 The SEA Regulations require consultation bodies to be given a minimum of five weeks to respond to consultation on the scope of the SEA, although this period may be extended. The proposed consultation would close before the start of the summer holidays, when consultation responses are typically lower. Proceeding with the minimum statutory consultation period would both meet regulatory requirements and support the continuation of plan-making work during the summer holiday period.

4.5 Whilst it is recognised that the Council only has a legal requirement to consult with the listed consultation bodies (highlighted in paragraph 3.4), there is benefit of widening the consultation and allowing the general public and stakeholders to

provide feedback on the SA/SEA Scoping document as well. Local groups and individuals will have a broad understanding of the issues faced within the district; it is therefore beneficial to allow responses from the wider public to strengthen the scope of the SA/SEA and ensure issues are addressed accurately. However, there is an option to narrow the consultation to those legally specified in the SEA Regulations, which would likely lead to less consultation responses.

5.0 Risks

5.1 Completion of an SEA Scoping consultation is required as part of the Gateway 1 self-assessment of readiness for local plan preparation. Any delay to the commencement of the SA/SEA Scoping consultation will have a knock-on impact to the overall local plan timetable and ensuring that key milestones are met.

5.2 Due to the breadth of the issues raised within the SA/SEA Scoping document there is a risk that responses will be received that react to concerns that are not covered by the SA/SEA Scoping consultation, which may generate additional work and administrative effort. Reponses may be generated through means such as AI, which could increase the number of responses that are received. As well as adding further administrative time, this also risks responses that are poorly focused.

6.0 Implications/Consultations

6.1 The SA/SEA Scoping consultation forms a key part of the required ‘getting ready’ phase prior to Gateway 1, during which authorities must begin early engagement and initial assessment work.

Community Safety

Preparation of an SA/SEA framework will help to test policies and proposals within the emerging Local Plan which can influence community safety through design quality, public realm, lighting, and layout of developments to discourage crime and anti-social behaviour.

Data Protection

The SA/SEA Scoping consultation will involve the management and processing of personal data. This will be carried out within a bespoke, closed platform designed to manage this type of planning engagement and will contact people and organisations that are either defined as general or specific consultation bodies within the context of the Town and Country Planning Regulations 2026, or have specifically opted into notifications of such engagement via the bespoke platform. Advice will be taken from the Information Governance and Data Protection Manager and Data Protection Officer where required.

Equalities

The SA/SEA process helps to identify issues with inequality in the preparation of local plan policies, which will have a benefit to equality and be in keeping with the Public Sector Equality Duty. An Equalities Impact Assessment will accompany the Local Plan's development.

Environmental Sustainability

The purpose of the planning system is to contribute to sustainable development. An SA/SEA is legally required and will evaluate the positive and negative impacts of policy options throughout the plan-making process on a range of topics that have implications to the environment. This will have a positive impact to the final Local Plan in relation to seeking environmental sustainability.

Financial

The decision to undertake consultation on an SA/SEA Scoping document entails resource implications, including staff time in commencing the consultation, reviewing consultation responses and updating relevant documents. These costs are planned for within the Council's budget for Planning Policy work.

Health and Safety

There are no direct health and safety implications arising from this report.

Human Resources

There are no direct human resources implications arising from this report.

Human Rights

The decision to undertake consultation on an SA/SEA Scoping document does not infringe on the rights set out in the Human Rights Act 1998. The plan-making process includes statutory opportunities for public participation, supporting rights relating to consultation and fair process.

Legal

Issuing the SA/SEA Scoping consultation document formalises the Council's compliance with the SEA Regulations, Planning and Compulsory Purchase Act 2004, as well as meeting requirements within the new plan-making system.

Specific Wards

All

7.0 Background papers, appendices and other relevant material

7.1 **Appendix A:** Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) Scoping Consultation

Contact Member Cllr Vicky Glover-Ward

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Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)

Draft Scoping Report

May 2026

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1.0 Introduction and Process

1.1 Background

The purpose of this report is to provide context and determine the scope of the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) that will be used to assess the emerging new Local Plan in East Herts.

This document will include an initial assessment of relevant plans and programmes, current sustainability issues, baseline evidence and future trends in particular topics. This will lead to a framework that will be used within the SA/SEA process that will assess proposals in the new East Herts Local Plan.

1.2 East Herts Local Plan

The Council has commenced work on a new Local Plan. Once adopted this will update the existing District Plan 2018 and set the long-term vision for the district up to 2044. This will include specific policies for the natural, historic and built environment and set out the overall spatial strategy across the district. The new Local Plan will need to be consistent with national policy, including the National Planning Policy Framework (NPPF) which at its core seeks to achieve sustainable development.

1.3 Sustainability Appraisals (SA) and Strategic Environmental Assessments (SEA)

Section 19 of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to carry out an appraisal of the sustainability of the proposals in the Local Plan. The process is a way to test and assess the way in which the plan can contribute to achieving economic, social and environmental sustainability, as well as identifying and mitigating any potential adverse effects that the plan may have[1]. SA's assess environmental sustainability which is a requirement of an SEA which is described below. Therefore, this scoping document encompasses the requirements for both an SA and SEA.

[1] Planning Practice Guidance - Strategic environmental assessment and sustainability appraisal - 11-001-20190722

The new Local Plan is being prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2026, which includes meeting any obligation under Part 2 and Part 3 of the Environmental Assessment of Plans and Programmes Regulations 2004 (as amended). Schedule 2 of these Regulations requires assessment of the '*likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues*'. These issues are listed in table 1.1, together with signposting to where they are addressed within this scoping document.

Table 1.1: SEA requirements and relevant chapters within this document

Schedule 2 of SEA Regulations 2004	**SA/SEA Scoping Chapters**
Biodiversity	Natural environment and landscape; Water resources and quality
Population	Population, health and wellbeing; Housing; Economy and employment
Human health	Population, health and wellbeing; Housing
Fauna	Natural environment and landscape; Water resources and quality
Flora	Natural environment and landscape; Water resources and quality
Soil	Land, soils, waste and resources; Transport, air quality and noise; Water resources and quality
Water	Water resources and quality; Climate change and flooding
Air	Transport, air quality and noise
Climatic factors	Climate change and flooding; Water resources and quality; Transport, air quality and noise
Material assets	Land, soils, waste and resources; Water resources and quality; Natural environment and landscape
Cultural heritage, including architectural and archaeological heritage	Historic environment

Schedule 2 of SEA Regulations 2004	SA/SEA Scoping Chapters
Landscape	Natural environment and landscape

The SEA Regulations require councils to monitor the significant environmental effects of a plan. Recommended monitoring indicators will be included at subsequent stages of plan preparation when policies are drafted, and the likely significant effects of the plan are more certain. The monitoring results will be reported in the Council's Authority Monitoring Report, published yearly, after such plan is adopted.

1.4 SA/SEA Process

Preparation of an SA/SEA is an iterative process alongside the preparation of a local plan, as it will be used to test alternatives options and the proposals within it. Table 1.2 below provides details of the different stages of the SA/SEA process. This scoping document forms stage A of this process and will be consulted upon with relevant consultation bodies.

Table 1.2: SA/SEA process

SA/SEA Stage	Key deliverables
Stage A (Scoping) – Setting the context and objectives, establishing the baseline and deciding on the scope	• Identify other relevant policies, plans and programmes, and sustainability objectives • Collect baseline information • Identify sustainability issues and problems • Develop the SA/SEA framework • Consult the consultation bodies on the scope of the SA/SEA report
Stage B – Developing and refining alternatives and assessing effects	• Test the Local Plan objectives against the SA/SEA framework • Develop the Local Plan option including reasonable alternatives • Evaluate the likely effects of the Local Plan and alternatives • Consider ways of mitigating adverse effects and maximising beneficial effects • Propose measures to monitor the significant effects of implementing the Local Plan
Stage C – Prepare the SA/SEA report	

SA/SEA Stage	Key deliverables
Stage D – Seek representations on the SA/SEA report from consultation bodies and the public	
Stage E – Post adoption reporting and monitoring	• Prepare and publish post-adoption statement • Monitor significant effects of implementing the Local Plan • Respond to adverse effects

1.5 Structure of the Report

Through the SA/SEA process it is required that relevant policies, plans, programmes and sustainability objectives that have an impact on the local plan being prepared are highlighted. A list of these relevant documents can be found in Appendix 1 of this report. This sets out such policies, plans, programmes and sustainability objectives from the international, national, sub-national and local level.

The document has been split up into the following key topics:

- Population, health and wellbeing
- Housing
- Economy and employment
- Natural environment and landscape
- Climate change and flooding
- Historic environment
- Land, soils, waste and resources
- Water resources and quality
- Transport, air quality and noise

Within each topic area baseline information has been collected to highlight the latest most up to date picture for East Herts. As the Local Plan progresses there may be new evidence documents that emerge which are relevant to the SA/SEA process, these will be used to update the SA/SEA at relevant stages.

Alongside the baseline information and through evaluation of relevant plans and programmes future trends have been identified for each topic. A narrative has been provided on the impact that these trends will have on the East Herts area

in the absence of a new local plan and what sustainability issues and problems will need to be addressed through the formation of future policies.

Lastly, SA/SEA objectives have been identified for each topic area, which have informed a framework that will be used to assess policies, options and proposals through the local plan process. These will be used to assess the likely significant effects that such proposals may have on the plan and/or area and will support the decision making process.

2.0 Population, Health and Wellbeing

2.1 Baseline and local context

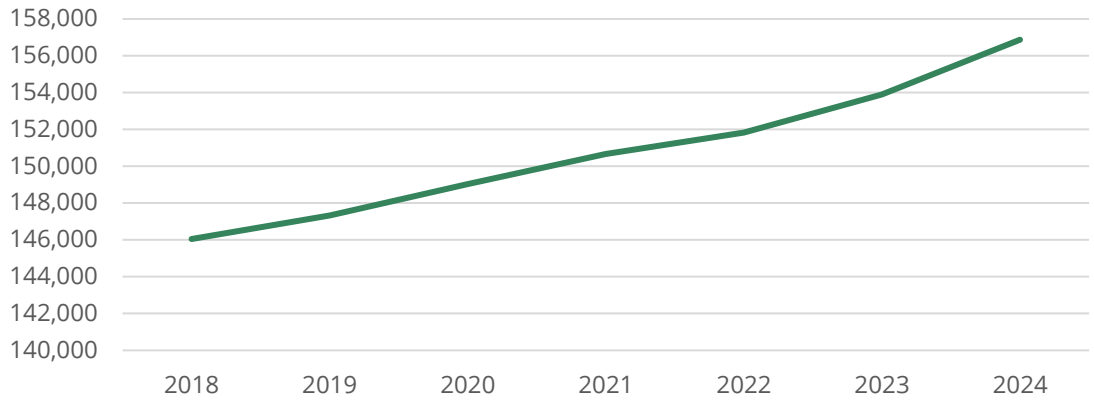
East Herts is a great place to live, and the vibrant communities are a testament to that. People here are healthy and happy, and the district is renowned for its outstanding educational and leisure facilities, making it a desirable place for individuals and families seeking a high quality of life.

The below sections present the current situation in East Herts, looking at overall population and future trends for the district, and specific characteristics of the district's population, such as age, sex, ethnicity, identity and health.

2.1.1 Population Size and Future Trends

East Herts has a growing population, estimated at 156,875 people (2024). The population grew by 5.94% between 2018 and 2024, and is projected to increase by 4.65% by 2033. The population growth seen in East Herts is higher than the percentage increase in Hertfordshire and in England between the years of 2018 and 2024.

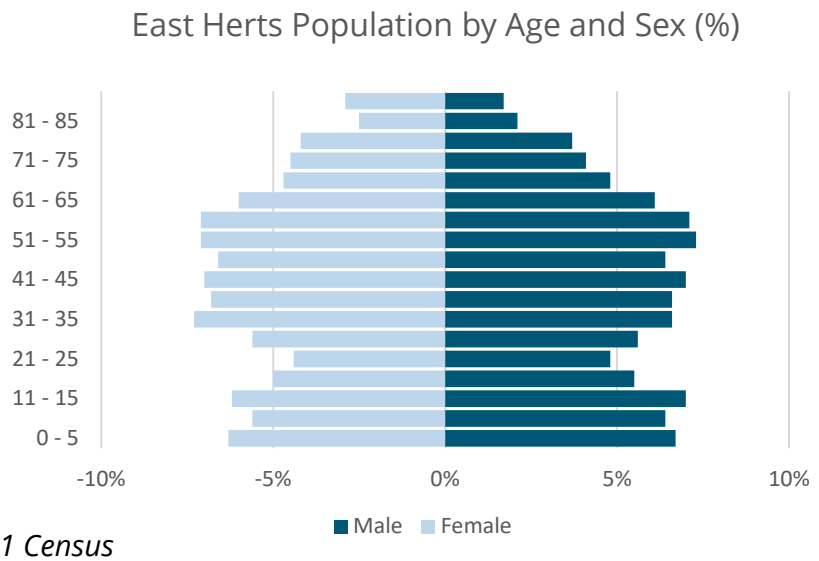
Figure 2.1: Population estimate by year in East Herts



Source: ONS, 2026

Just over half of the population in East Herts are female (51.3%), with males making up 48.7%. Age and sex are presented in the population pyramid in Figure 2.2. The median age in East Herts is 42. The percentage of East Herts' population that is aged 0 to 15 is 19.2%. Working age population in East Herts (16 to 64) is 61.9% - this is similar to the national average.

Figure 2.2: Population pyramid showing the age and sex of East Herts population



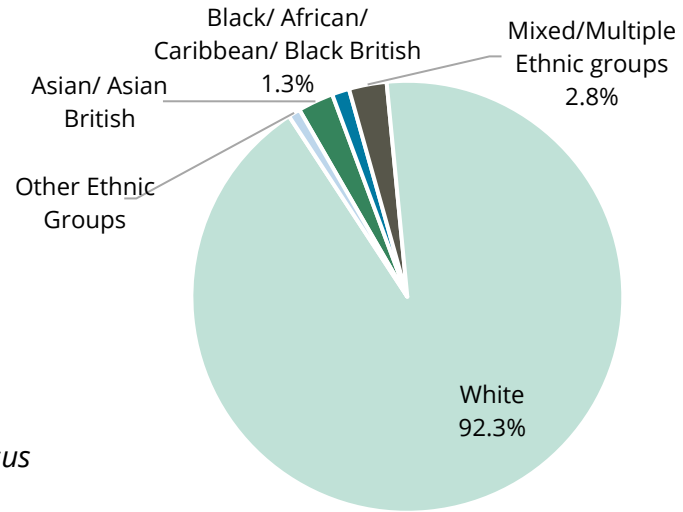
Source: 2021 Census

There is a growing ageing population in the district, in line with the national trend. Between 2011 and 2024, the percentage of population aged 65+ has increased from 15.4% to 18.9%. It is projected that a quarter of the district's population will be 65+ by 2043.

2.1.2 Ethnicity

Data from the 2021 census shows that 92.3% of people in East Herts identify their ethnic group as 'White'. This is the predominant group in the district, followed by 2.8% of people identifying their ethnic group as 'Mixed or Multiple Ethnic Groups'. In comparison, 81% of people in England and 81.8% of people in Hertfordshire identify their ethnic group as 'White'.

Figure 2.3: Pie chart showing the population in East Herts by ethnic group (%)



Source: 2021 Census

2.1.3 Religion and Belief

Of those with a religious faith in East Herts, the largest group is Christian (49.1%), followed by Muslim (1.2%), and Hindu (0.6%), reflecting national trends. 41.8% of people in East Herts follow no religion.

2.1.4 Sexual Orientation and Gender Identity

According to the 2021 census, 91.4% of people in East Herts identify as 'Straight or Heterosexual' and 2.3% identify as LGB+ ('Lesbian or Gay', 'Bisexual' or 'Other sexual orientation'). The percentage of those who identify as LGB+ in the district is lower than across England and Wales, but similar to the statistics for Hertfordshire. 6.3% of people in East Herts chose not to answer this census question.

It is estimated that in the district, 0.25% of the population identify as trans (including 'Trans woman', 'Trans man', 'Non-binary', and 'All other gender identities'). Just under 5% of people chose not to answer this census question.

2.1.5 Pregnancy and Fertility

The total fertility rate (TFR) in England and Wales in 2024 was 1.41 children per woman. This is the lowest value on record for the third year in a row. The TFR in East Herts was 1.53 children per woman - higher than the national rate and the Hertfordshire rate. Over time, the rate in East Herts is decreasing which reflects the national trend of falling fertility rates.

2.1.6 Disability

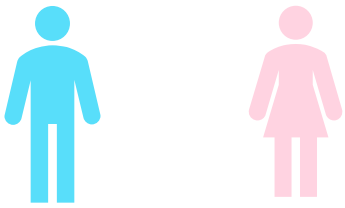
In the 2021 census, 78.9% of people in East Herts reported that they were 'not disabled under the Equality Act' and had 'no long-term physical or mental health conditions'. 13% (20,462) of East Herts residents were disabled (under the Equality Act). This percentage is similar to the number of disabled residents in the county (13.92%).

2.1.7 Health

The following subsection looks at indicators of physical and mental health in the East Herts population, compared with regional and national averages. Health is influenced by social determinants and environmental conditions, alongside genetic factors. For example, access to green spaces, air quality and pollution,

commuting distance, social isolation, levels of deprivation, and poverty all have impacts on a person's health and life expectancy. Therefore, many of the areas discussed below link to and are influenced by the indicators discussed throughout this scoping document.

In East Herts, life expectancy at birth for men is 82 years and for women is 85.6 years, both above the national average for England and the county average for Hertfordshire.

82.0 years males  85.6 years females

Life expectancy differs depending on the area of the district a person lives. Looking at wards in East Herts, Ware Christchurch has the lowest life expectancy at birth for males (76.9) and Ware Chadwell has the lowest for females (77.8).

Healthy life expectancy, which is the number of years people can expect to live in 'good' general health, has been decreasing. In East Herts, the healthy life expectancy for females is 69.8 years and for males is 68.6 years. This is longer than the Hertfordshire averages and national averages.

In 2024, the mortality rate for under 75s from all causes of death was 226 per 100,000 people in East Herts. This is lower than the rate for England (329.4 per 100,000) and puts East Herts above the 75th percentile for the country. Over recent years, there has been no significant change in mortality rates for the district. The mortality rate for those under 75 from causes considered preventable was 94.6 per 100,000 people, which is lower than rates in the region and nationally.

Smoking prevalence in East Herts (in adults aged 18 and over) was 7.6% in 2024. This is lower than prevalence in Hertfordshire (8.0%) and England (10.4%).

Disease

In the district in 2024, 20.1% of adults were obese - this is lower than the average in England. Between 2015/16 and 2023/24, adult obesity prevalence has increased by 1.3% in East Herts.

Of children at Year 6 age (10 to 11 years old) living in East Herts, obesity prevalence was 14.8%, and healthy weight prevalence was 71.4%. The proportion of children at a healthy weight is higher in East Herts than the national average of 63.2%.

Mortality rates related to cardiovascular disease in East Herts have been decreasing in recent years – a positive trend. Many other disease related mortality rates in the district have not shown a significant change over time.

Asthma prevalence (in those aged 6 and over) in the district is 6.9% and has been increasing over the past five years, reflecting national trends. It is slightly more common in East Herts than Hertfordshire (6.1%) and England as a whole (6.6%).

The percentage of East Herts' residents reporting long term musculoskeletal problem is 14.3% which is lower than the percentages for Hertfordshire (16.5%) and England (17.9%).

Physical activity

In East Herts, 71% of adults (aged 19+) are physically active – this is higher than the percentage of physically active adults in the county (70.1%) and across England (67.4%). Whilst most adults in East Herts are active, 14.6% are physically inactive, which means they do less than 30 minutes of moderate intensity physical activity per week.

86.4% of adults in East Herts walk or cycle at least once a month – the second highest in the Hertfordshire and higher than the county average. 78.9% of adults in East Herts walk or cycle at least once a week.

Of children and young people (aged 5 to 16 years old) in East Herts, 55.6% are physically active, which is again higher than the percentage for the county (52.1%) and the country (49.1%).

Wellbeing and Mental Health

In the Annual Population Survey, the Office for National Statistics (ONS) asks people to rate their well-being through four measures: life satisfaction, feeling things in life are worthwhile, happiness, and anxiety. The most recent results of this survey (2022/23) are shown in Table 2.1. Overall, the data for East Herts is similar to the regional and national averages.

Table 2.1: Self-reported wellbeing[2]

Indicator	East Herts	East of England	England
Anxiety 0 – 'not anxious at all' 10 – 'completely anxious'	3.6	3.2	3.2
Feeling life is worthwhile 0 – 'not at all worthwhile' 10 – 'completely worthwhile'	7.8	7.8	7.7
Happiness 0 – 'not at all happy' 10 – 'completely happy'	7.2	7.4	7.4
Life Satisfaction 0 – 'not at all satisfied' 10 – 'completely satisfied'	7.5	7.5	7.4

Of those who took part in the self-reported wellbeing survey in East Herts, 32.4% had high levels of anxiety. This is a larger percentage than in Hertfordshire (24.0%) and nationally (23.3%) and puts East Herts in the lower percentile.

3.2% of East Herts residents who took part had a low happiness score. This is lower than the percentage for England (8.9%), showing less people in East Herts scored themselves as 'not at all happy' compared to national averages.

Health Facilities

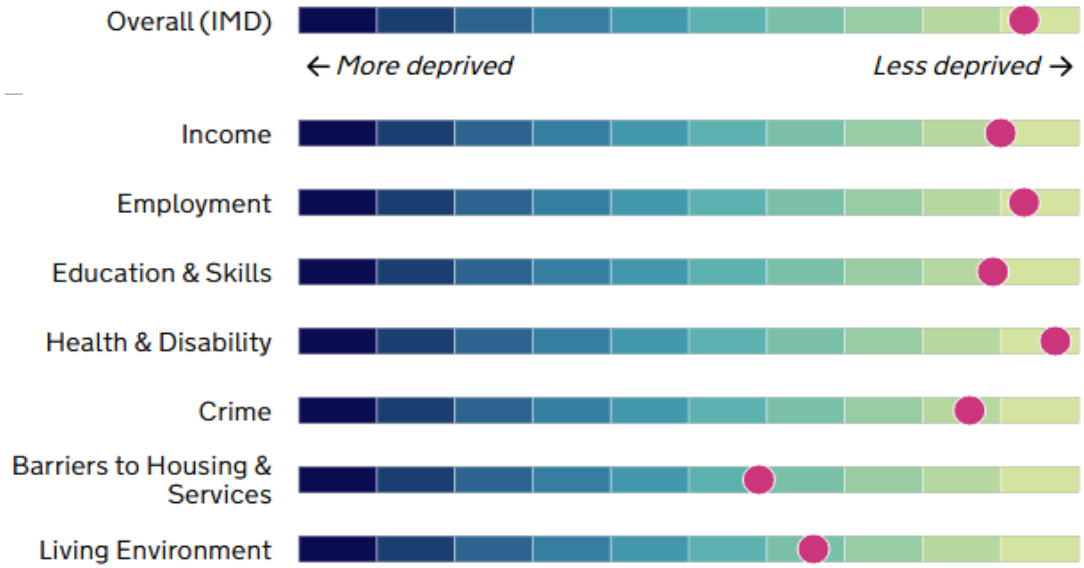
Health care in the district is provided by the NHS Central East Integrated Care Board (ICB) (formerly known as the Herts and West Essex ICB[3]). There are 12 GP practises that operate in East Herts[4] and a range of pharmacies across the district. There is one NHS hospital: Hertford County Hospital which is located in Hertford and provides a range of outpatient services. There is a minor injuries unit in Bishop's Stortford as part of Herts and Essex Community Hospital. The Council runs the East Herts Healthy Hub to provide residents with information and advice around general health and wellbeing.

[2] Data from Annual Population Survey, ONS
[3] Herts and West Essex Integrated Care System – new boundary as of 1st April 2026
[4] Hertfordshire and West Essex Integrated Care System – GP Practices

2.1.9 Indices of Deprivation

The Index of Multiple Deprivation (IMD) ranks lower layer super output areas (LSOAs[5]) by seven categories: income, employment, education and skills, health and disability, crime, barriers to housing and services, and living environment. The overall IMD for East Herts puts the district as less deprived than 93% of local authority districts in England. The ranking of each index can be seen in Figure 2.4 below.

Figure 2.41: Index of multiple deprivation for East Herts, split by the 7 categories



Source: MHCLG, 2025

Looking at the LSOAs within East Herts, there are some areas that experience more deprivation than others. The map below shows the range across the district.

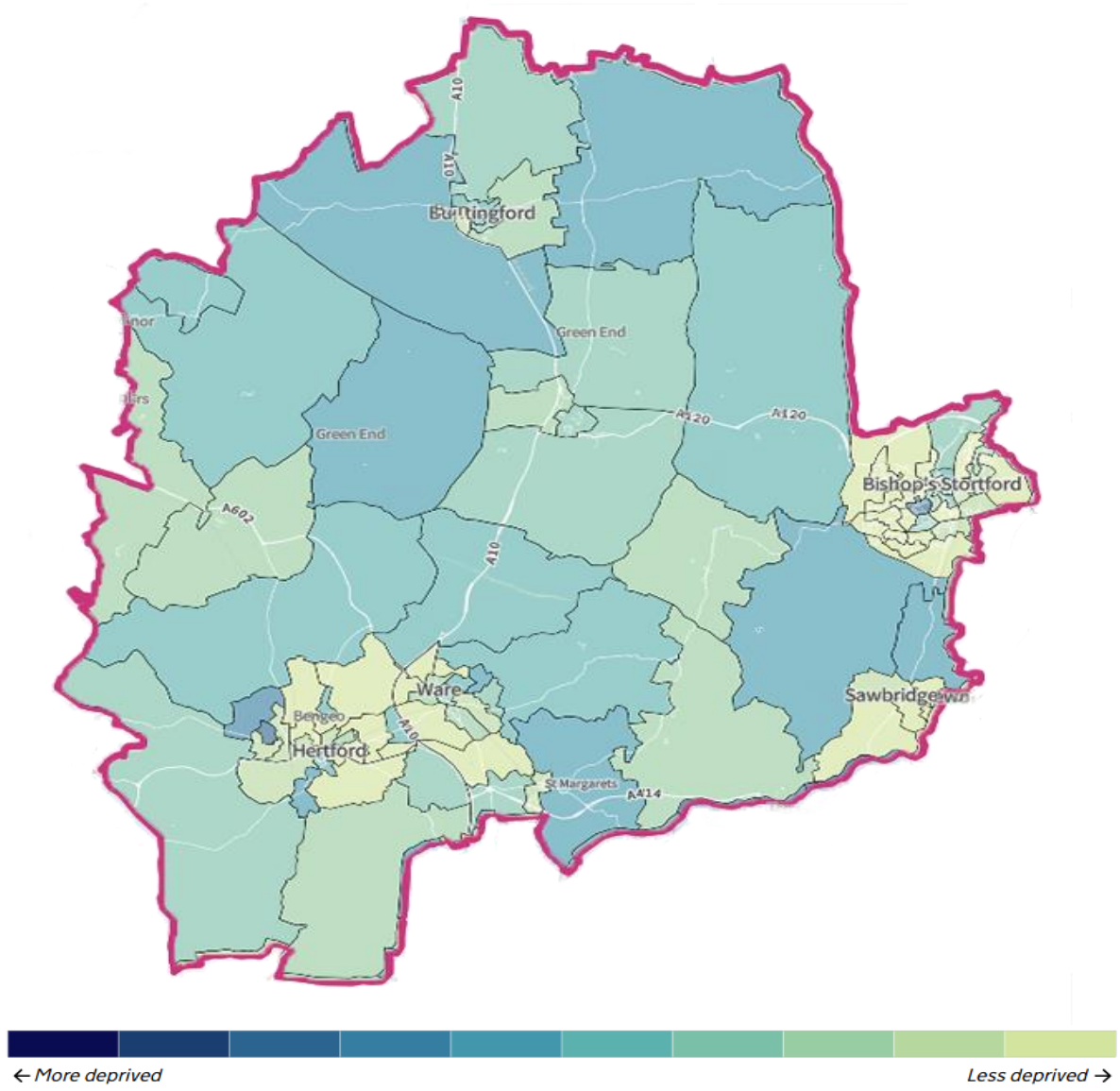
East Herts is split into 89 LSOAs. The area west of Hertford (referred to as East Hertfordshire 015A) is the most deprived in the district, according to the IMD. This is due to scoring high levels of deprivation in terms of employment, education and skills, and income.

Area East Hertfordshire 003A, in the west of Bishop's Stortford, is the least deprived LSOA in the district – it is less deprived than 99% of areas in England.

[5] Small statistical areas with an average population of approximately 1,600 residents.

The whole district ranks at the 21st least deprived out of 296 local authority districts. In 2019, East Herts was the 10th least deprived out of 317 districts. As population and boundaries have changed, it is challenging to compare the previous index with the 2025 release.

Figure 4.52: Map of East Herts showing level of deprivation by LSOA



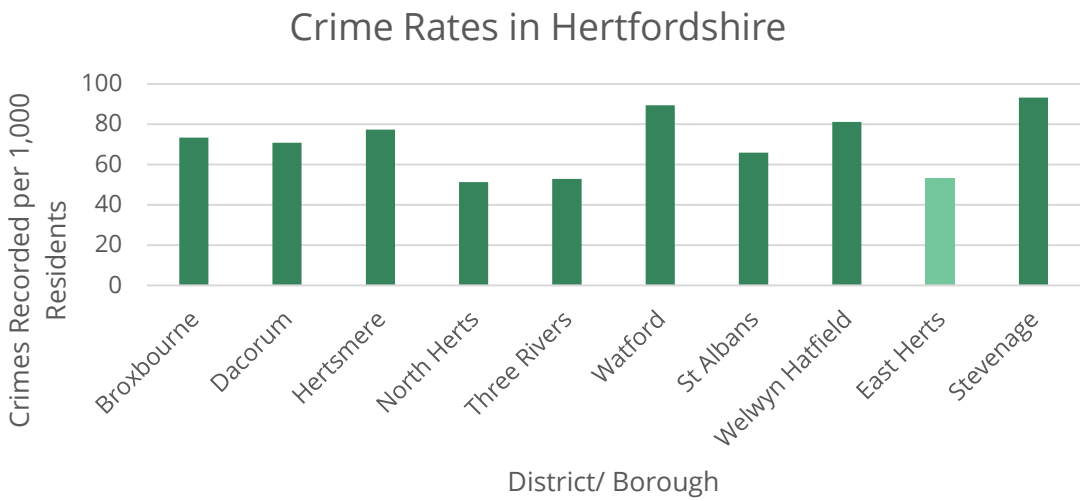
Source: MHCLG, 2025

2.1.10 Crime

As of September 2025, the crime rate in East Herts was lower than the average rate across similar areas, and the average rate across Hertfordshire. The crime

rate is calculated by looking at the number of crimes recorded in 12 months per 1,000 residents. For East Herts, this figure is 53.1 per 1,000 people (2025/26).

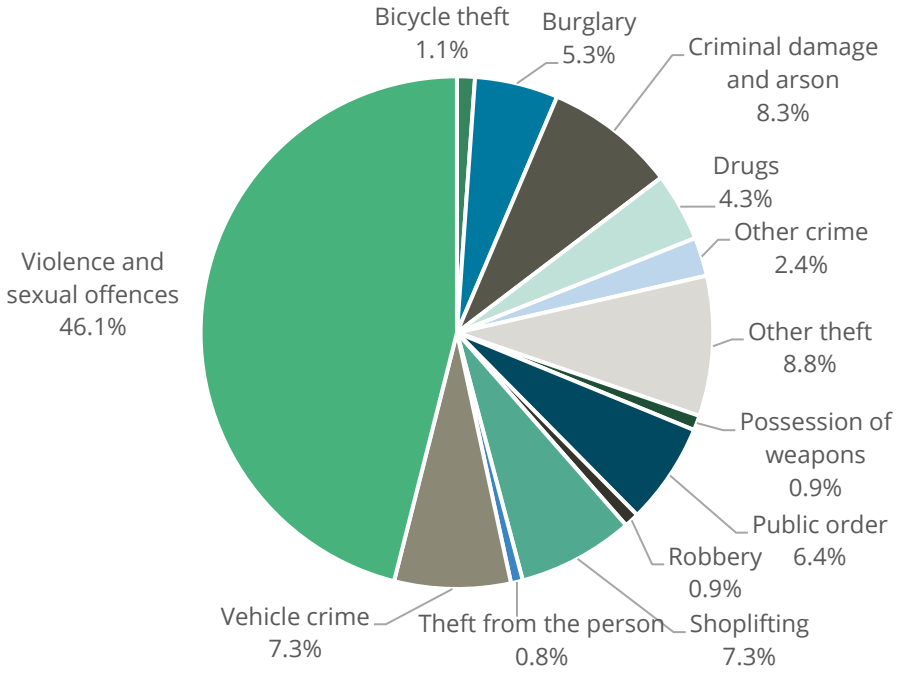
Figure 2.63: Bar chart showing recorded crime in Hertfordshire in 2025/26



Source: ONS, 2026

The most common type of crime in East Herts is violence and sexual offences (46.1%), followed by theft (8.8%). The pie chart below shows the percentages of recorded crime in the district in 2025/26 (this does not include anti-social behaviour which is recorded separately).

Figure 2.74: Pie chart showing the types of crime recorded in East Herts between Feb 2025 and Jan 2026



Source: Home Office, 2026

2.1.11 Education

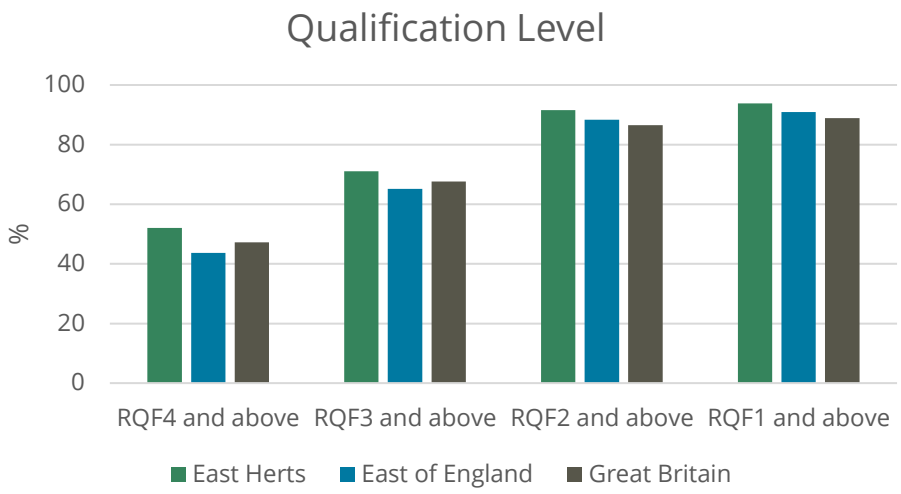
In East Herts, there are over 80 schools providing high quality education. Hertford Regional College offers further education opportunities from their Ware campus. Schools in Hertfordshire exceed the national average for Ofsted rating – 91.1% of the county's schools are rated as 'good' or 'outstanding' compared to 90.4% of schools across England.

There is a gender attainment gap in the district where girls in East Herts performed better than boys in their Early Years assessment by 14.0% in 2025.

Pupils not taking Free School Meals in East Herts performed better in their Early Years assessment than those taking Free School Meals by 36.0% in 2025.

As presented in the chart below, people in East Herts have attained higher level qualifications compared to the averages in the region and nationally.

Figure 2.85: Qualification levels (Regulated Qualifications Framework) in East Herts, compared with East of England, and Great Britain



Source: ONS Annual Population Survey, 2024

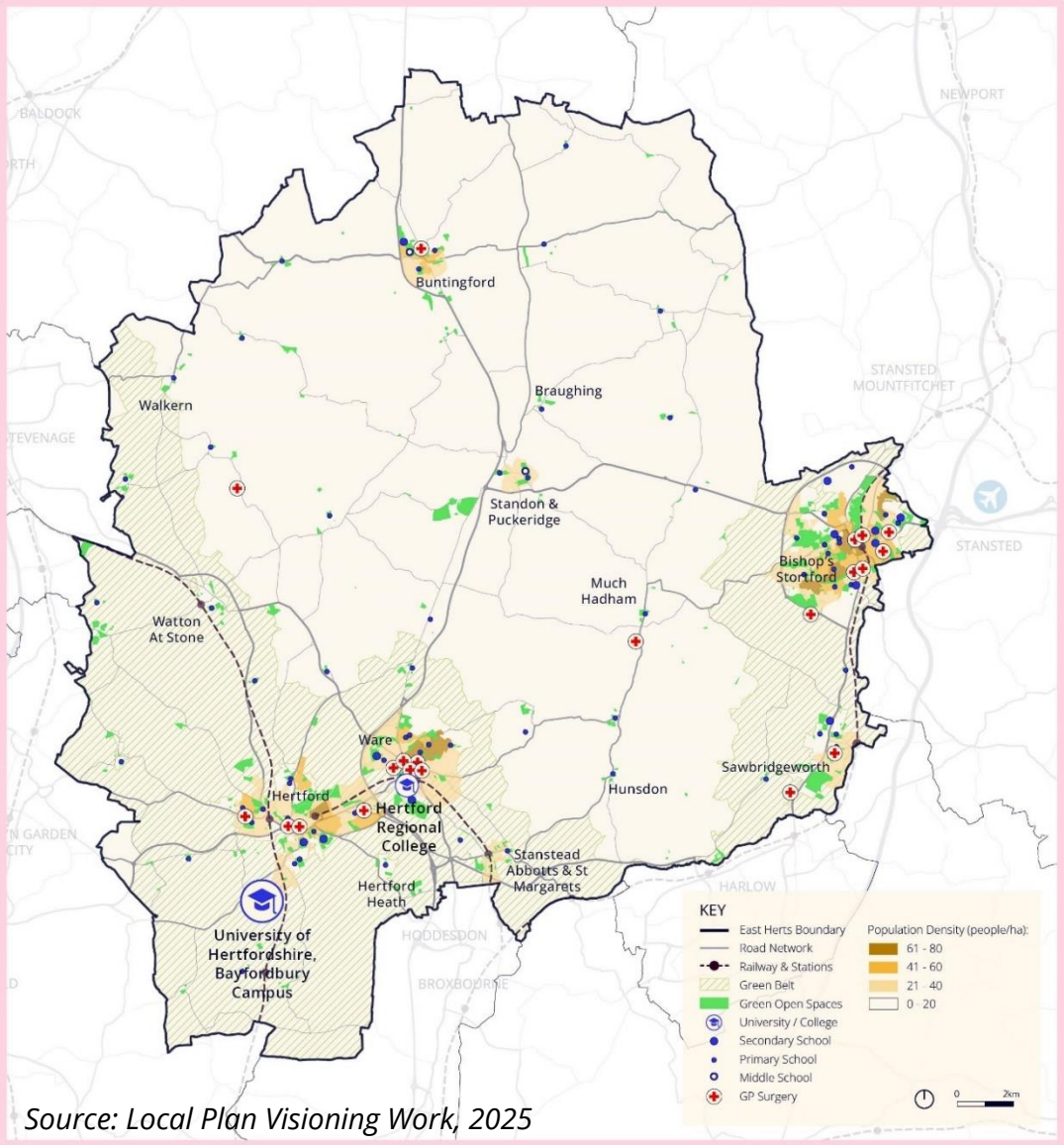
2.1.8 Access to open spaces and community facilities

East Herts has a diverse and valuable range of open spaces, offering ecological and recreational benefits. The main settlements and villages benefit from playing fields, pitches, outdoor sports facilities, accessible green and blue infrastructure, play areas and provisions for children, parks, gardens, and amenity greenspace. Chapter 5 of this document lists the environmental assets in the district in more detail.

There are around 1,694 hectares of public open space in the district. This figure includes formal open spaces, such as allotments, amenity greenspaces, parks and gardens, provision for children, and natural and semi-natural greenspace. This equates to around 10.7 hectares per 1,000 residents, which is above the recommended minimum of 3.2 hectares per 1,000 residents[6]. Figure 2.9 shows the existing greenspaces in the district.

East Herts has a selection of village and community halls that serve as vital hubs for social, cultural, and recreational activities. These facilities provide important spaces for many communities across the rural district. There are five libraries in East Herts – one in each of the main settlements.

Figure 2.9: Greenspaces and local services in East Herts



Source: Local Plan Visioning Work, 2025

[6] Fields in Trust Standards

2.2 Future trends without implementation of a new local plan

Population in East Herts is expected to continue to grow - estimated to be 177,039 people by 2047 (2022 projections). A growing population brings increasing pressures to communities, through the needs for housing, services and infrastructure. It is important to plan appropriately for not only population increase, but the changes of the needs arising from the population, a local plan will help to ensure sustainable growth is delivered.

There is a growing ageing population in the district which will need to be supported through specialist, accessible and adaptable housing, alongside innovative design to encourage accessible public realm and transport routes. Without a plan-led approach, the appropriate amount of accessible housing related to need and future projections may not be provided. This will limit independence and increase isolation for older people, and put more pressure on health and care services in the area.

Whilst deprivation in the district is low compared to national levels, there are still some inequalities between different areas across East Herts. These different levels can impact health, life expectancy and quality of life for residents. Without a plan-led approach, inequalities are likely to increase. Strategic policies can support areas such as sufficient employment and education opportunities and improvements to accessibility and affordable housing in the district.

The category of deprivation that is under most stress across East Herts is ‘access to housing and services’. A Local Plan will be able to plan for a range of new housing and services in appropriate locations to increase supply. This will improve residents’ access to sufficient housing.

Healthy life expectancy has been decreasing over time meaning people may experience bad health in later years of their lives. This puts pressure on health and care services. By integrating health into strategic policies based on evidence, environmental determinants of poor health, such as air pollution and lack of access to open spaces, can be tackled. A plan-led approach will ensure valuable existing open spaces can be protected, and suitable routes to access open spaces are provided to support the mental and physical wellbeing of East Herts residents. As well as the potential to create and improve greenspaces.

Physical activity rates in the district are higher than national averages. However, there are 14.6% of adults in East Herts who are inactive, and obesity rates have

increased in recent years. It is important to encourage accessible and inclusive active travel and exercise to continue good rates of physical activity across different demographics in the district. Strategic policies can ensure active travel routes are planned when development is brought forward to connect the district through healthy modes of transport, such as walking, wheeling and cycling.

The majority of crimes recorded in East Herts were categorised as 'violence and sexual offenses'. Although, crime in East Herts is lower than in surrounding areas, it is important to ensure public spaces and travel routes feel safe to the general public. Design and policy can be used to create safer spaces and prevent potential future increase in crime. Reduced crime and reduced fear of crime will positively impact wellbeing and encourage more active travel across the district, linking together many of these issues.

2.3 Local sustainability issues and problems

The key sustainability issues and problems that are faced locally in relation to population, health and wellbeing include:

- The pressure of a growing population on demand for housing, services, and infrastructure to be provided in the district.
- The pressure on specialist housing supply and health and care services due to the ageing population. Lack of accessible and adaptable housing will limit independence for older people and cost health and care services in the district more.
- Inequalities across the district and pockets of deprivation, impacting life expectancy, health, opportunities and prosperity.
- Rising obesity levels increasing health issues and adding pressure to health services.

2.4 Identifying the SA/SEA framework

Table 2.2 highlights the proposed SA/SEA objectives for the population, health and wellbeing needs within the district. The decision-making questions can be used when appraising emerging policies within the new local plan.

Table 1.2: Proposed SA/SEA objectives for 'Population, Health and Wellbeing'

SA/SEA Objectives	**Decision making questions**
To support the needs of the whole population, through creating inclusive and active environments, whilst reducing health inequalities and improving overall health outcomes	• Are housing, services and infrastructure being provided create/ support sustainable communities? • Is demand for specialist accommodation being met? • Are proposals providing adaptable and accessible housing, services and/ or infrastructure? • Does the proposal aim to improve the measures/ indices of deprivation? • Are those with protected characteristics being supported by this proposal? • Is the accessibility of health and social infrastructure be improved? • Is active travel encouraged through accessible routes and green infrastructure? • Is access to open spaces and leisure facilities provided? • Is access to open spaces and leisure facilities improved?

3.0 Housing

3.1 Baseline and Local Context

3.1.1 Housing Stock and Mix

The Government's latest estimate for dwelling stock in East Herts is 67,719 dwellings (Live Table 125[7], 2024). Of these, only 28 dwellings are owned by the Local Authority. 86.6% of the housing stock in East Herts are privately owned dwellings compared to 83.3% for England as a whole (Live Table 100, 2024).

The 2018 District Plan allocated a minimum of 18,458 new houses over the plan period of 2011 to 2033. Since 2011, 10,299 net houses have been completed. The table below shows the annual net housing completions over the past five years in the district.

Table 2.1: Net housing completions in East Herts by year (April - March)

Year	Net Completions
2020/21	805
2021/22	872
2022/23	887
2023/24	1388
2024/25	778

Of the dwellings completed between April 2024 and March 2025, 77.5% were houses, 19.5% were flats, apartments, or maisonettes, bungalows made up 1.2%, and mobile, temporary and dwelling equivalents made up 1.7%.

23% of dwellings completed in 2024/25 were built on previously developed land (PDL). There has been a decrease in the percentage of residential completions built on PDL in the district since 2017/18.

The Government's standard method for calculating housing need was revised in December 2024[8]. Under the new method East Herts' housing need is 1223 dwellings per year (using the affordability ratio published in 2026).

[7] All MHCLG Live Tables on Dwelling Stock

[8] https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments

3.1.2 Housing Market

In January 2026, the average house price in East Herts was £460,671[9]. This is similar to the average house price in Hertfordshire (£466,972) and higher than the average for the region East of England (£336,455) and the country (£290,437).

Over the past 10 years (January 2016 to January 2026), the average house price in East Herts has increased by 28.8%. This is a higher percentage increase than in Hertfordshire (23.6%) but lower than the increase for the region (31%) and the country (38.2%).

The affordability ratio for East Herts is 10.66[10], in line with the ratio for Hertfordshire (10.64). This means median house prices in the district are 10 times the average gross annual earnings of East Herts residents. The affordability ratio for the whole country is lower at 7.63.

3.1.3 Affordable Housing

There are an estimated 9,055 affordable dwellings in East Herts (2024). The 2018 District Plan required 35% of housing delivered on sites proposing 11 to 14 dwellings to be affordable, and 40% on sites proposing 15 or more dwellings (Policy HOU3). Of the dwellings completed between April 2024 and March 2025, 32.7% were affordable tenures (this is a total percentage on all sized sites, including windfall and smaller sites which Policy HOU3 may not have applied to).

At the end of December 2025, there were 2,613 live applications on East Herts housing register[11]. 61% of those on the register live in East Herts. 27% are currently in a social housing tenancy in the district and are seeking a transfer. The greatest demand is for smaller properties – over half (52%) of households on the register require a 1-bed property.

3.1.4 Occupancy Rates

Houses in Multiple Occupation (HMOs) are defined in Section 254 of the Housing Act 2004, as a house or flat let to three or more tenants, who form two or more

[9] https://landregistry.data.gov.uk/app/ukhpi/?lang=en

[10] https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoworkplacebasedearningslowerquartileandmedian

[11] East Herts Quarterly Housing Monitor report (October – December 2025), available at: https://www.eastherts.gov.uk/housing/housing-policies-and-strategies

households, and who share a kitchen, bathroom or toilet. In East Herts, landlords currently need an HMO licence in most cases if a property has five or more occupants forming more than one household.

According to a 2017 study, 843 houses were in multiple occupations (HMO) in the district, of which 168 were licensable under the 2018 definition[12]. As of March 2026, there are 80 licensed HMOs on the East Herts Public Register[13].

The percentage of houses that were recorded as overcrowded in East Herts in the 2021 census was 2.5%. This is a lower percentage than for England (4.4%). East Herts, however, has a higher proportion of under-occupied houses (more bedrooms than required) than the percentage for the country: 72.9% of housing stock in the district and 68.8% of England's housing stock are under-occupied.

3.1.5 Vacancy Rates

As of October 2025, it is estimated that there are 1,493 vacant homes in East Herts (MHCLG, Live Table 615). Data on vacant homes in the district over the past 15 years can be seen in the graph below.

Figure 3.1: Graph showing the estimated number of vacant dwellings in East Herts annually between 2010 and 2025

Source: MHCLG, Live Table 615, 2026

[12] https://www.gov.uk/private-renting/houses-in-multiple-occupation; https://www.eastherts.gov.uk/hmo

[13] https://www.eastherts.gov.uk/hmo-licencing#:~:text=Landlords%20need%20an%20HMO%20licence,or%20change%20your%20licence%20online:

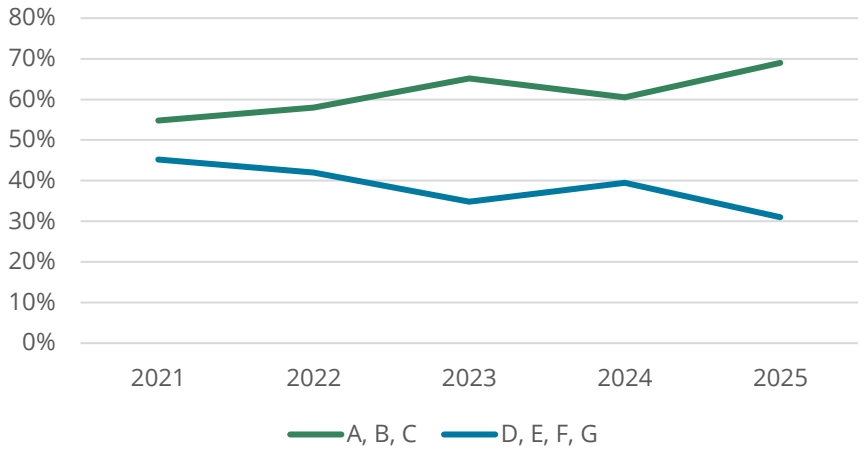
3.1.6 Housing Quality and Efficiency

Quality of housing has a significant impact on human health and wellbeing, as well as on the environment. Unsuitable living conditions, such as homes that are cold, damp, overcrowded or unsafe, can impact residents' quality of life and mental and physical health[14].

According to research undertaken by the Building Research Establishment in 2017, 15% of privately owned homes and 14% of privately rented homes in East Herts contained a hazard deemed to be category one (the most serious) under the Housing Health and Safety Rating System (HHSRS)[15].

Additionally, the energy and water efficiency of housing have implications for the environment and the climate crisis. Energy performance certificates (EPCs) rate how energy efficient a building is on a scale of A (most efficient) to G (least efficient). A property with a higher efficiency rating will emit less CO_2 and be less expensive to heat and light. The below graph shows an increase in the percentage of energy efficient homes (rated A, B and C) in the district over the past five years.

Figure 3.26: EPC ratings in East Herts, 2021 to 2025



Source: MHCLG Live Table on Energy Performance of Building Certificates, 2026

[14] The Hertfordshire Healthy and Safe Places Framework discusses housing insecurity and poor-quality housing as determinants of health. This framework is available at: https://hertshealthyplacemaking-hertscc.hub.arcgis.com/

[15] https://www.eastherts.gov.uk/housing/poor-conditions-private-rented-housing/housing-health-safety-rating-system

Furthermore, the efficiency and quality of housing have economic costs and can push people into fuel poverty. Fuel poverty is driven by a combination of low income, high fuel costs, and poor energy efficiency. A household is considered fuel poor if they live in a property with an EPC rating of D or below, and they spend more than 10% (or a reasonable amount) of their income on heating their home to a comfortable level. In East Herts, 7.8% of households are considered to be fuel poor[16]. This is lower than the percentage for Hertfordshire (8.1%) and England (11.4%). The area with the highest proportion of fuel poor households in the district is LSOA 019D which is in the ward The Mundens (14.9%).

3.1.7 Self and Custom Build Housing

The Council keeps a Self and Custom Build Register to understand the level of demand for self or custom build housing in the district. As of March 2026, there were 61 individuals on part 1 and 27 individuals on part 2 of East Herts Self and Custom Build Register. In 2025, East Herts granted permission for 32 self or custom build dwellings.

3.1.8 Specialist and Older Persons Accommodation

Specialist housing can provide accommodation for older people and people with specific needs or vulnerabilities. There is a wide range of different types of specialist housing, including care and nursing homes, sheltered housing, supported living, lodging for care leavers, and student accommodation.

Older persons housing is monitored in the district by measuring completions that fall under the C2 Use Class in the Use Class Order, which includes residential care homes and nursing homes. East Herts has already achieved the 530-bed spaces target (set in the 2018 District Plan under policy HOU6), with a total of 1,153 bedrooms for older people delivered between April 2011 and March 2025.

There is growing demand for different types of accommodation for older people, which range in levels of support. Another result of the ageing population is that dementia is becoming more common. Dementia friendly design and housing can support the health and wellbeing of people living with the syndrome.

[16] Sub-regional fuel poverty data 2025 (2023 data): https://www.data.gov.uk/dataset/f3009590-2bc9-40d9-8dc3-571e6fddae45/fuel_poverty_sub-regional_statistics

The district does not have any universities or further educational facilities that require student accommodation, therefore there is none of this type of accommodation in the district.

3.1.9 Accessible Housing

There are existing discrepancies between supply and need of accessible, adaptable and wheelchair user housing, especially between local authorities across the country. The ageing population in the district will increase the number of people with mobility problems, meaning the need for accessible, adaptable, and wheelchair user dwellings is likely to increase, adding further pressure to supply.

The two standards for accessible housing design, M4(2)[17] and M4(3)[18], can be integrated into Local Plan policies to influence the accessibility of new housing.

3.1.10 Homelessness

Between 1st January and 31st December 2025, 1,827 households approached East Herts' homelessness service for advice and assistance. 553 households over the year were assessed as owed a duty – 270 were threatened with homelessness and owed the prevention duty and 283 were homeless and owed the relief duty[19].

The homelessness rate in East Herts in 2024/25 was 0.8 out of 1000 households were in temporary accommodation and 9.4 per 1000 households were owed a duty under the Homelessness Reduction Act. Both these rates are lower than the value for England and put the district in the 75th percentile compared to other local authority areas.

Looking at data since 2018, homelessness rates in the district have increased, with a decrease in 2020/21 due to the COVID-19 pandemic. This is in line with national trends, which have been influenced by global and national economic pressures.

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[17] Accessible and adaptable homes.
[18] Wheelchair user dwellings.
[19] The Homelessness Reduction Act (2017) introduced two legal duties for councils. The prevention duty means councils must take reasonable steps to stop someone from losing their home within 56 days. The relief duty means councils must help someone who is already homeless to secure suitable accommodation. https://www.gov.uk/guidance/homelessness-code-of-guidance-for-local-authorities/overview-of-the-homelessness-legislation

3.1.11 Gypsies, Travellers and Travelling Showpeople

In relation to Gypsies and Travellers, the Gypsy and Traveller Accommodation Need Assessment (GTANA), published in 2022, identified a need for 52 pitches to be delivered between 2022 and 2037[20]. Since 2022, East Herts Council has granted permission for 14 new pitches (net). In addition to these permissions, factors such as out-migration, have meant the remaining outstanding need is 33 pitches, with 18 pitches required to come forward in the first five years (2022 – 2027). Permissions for 15 pitches have also been granted as part of the major strategic development of the Gilston area[21].

In relation to Travelling Showpeople, there is one travelling showperson site within the district, Rye House, which suffers from overcrowding. The GTANA identified that 27 plots are required in the district to 2037. Additional plots have been granted as part of villages 1-6 as part of the major strategic development of the Gilston area (3/19/1045/OUT).

3.2 Future trends without implementation of a new local plan

Speculative development is likely to come forward in the district. Without a plan-led approach to development, it is likely the Council will have less impact over the sustainability and appropriateness of these developments. The Council will have less influence over the services and infrastructure that is delivered alongside speculative housing developments or the financial contributions made by developers to support appropriate local facilities. Without a Local Plan the Council would also have a weaker position on requiring proportions of specific housing types to meet local need, such as affordable housing or specialist housing for older people.

A plan-led approach can ensure sufficient housing to meet growing demands and the government's targets are allocated. It will also ensure required housing is located in suitable locations and development is delivered sustainably to support new and existing communities. This approach can also ensure housing for the ageing population is provided. Housing for older people can range in

[20] https://cdn-eastherts.onwebcurl.com/s3fs-public/2022-08/East%20Herts%20GTANA%20Final%20Accessible%20Report%20(2).pdf

[21] 7 pitches granted at Villages 1-6 (3/19/1045/OUT); 8 pitches granted at Village 7 (3/19/2124/OUT).

levels of support, including adaptable and accessible housing to improve independence for older people, reducing pressure on health and care services.

Residential development on previously developed land (PDL) has decreased over recent years, meaning there has been more development on greenfield land. Without a plan-led approach, it is likely this will continue, whereas strategic policies and site allocations can support the identification of appropriate development on PDL.

The Self and Custom Build Register held by the Council shows an increasing demand for this type of housing. Strategic policies can be used to ensure self and custom build plots are allocated and provided to meet this demand, including on appropriate larger development sites.

House prices in East Herts are high compared to national averages and increasing reflecting the national trends. Alongside other influences, housing stock supply and demand impact house prices. By increasing housing supply, as required by the government, affordability of housing can be supported/ improved. Strategic policies can be adopted to require a percentage of affordable housing to be delivered on major development sites. A plan-led approach can also ensure affordable housing is located in appropriate locations to meet local demand and is supported by the correct infrastructure and services.

Homelessness rates are increasing nationally, including in the district. Increasing and allocating affordable housing in appropriate sustainable locations via a plan-led approach, can help to alleviate this issue by making more affordable options available.

Housing quality and efficiency have significant economic, environmental and social impacts. A plan-led approach to housing can help to ensure dwellings are built to higher energy and water efficiency standards, as well as promoting renewable energy systems, such as solar panels and heat pumps. This will reduce emissions and support residents where energy prices are rising.

A plan-led approach can also ensure masterplanning and high design standards are required when developing residential sites. This will have many benefits on the sustainability of new and existing communities, for example design can create dementia friendly housing and public spaces to support the ageing population.

3.3 Local Sustainability Issues and Problems

The key sustainability issues and problems that are faced locally in relation to housing in East Herts include:

- Meeting the Government's requirements for housing numbers in a sustainable way
- Delivering appropriate housing for specific groups within the community, such as an ageing population and the Gypsy and Traveller community
- Providing for a sufficient amount of affordable homes, including the different options of available products
- Improving the quality and efficiency of existing and future dwellings to have positive environmental impacts
- Meeting local demand for self and custom build houses

3.4 Identifying the SA/SEA Framework

Table 3.2 highlights the proposed SA/SEA objectives for the housing within the district. The decision-making questions can be used when appraising emerging policies within the new local plan.

Table 3.2: Proposed SA/SEA objectives for Housing

SA/SEA Objectives	Decision making questions
To provide high quality and efficient housing to meet the needs within the district, including affordable housing and the needs of specific groups	• Does the proposal provide housing that has a high EPC rating? • Does the proposal include renewable energy systems to power or heat the home? • Does the proposal include enhanced utility standards? • Does the proposal provide a mix of housing and tenures to meet local need? • Does the proposal support local need for specialist housing? • Are dwellings being built to accessible and/or adaptable standards? • Are any self or custom build plots being provided on site? • Is there a suitable proportion of affordable housing provided?

SA/SEA Objectives	Decision making questions
	• Does the proposal support the timely delivery of housing to meet government requirements and sufficiently increase supply?

4.0 Economy and Employment

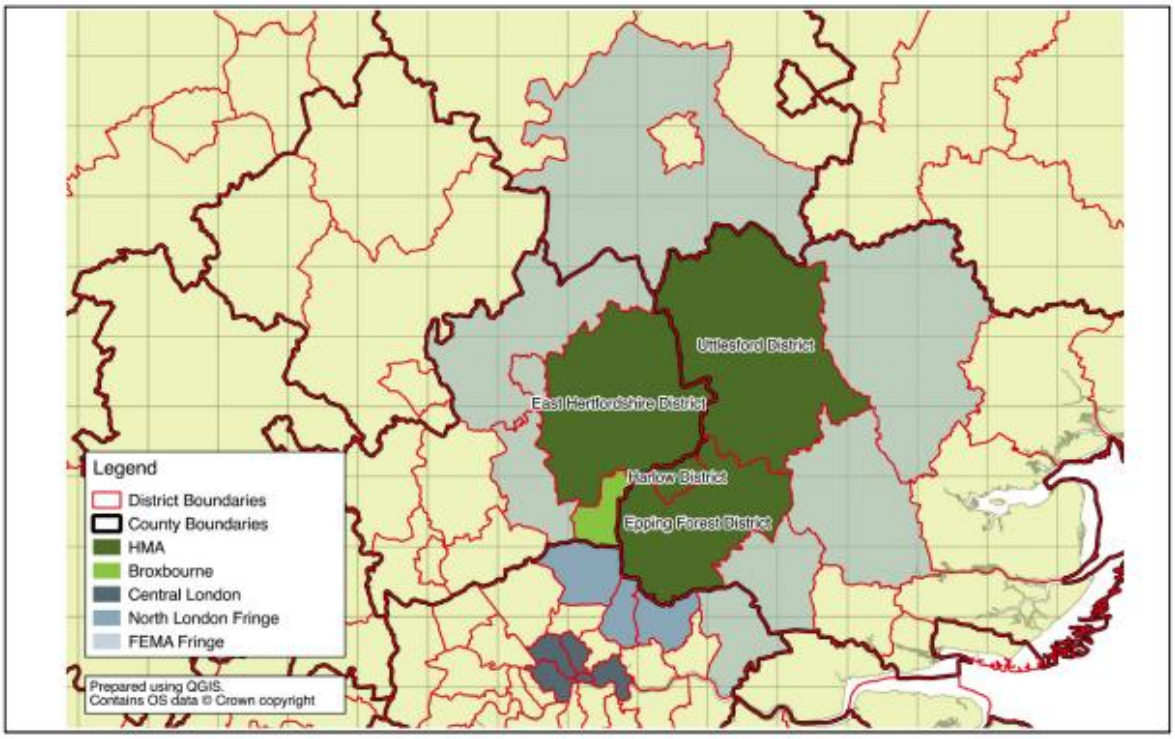
4.1 Baseline and local context

4.1.1 Functional Economic Market Area (FEMA)

East Herts is surrounded by the larger centres of Hatfield, Welwyn Garden City, Stevenage, Letchworth and Baldock, located along the A1(M) corridor. To the south and east there are the urban areas of Hoddesdon, Cheshunt and Harlow. Due to the relationship of these areas they all have economic draws from East Herts.

The latest Functional Economic Market Area (FEMA) study from 2015 found that East Herts fell within the West Essex FEMA, this includes Uttlesford, Harlow and Epping Forest in Essex as well as Broxbourne in Hertfordshire. The FEMA is illustrated in figure 4.1 below, this also shows the FEMA fringe which includes neighbouring authorities which have a relationship with the FEMA.

Figure 4.1: Functional Economic Market Area



Source: Hardisty Jones Associates - Economic Evidence to Support the Development of the OAHN for West Essex and East Herts 2015

4.1.2 Employment and wages

There are 33 different employment areas in the district, the majority of these areas can be found around the urban areas of Buntingford, Bishop's Stortford, Hertford and Ware.

The Office for National Statistics (ONS)[22] found in 2024 that of those who are economically active within the district 84% are within employment, this is higher than the East (78.6%) and Great Britain (75.6%). Gross weekly pay by place of residence (pay of those living within the district) was well above the national and regional average at £960.60 compared to £804.90 (eastern region) and £766.60 (Great Britain). Comparatively gross weekly earnings by place of work (those working in the district) was less at an average of £843,70. This shows that higher salaries can be found outside of the district than within.

In terms of occupation 67.6% of workers fell into group 1-3 of the standard occupational classification, this includes managers, directors, senior officials and professionals; 12.5% were in groups 4-5 which include administrative and secretarial occupations and skilled traders; 11.4% included caring, leisure and other service occupations, as well as sales and customer service operatives; and 8.5% were groups 8-9 which include process plant and machine operatives and elementary occupations.

There are a range of industries in East Herts, the ONS found in 2024 that the largest industries by number of employee jobs included wholesale and retail trade and repair of motor vehicles, as well as administrative and support service activities. Both of these industries accounted for 14.3% each of employee jobs in the district overall.

East Herts is a rural district and therefore has a range of rural businesses and industries within it. Some of these are small in scale and are not allocated within the District Plan, however, provide local jobs for communities in rural areas. These are therefore valuable for localised movement patterns.

As identified by the FEMA there is an economic draw from neighbouring authorities. Additionally, Stansted Airport, is a major centre of employment that lies just outside the district boundary to the north east of Bishop's Stortford and falls within the Uttlesford district. From approved and submitted plans there is

[22] Office for National Statistics – Labour and Market Profile East Hertfordshire 2024

an ambition from the airport to increase passenger numbers up to 51 million passengers per year by 2040, if approved this will likely increase employment opportunities in the district.

4.1.3 Retail and town centres

Retail and leisure facilities, along with education and healthcare services also provide valuable sources of employment. Businesses located in or with good connections to a town centre for example can help to support these uses and can benefit from shared resources and good public transport connectivity.

Within East Herts there are five town centres within the district that support a range of retail as well as a mix of uses such as leisure and office spaces. There are also a number of local centres and parades throughout the district supporting more localised shopping patterns. A list of the existing retail hierarchy from the District Plan can be found in table 4.1 below.

Table 4.1: Retail Hierarchy in adopted District Plan 2018

Retail Hierarchy	**Location**
Principal Town Centre	• Bishop's Stortford
Secondary Town Centre	• Hertford
Minor Town Centre	• Buntingford • Sawbridgeworth • Ware
District Centre	• The Thorley Centre, Bishop's Stortford
Neighbourhood Centre	• Bishop's Park, Bishop's Stortford • Bishop's Stortford North • Birchall Garden Suburb, East of Welwyn Garden City • Gresley Park, East of Stevenage • North and East of Ware • The Gilston Area Whittington Way at Bishop's Stortford South
Local Parade: Bishop's Stortford	• Hockerill • Havers Parade • Snowley Parade
Local Parade: Hertford	• Fleming Crescent, Sele Farm • The Avenue
Local Parade: Ware	• The Green, Kingshill • Cromwell Road • King George Road

Retail Hierarchy	Location
Local Parade: Villages	• Puckeridge • Standon • Stanstead Abbotts and St Margarets Watton-at-Stone

4.2 Future trends without implementation of a new local plan

Due to the need for housing there is a pressure on existing employment land to be redeveloped for housing. Such land is previously developed and therefore sought after for housing. These areas of land are however valuable to support local employment opportunities which have added benefits of being accessible to the local communities and reduce the need to travel further distance for work, which has added personal and environmental benefits. A new local plan can steer development away from these employment areas and provide further protection for them.

There is a strong link to key employers outside of the district such as Stansted Airport, which has a particular draw for residents within Bishop's Stortford. The plans to increase passenger numbers will likely increase job prospects for residents within East Herts, it is therefore important to ensure the airport is accessible through appropriate means such as sustainable travel.

Town centres are valuable to the area as they can help to support local businesses and provide hubs for connectivity and employment, in sustainability terms this helps to reduce the need to travel further distances for employment which have added benefits. It is important to maintain the vitality and viability of town centres by providing a mix of uses, ensuring they remain accessible to all and keep visitor numbers up. A local plan can help to achieve this through seeking regeneration opportunities and cross location of uses such as residential on upper floors and retail or community uses on the ground floors.

4.3 Local sustainability issues and problems

The key sustainability issues and problems that are faced locally in relation to the economy and employment include:

- Supporting residents within the district to access a range of local employment opportunities sustainably, as well as access to other employment opportunities such as Stansted Airport.

- Protecting existing employment sites and where appropriate creation of new employment sites to support existing and emerging employment industries within the area.
- Protecting and enhancing the vitality and viability of town centres as mixed use hubs, as well as local centres and parades.

4.4 Identifying the SA/SEA framework

Table 4.2 highlights the proposed SA/SEA objectives for economy and employment within the district. The decision making questions can be used when appraising emerging policies within the new local plan.

Table 4.2: Proposed SA/SEA objectives for 'Economy and employment'

SA/SEA Objectives	Decision making questions
To support a strong and diverse economy that provides accessible employment opportunities for all	• Will the proposal support the local economy through diversification and new opportunities? • Will the proposal support new local employment opportunities? • Does the proposal support resilience to the economy, such as improved employment spaces and improved access to existing employment opportunities? • Does the proposal support the viability and vitality of town centres, local centres and local parades?

5.0 Natural Environment and Landscape

5.1 Baseline and local context

A number of areas in East Herts are specifically designated either nationally or locally for their contribution to habitats, biodiversity and geological features. These are important features to ensure wildlife and biodiversity thrive, whilst protecting key natural features within the district. Designated ecological assets include:

- Special Protection Areas (SPA)
- Special Areas of Conservation (SAC)
- Ramsar Sites
- Sites of Special Scientific Areas (SSSIs)
- Priority Habitats
- Irreplaceable Habitats
- National Nature Reserves
- Local Wildlife Sites
- Local Nature Reserves

5.1.1 Special Area of Conservation (SAC)

Special Areas of Conservation (SAC's) are areas designated to protect particular habitats, plants and species, these areas are designated under the Conservation of Habitats and Species Regulations 2017 (as amended). Within East Herts the Wormley-Hoddesdonpark Woods SAC is designated for its representation of Sub-Atlantic and medio-European oak or oak-hornbeam forests.

5.1.2 Special Protection Area (SPA)

Special Protection Areas (SPA's) are internationally designated areas, that have been identified as areas of international importance for breeding, feeding, wintering and the migration of rare and vulnerable migratory bird species under the Conservation of Habitats and Species Regulations 2017 (as amended). Four areas within the district are classified under the Lee Valley SPA, this includes Rye Meads and Amwell Quarry. The Lee Valley SPA spans from London and Hertfordshire and includes a mosaic of important wetland habitat for bird conservation across the region.

5.1.3 Ramsar Sites

Ramsar Sites are wetlands of international importance that have been designated to protect the biological and physical features of wetlands, these have been designated under the Ramsar Convention (1971) – Wetlands of International Importance. Within the district Rye Meads and Amwell Quarry which form components of the Lee Valley Ramsar Site, this site overlaps the Lee Valley SPA.

5.1.4 Sites of Special Scientific Interest (SSSI)

Sites of Special Scientific Interest (SSSI) is land notified under the Wildlife and Countryside Act (1981) (as amended), sites are designated by Natural England. Sites are designated for their characteristics that support rare and endangered species, habitats and natural features. All of the internationally designated sites within the district are also designated as SSSI's, in total there are 16 SSSI's within the district, this includes:

- Moor Hall Meadows SSSI
- Great Hormead Park SSSI
- Patmore Heath SSSI
- Benington High Wood SSSI
- Plashes Wood SSSI
- Thorley Flood Pound SSSI
- Hunsdon Mead SSSI
- Rye Meads SSSI
- Amwell Quarry SSSI
- Hertford Heath SSSI
- Wormley-Hoddesdonpark Woods North SSSI
- Wormley-Hoddesdonpark Wood South SSSI
- Tewinbury SSSI
- Hillcollins Pit SSSI
- Sawbridgeworth Marsh SSSI
- Downfield Pit, Westmill SSSI

Table 5.1 below highlights the latest recorded condition of the SSSI's within the district.

Table 5.1 SSSI condition in East Herts

SSSI Type	Area (ha)	% of SSSI Total in East Herts
Favourable	340.75	50.6%
Unfavourable - Recovering	209.19	31.0%
Unfavourable - Declining	102.99	15.3%
Unfavourable - No change	20.84	3.1%

Source: Natural England, 2024

5.1.5 National Nature Reserves (NNR'S)

National Nature Reserves (NNR's) are areas managed for either (or both) the preservation of flora, fauna, geological and physiological features of special interest or to provide opportunities to study flora, fauna and their physical conditions. An NNR is land declared under the National parks and Access to the Countryside Act 1949 or Wildlife and Countryside Act 1981, sites are selected by Natural England that meet certain criteria. Broxbourne Wood NNR lies to the south of the district and forms part of the only NNR in Hertfordshire, it contains several woodlands of SSSI status, which are home to many rare and scarce woodland wildlife.

Hatfield Forest, located to the East of Bishops' Stortford, is a large forest run by the National Trust and is designated as a NNR and SSSI. Natural England wrote to the Council in 2025 explaining that the habitats and species which make the Forest special were being harmed by visitor usage and that this would be made worse by future developments nearby. They have developed a programme of mitigation work to prevent the situation getting worse. New developments built in the area need to pay towards implementing them. Larger developments (approximately 50+ residential units) will also need to provide or pay for sustainable alternative natural green space (SANG).

The Council therefore expects all relevant developments to pay this tariff for mitigation works (£540.07 per net additional dwelling) within the zone of influence area which is affecting Hatfield Forest.

5.1.6 Local Nature Reserves (LNR'S)

Local Nature Reserves (LNR's) are places of special local wildlife, geological or educational interest or significance identified by local authorities. LNRs within East Herts include Pishiobury Park and Waterford Heath.

5.1.7 Local Wildlife Sites (LoWS)

Local Wildlife Sites (LoWS) are locally designated sites for their local and regional importance considered to be of significance for their wildlife features. LoWS in the district are identified by the Hertfordshire Local Wildlife Sites Partnership, which is a partnership approach to the identification, selection, assessment and protection of LoWS in the County, this is led by the Herts and Middlesex Wildlife Trust. There are currently 544 LoWS in East Herts totalling 3,309.14 ha.

5.1.8 Priority Habitats

Some semi-natural habitats in England are especially rare or under threat. These are known as Priority Habitats, identified under the Natural Environment and Rural Communities Act 2006 as being in most need of conservation. The Government has published a list of Priority Habitats of principal importance in England and includes 56 habitats. A number of these habitats can be found within the district, additionally the features of such habitats also provide protection to areas such as Ancient Woodlands. Priority Habitats within the district include, but are not limited to:

- Deciduous woodland – there are many deciduous woodlands within the district, some of which are internationally or national designated in addition to being a Priority Habitat. This classification also provides protection to the many Ancient Woodlands within the district. Deciduous woodland areas in East Herts include Broxbourne Woods, Box Wood, Easeney Park Wood, Post Wood and Bloodhounds Wood in addition to many others. This habitat provides the basis for a broad range of wildlife as well as recreational opportunities in some circumstances.
- Traditional orchard – these habitats are home to heritage fruits and other species, these are run through long standing processes. Traditional orchards can be found within Sawbridgeworth, Thundridge and scattered between smaller villages throughout the district.
- Lowland meadows – these flower rich meadows and pastures are species rich due to traditional systems of hay-cutting and grazing over centuries. In non-agricultural settings such as churchyards and roadside verges lowland meadows can also be found, however are rarer. There are few examples of lowland meadows within the district, however they can be found to the east of Ardeley and north of Watton at Stone.

- Chalk Rivers – these are rare and ecologically significant assets. East Herts is home to seven of the chalk rivers of just around 210 chalk streams globally.

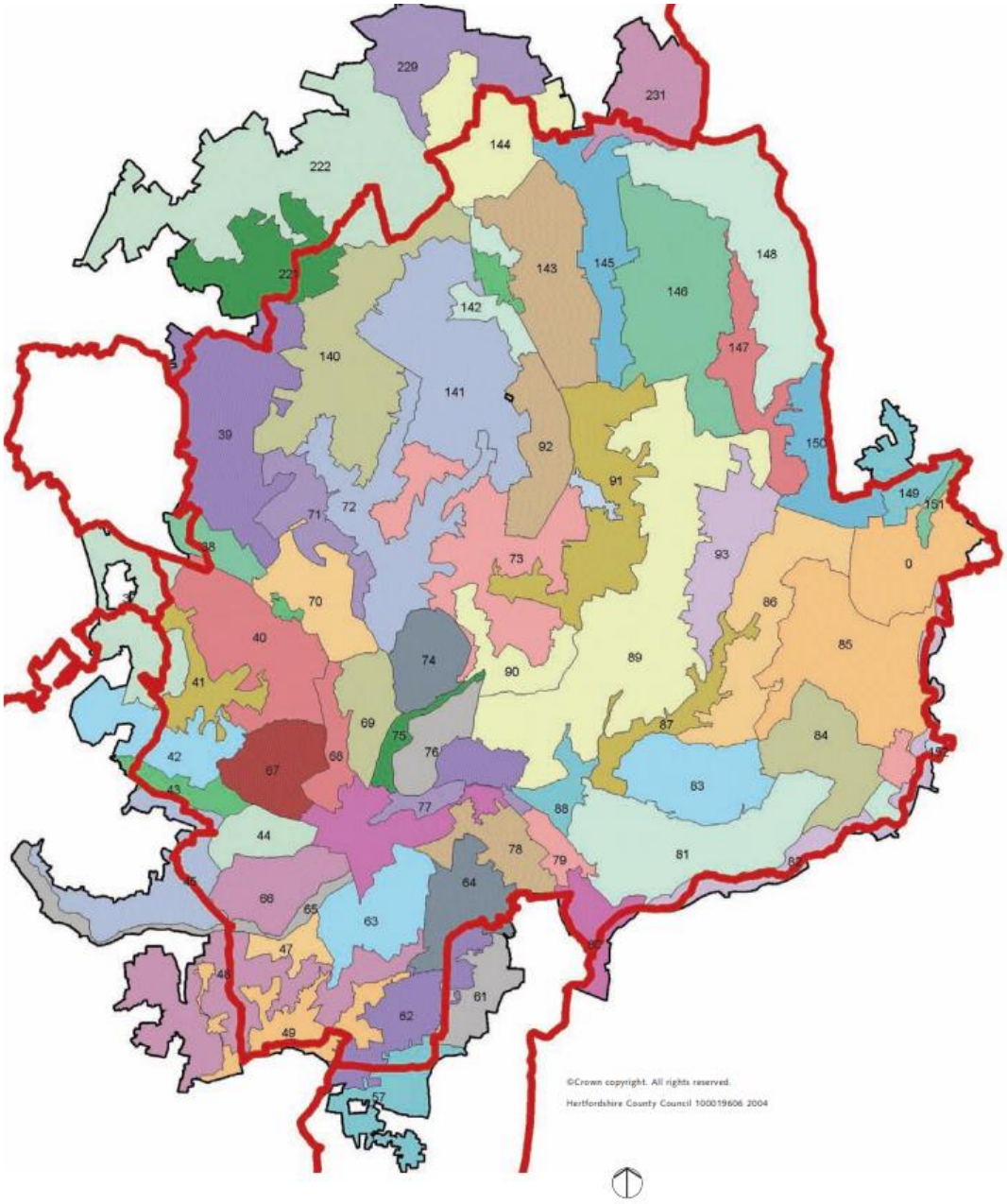
5.1.9 Landscape

East Herts has a vast rural landscape which is made up of woodlands, open fields and parklands shaped by river valleys and arable plateaux. Hedgerows are also an important feature throughout the district, reflecting the historic enclosure of agricultural fields and defining land ownership boundaries. Many hedgerows throughout the district are considered as being 'important' (as defined under the Hedgerow Regulations, 1997) and are key elements of green corridors, contributing towards wider ecological networks.

There are no specific nationally or locally protected landscapes within the district, however Lee Valley Regional Park is nationally recognised and protected asset within London, Hertfordshire and Essex. This park provides space for leisure, recreation and nature, as well as providing a rich landscape character within the district.

There are diverse landscape character areas and settlement patterns in the district which are assessed in the Council's Landscape Character Assessment Supplementary Planning Document (September 2007). The document provides a structured evaluation of these landscapes, a landscape strategy and guidelines for strengthening, reinforcing, improving, reconstructing, conserving and restoring the character of each area. The landscape character areas are illustrated in figure 5.1 below.

Figure 5.1: Landscape Character Areas in East Herts



Source: Landscape Character Assessment SPD 2007

5.2 Future trends without implementation of a new local plan

The latest State of Nature Report 2023[23] provided a comprehensive overview of species trends across the UK. It found that since 1970 UK species have declined by about 19% on average and nearly 1 in 6 species (16.1%) are now threatened with extinction. There are many factors that contribute towards this, one of which is the effects of climate change which have created more extreme weather conditions such as excessive rainfall and longer periods of drought.

[23] State of Nature Report 2023

Such changes to weather patterns can cause uncertainty for more sensitive ecosystems and as such can lead to degradation and loss of habitat.

In July 2025 the Council declared an ecological and biodiversity crisis[24] this led to a number of actions to help to overcome such issues, including embedding nature recovery into the Council's strategic plans, policy areas and decision making processes and prioritising investment in nature-based solutions to climate change. Additionally, the Council published its biodiversity duty report [25] in 2026 which is a requirement of the Environment Act 2021. This set out a number of actions the Council will seek to achieve in the next five years to fulfil its biodiversity duty and have positive impacts to biodiversity locally. A local plan can be a tool to help implement the actions of this ecological and biodiversity crisis, without a plan reaching such targets may be more difficult to achieve.

There is an increasing pressure for housing across the country, with the NPPF requiring local authorities to meet specific housing requirements. The demand for housing puts an increased pressure on land which poses risks to habitats and species if designated sites deteriorate either through loss of designation, loss of ecological networks, potential increased recreational pressures from local inhabitants and associated pollution as a consequence of development. Without a plan-led approach, sites may be developed without relevant policy criteria which could have cumulative negative impacts on habitats and designations.

In addition to the pressure to habitats, species and designated sites that is posed from housing need is the pressure on character rich areas and locally valued landscapes. Without a strategy for housing delivery within the local plan there is a risk that locally valued landscapes will be at risk from speculative development.

The Environment Act 2021 brought into force the requirement for mandatory 10% Biodiversity Net Gain (BNG) on development sites to protect the country from further loss of habitat. This is a positive step towards reducing the impact that development can cause to the natural environment and help support nature recovery through bigger, better and more connected ecological networks. A local plan may be vehicle to further increase this mandatory requirement, if viable, to further help restore and enhance ecology in the district.

[24] East Herts – Ecological and Biodiversity Crisis
[25] East Herts – Biodiversity Duty 2026

In addition to BNG the Environment Act 2021 introduced Local Nature Recovery Strategies (LNRS's). LNRS's are strategies that support directing biodiversity and habitat interventions into areas that can have the greatest positive impact towards nature recovery through bigger, better and more connected ecological networks to support biodiversity. The Hertfordshire LNRS [26] was finalised in 2025 by the Hertfordshire Nature Recovery Partnership and forms one of the 48 LNRS's nationally, which once completed will work towards the Government's plan to create a Nature Recovery Network (NRN). This has a number of actions to protect, restore and enhance biodiversity, whilst creating more resilient habitats and ecosystems at the national level. A local plan can help to strategically implement the actions of the LNRS through policies and location of development.

5.3 Local sustainability issues and problems

The key sustainability issues and problems that are faced locally in relation to the natural environment include:

- The pressure on land for development purposes which poses a risk to the landscapes and the natural environment through potential habitat loss, as well as the potential loss of land that could be used to improve ecological networks in the future.
- Threats to species, habitats and designated sites through increased risk of pollution associated with development, such as noise, light and water run-off.
- Increased recreational pressure on designated sites as a consequence of development and new local inhabitants.
- Potential adverse impacts to habitats and species as a consequence of climate change.

5.4 Identifying the SA/SEA framework

Table 5.2 highlights the proposed SA/SEA objectives for the natural environment and landscape within the district. The decision making questions can be used when appraising emerging policies within the new local plan.

[26] Local Nature Recovery Strategy – Hertfordshire Nature Recovery Partnership

Table 5.2: Proposed SA/SEA objectives for 'Natural Environment and Landscape'

SA/SEA Objectives	**Decision making questions**
To protect, conserve and enhance biodiversity and geodiversity within the district.	• Does the proposal support conservation and enhancement of protected sites? • Will the proposal support and enhance ecological networks and green infrastructure networks? • Does the proposal help to reverse the decline of species at risk? • Does the proposal help to reverse the decline of habitat? • Does the proposal support the conservation of habitats and species? • Does the proposal help to increase resilience of biodiversity and geodiversity to climate change impacts?
To maintain, conserve and enhance the quality and local distinctiveness of the landscape character within the district.	• Will the proposal protect and enhance the local landscape and its setting? • Will landscape character areas be protected?

6.0 Climate Change and Flooding

6.1 Baseline and local context

6.1.1 Renewable energy

The Department for Energy Security and Net Zero (DfESNZ) publishes local authority renewable energy statistics yearly[27]. The latest 2024 data can be seen in table 6.1. This shows that anaerobic digestion accounts for the largest renewable energy generation within the district, followed by landfill gas and photovoltaics.

Table 6.1: Energy source, capacity and generation in East Herts in 2024

Energy source	Number of installations	Capacity (MW)	Generation (MWh)
Photovoltaics	3,468	19.0	15,789
Onshore wind	4	0.0	56
Anaerobic digestion	4	4.2	24,654
Sewage gas	1	2.3	Not disclosed
Landfill gas	3	5.3	22,538
Total	3,480	30.9	63,037

Source: DfESNZ - Regional Renewable Statistics

In the 2024/25 monitoring period a further 14 photovoltaics were completed within the district providing a minimum of 1.2 MW capacity. Additionally, within the same monitoring year the Council has granted planning permission for 39 renewable energy applications. This includes applications for 29 air source heat pumps, 2 for ground source heat, and 8 for solar panels[28].

6.1.2 Greenhouse gas emissions

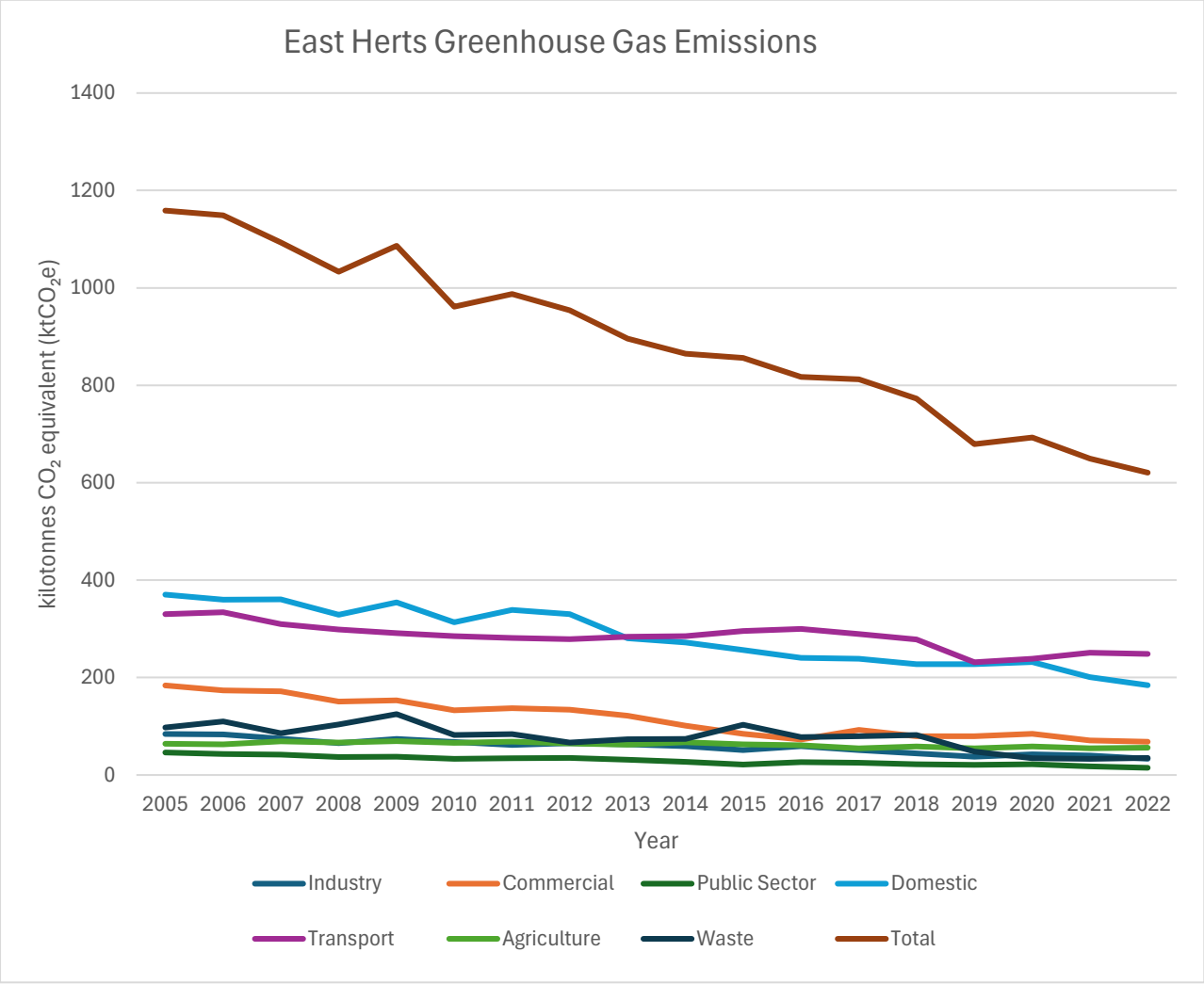
The ONS publish data on greenhouse gas emissions per capita, this is calculated by the average amount of greenhouse gas emissions produced by each person in a specific area over a year. The metric is calculated by dividing the total greenhouse gas emissions of an area by its population, with the result being expressed in tonnes of CO_2 equivalent (tCO2e) per person. In 2023 the greenhouse gas emissions in East Herts was 4.1 tCO2e per capita. This has steadily decreased on a downward trend in the district since 2005 and remains

[27] DfESNZ - Regional Renewable Statistics
[28] East Herts Authority Monitoring Report 2024-2025

below national average for England which is at 4.8 tCO2e per capita in the and the East of England at 5.4 tCO2e per capita in 2023[29].

In 2023 the estimated greenhouse gas emissions in the district totalled 620.7 kilo tonnes CO_2 equivalent ($ktCO_2e$)[30], this has steadily decreased since 2005. The main sources of greenhouse gas emissions, as highlighted in figure 6.1, are from domestic uses such as electricity and gas usage, as well as transport.

Figure 6.1: East Herts greenhouse gas emissions total and main sources



Source: UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023

6.1.3 Flooding

Hertfordshire County Council as the Lead Local Flood Authority produced the Hertfordshire Local Flood Risk Management Strategy 2 (LFRMS) 2019-2029, the

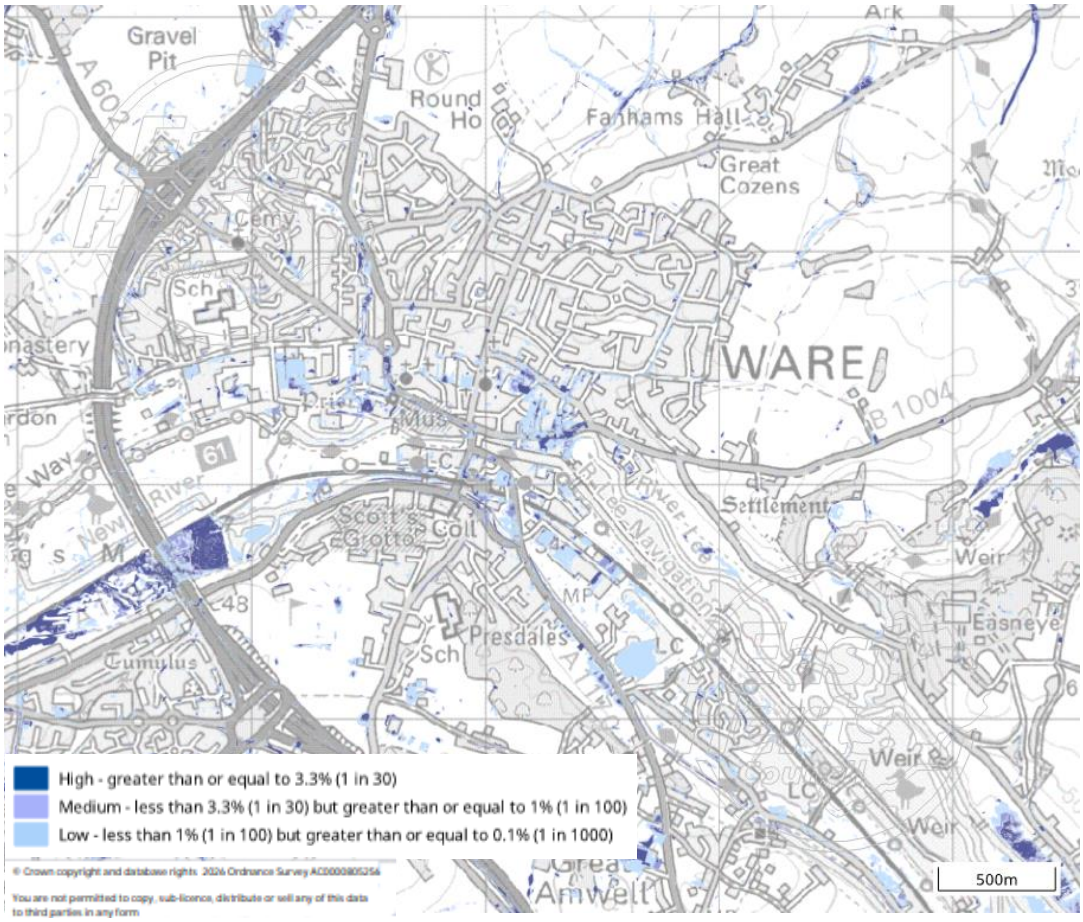
[29] ONS Greenhouse Gas Emissions 2025
[30] UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023

aim of this strategy is to give an understanding of local flood risk in Hertfordshire and the actions that will be taken to manage it most appropriately within available resources[31]. This strategy found that the main sources of flood risk within Hertfordshire are surface water, rivers and other watercourses (fluvial) and less frequently through groundwater.

The LFRMS recorded flood incidents dating from 2011 to 2018, within the district there were flooding incidents recorded within each of the five towns, as well as some within villages such as Puckeridge, Walkern and Cottered.

Surface water flood risk is caused when local drainage capacity and infiltration is unable to cope with the volume of water experienced during periods of sustained or heavy rainfall. Within East Herts the study found that 4,272 properties had a high risk (1 in 30 year) of surface water flood risk and 8,615 properties had a medium risk (1 in 100 year) of surface water flood risk.

Figure 6.2: Ware surface water flood risk



[31] Hertfordshire Local Flood Risk Management Strategy 2 2019-2029

Figure 6.3: Bishop's Stortford surface water flood risk

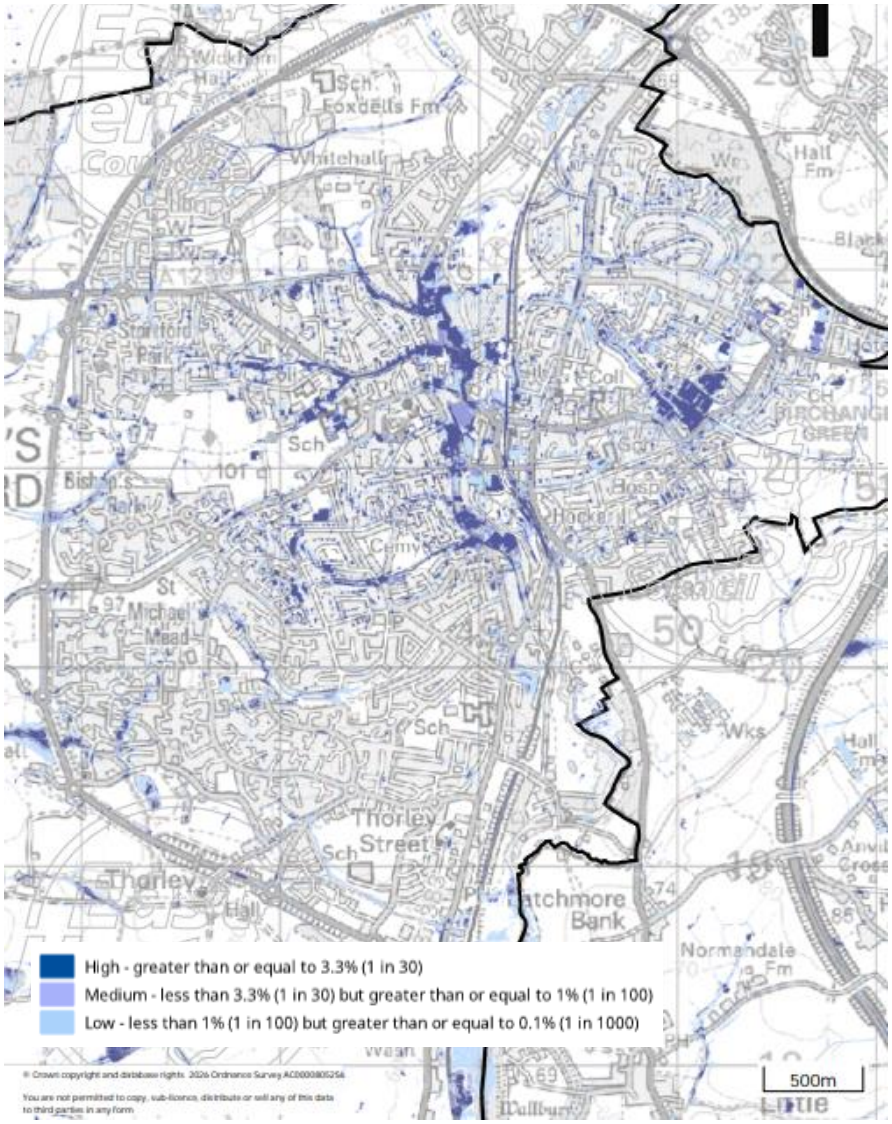


Figure 6.4: Buntingford surface water flood risk

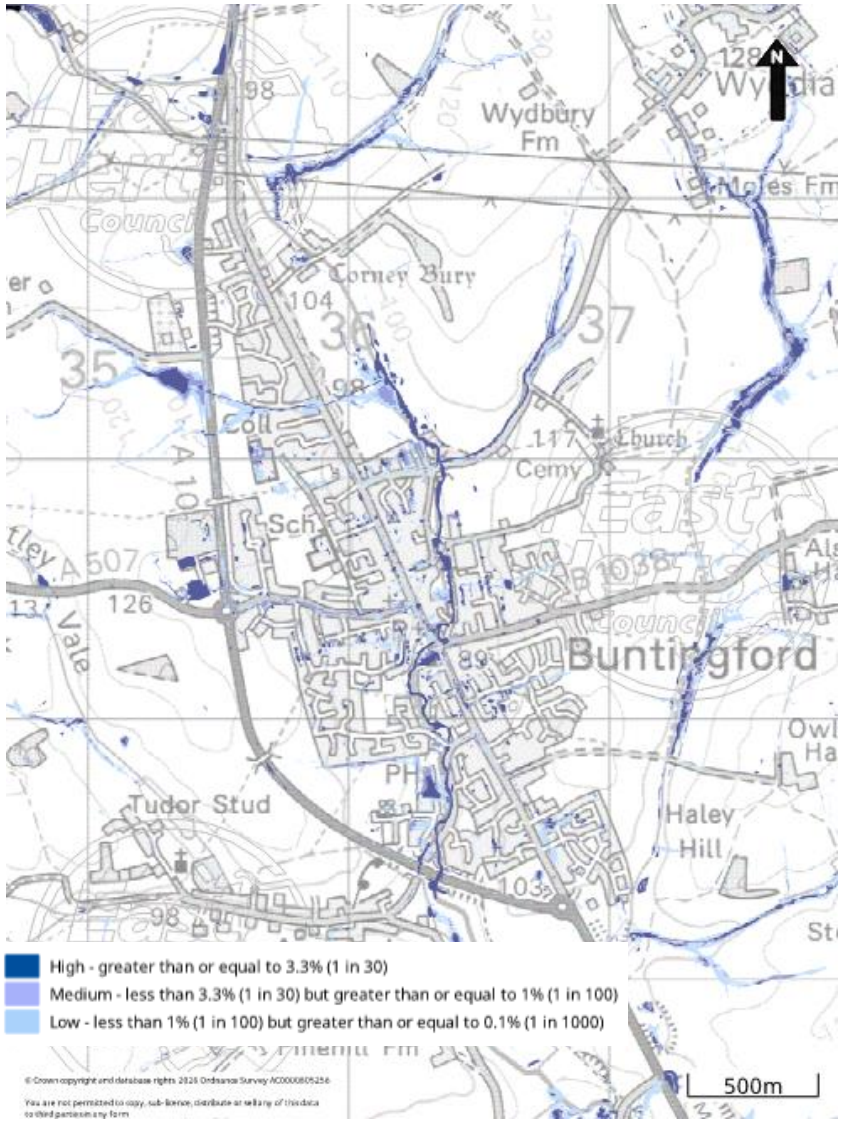
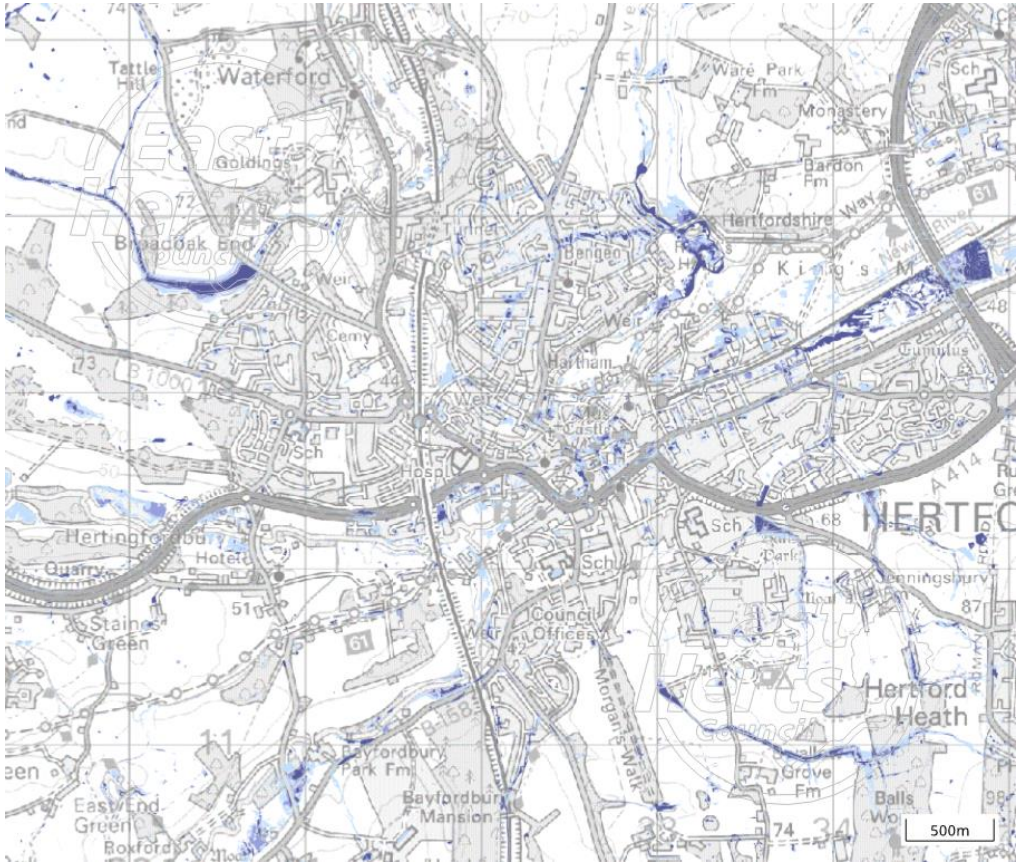
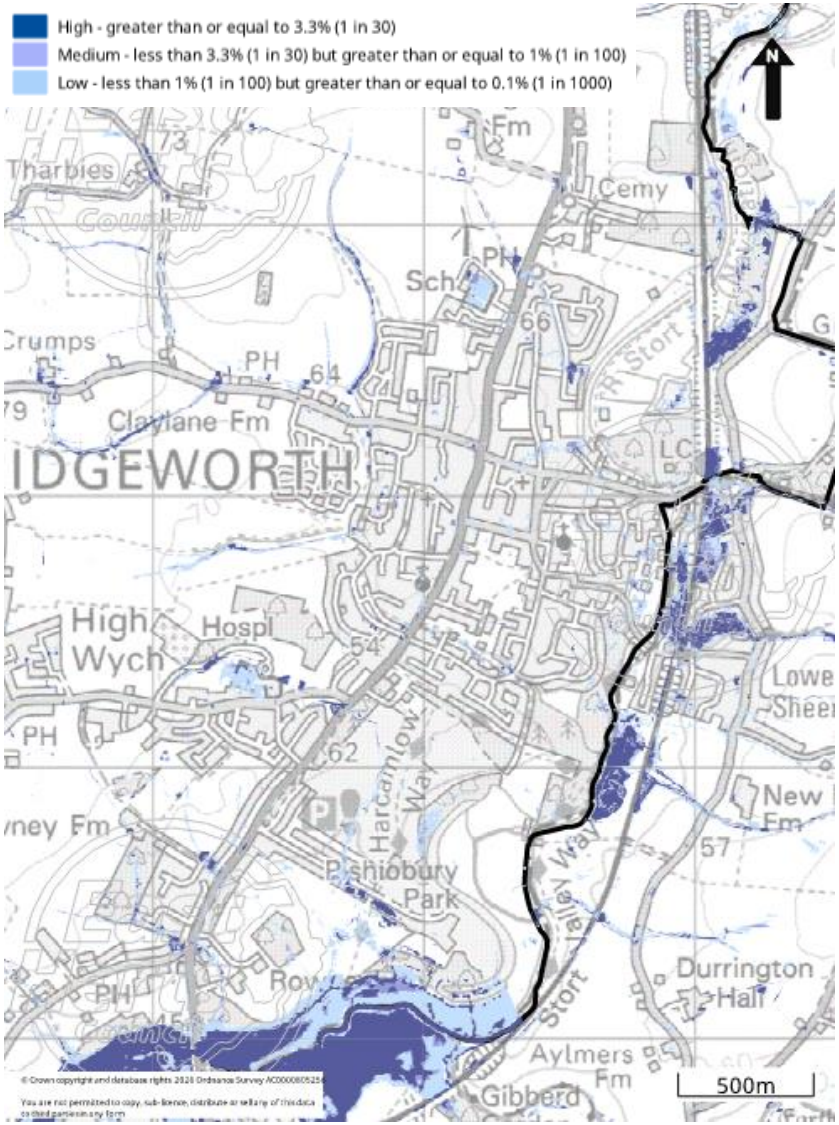


Figure 6.5: Hertford surface water flood risk



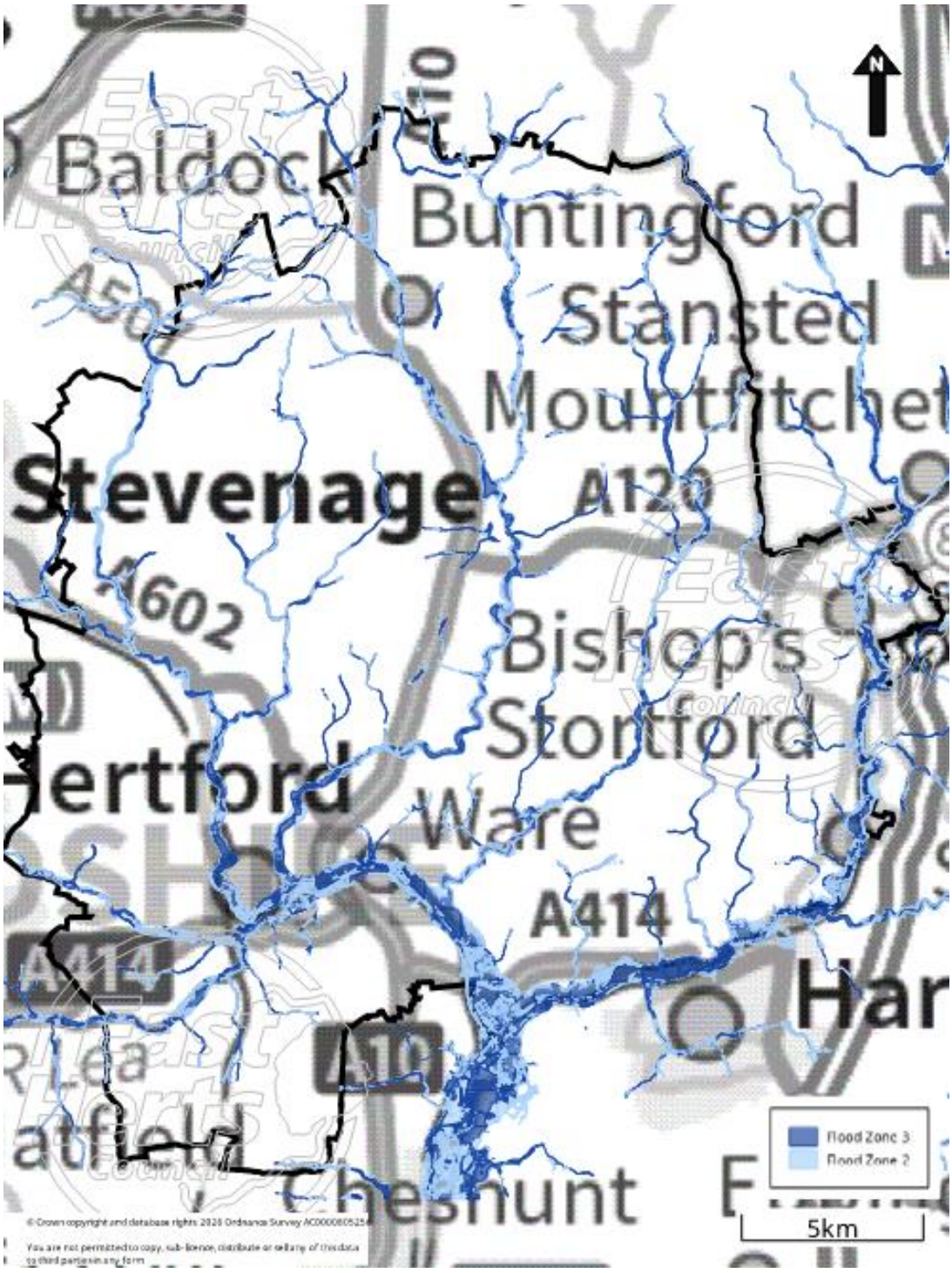
High - greater than or equal to 3.3% (1 in 30)
Medium - less than 3.3% (1 in 30) but greater than or equal to 1% (1 in 100)
Low - less than 1% (1 in 100) but greater than or equal to 0.1% (1 in 1000)

Figure 6.6: Sawbridgeworth surface water flood risk



Fluvial flood risk is when the capacity of a watercourse is reached causing water to spill out of the channel into adjoining areas. Larger watercourses are known as main rivers and the Environment Agency is responsible for them, the remaining watercourses are known as ordinary watercourses and are managed by the relevant authority. Figure 6.7 shows the extent of fluvial flood risk and flood zones within the district.

Figure 6.7: Flood Zones



In relation to groundwater, this type of flooding occurs when the water held underground rises to a level where it breaks the surface away from usual channels and drainage pathways, this may occur after periods of heavy rainfall or due to obstructions. The LFRMS study found that groundwater flood risk is only a small element of the overall flood risk in the county. The areas more susceptible to groundwater flooding within the district are within isolated areas of Bishop's Stortford, Hertford, Ware and around areas around the A10 near Puckeridge.

The Council is currently preparing a new Strategic Flood Risk Assessment, this will update the latest position and provide the latest forecasts for climate change calculations within the district. This will provide the most up to date impact climate change will have to flood risk within the district and how it can be managed.

6.1.4 Heat

The Climate Change Committee highlight that periods of high temperature are becoming more common and intense across the UK. These events not only can lead to droughts which has an impact to farming and water resources, it can also have negative impacts to health and wellbeing and economic output.

Increased temperatures are leading to health impacts from overheating and have been linked to increased death rate, in particular to more vulnerable groups such as the elderly. The negative implications to health can impact and put pressure on key services such as healthcare, with the impact to health also impacting productivity across the workforce[32].

6.2 Future trends without implementation of a new local plan

In 2023 the Council declared a climate emergency [33], recognising the seriousness of climate change and the need for urgent action. This declaration committed the Council to take action to address the causes and impacts of climate change across the district and laid out a route map for the Council itself to achieve a net-zero carbon position by 2027 while at the same time working with residents, community groups and other public and private sector partners to encourage the whole district to achieve the same position by that date. This shows a desire

[32] Climate Change Committee - Risks to health, wellbeing and productivity from overheating in buildings 2022

[33] East Herts – Climate Emergency 2023

to become net zero by 2027 and a local plan can implement policies that help to achieve and sustain that ambition.

Renewable energy generation within the district has been increasing in recent years, in order to keep this momentum up a new local plan can help support this upward trend with specific policies for renewable energy, this could be larger scale projects, as well as smaller householder initiatives.

The Climate Change Act 2008 commits the UK government by law to reducing greenhouse gas emissions by at least 100% of 1990 levels (net zero) by 2050. Therefore, local planning authorities have a duty to shape policy which reduces greenhouse gas emissions in order to meet this national target.

Greenhouse gas emissions have been decreasing steadily since 2005 overall in the district. Transport continues to be the biggest contributor to this, although electric vehicles have increased in popularity in recent years which will help with the downward trend. A local plan can help to support this further through planning development in sustainable locations reducing the need to travel, providing more suitable alternative options for travel other than the private vehicle and implementing potential new infrastructure to improve traffic flow to help reduce emissions. Without a plan there is a risk developments could come forward that encourage the use of the private vehicle rather than more sustainable options, as well as the reduced ability for the Council to secure suitable transport interventions to make a positive strategic impact to greenhouse gas emissions.

Climate change can affect flood risk in multiple ways. Wetter winters and more intense rainfall may increase river flooding in both rural and urban catchments. More intense rainfall causes greater surface runoff, increasing localised flooding and erosion. In turn, this may increase pressure on drains, sewers and have an impact on water quality. The number of intense summer storms leading to occurrences of flash flooding could increase even in summers which may have less overall rainfall. A planned approach can help to strategically steer development away from higher risk flooding areas to ensure resilience to climate change over coming decades, as well as providing effective flood alleviation and mitigation schemes.

The UK's average temperature is expected to rise due to climate change. Extreme high temperatures are felt by people primarily through their internal

building temperature and much of the existing building stock is not built to cope with the high temperatures that the UK is already experiencing. A local plan can introduce higher standards for building requirements, which can lead to improved building stock that provides suitable heating and cooling systems to manage the effects of climate change in the coming years.

6.3 Local sustainability issues and problems

The key sustainability issues and problems that are faced locally in relation to climate change and flooding include:

- Greenhouse gas emissions from transport and domestic buildings remain high, there is a need to reduce these through building retrofitting and transport improvements and initiatives.
- There is a need to transition to a low carbon energy system. Further work is needed to increase the amount of renewable energy generation and capacity to provide energy security locally.
- More frequent extreme weather events are likely which increases the chances of flooding events, as well as periods of hot dry weather and the impact that can have to health and wellbeing.

6.4 Identifying the SA/SEA framework

Table 6.2 highlights the proposed SA/SEA objectives for climate change and flooding within the district. The decision making questions can be used when appraising emerging policies within the new local plan.

Table 6.2: Proposed SA/SEA objectives for 'Climate change and flooding'

SA/SEA Objectives	Decision making questions
To reduce greenhouse gas emissions and support a transition to net zero	• Will the proposal help to reduce greenhouse gas emissions? • Does the proposal generate or store energy from renewable energy sources?
To adapt and improve resilience to the impacts of climate change and	• Does the proposal consider flood risk from all sources and steer development away from the higher risk areas?

SA/SEA Objectives	Decision making questions
extreme weather events, including flooding and increased periods of heat	• Does the proposal reduce flood risk within the site and surrounding areas? • Does the proposal consider appropriate heating and cooling of buildings?

7.0 Historic Environment

7.1 Baseline and local context

The district has a rich and varied historic environment which includes landscapes, sites, monuments, building and townscapes, and buried remains of significant archaeological and historic interest. East Herts is characterised by five market towns, each with different qualities and characteristics. Numerous medieval villages and hamlets of varying size are also dotted across the district, the most notable being Braughing, Hertford Heath, Hunsdon, Stanstead Abbotts & St Margarets, Walkern, Watton-At-Stone, Standon & Puckeridge and Much Hadham.

Heritage assets in East Herts includes:

- 46 Scheduled Monuments
- Nearly 3,100 Listed Buildings (which comprise over 4,000 individual listed features)
- 42 Conservation Areas
- 550 Areas of Archaeological Significance
- 16 Registered Parks and Gardens
- Approximately 70 Locally Listed Historic Parks and Gardens

Conservation Areas are designated for their special architectural or historic interest, these usually have a number of listed buildings as well as features such as open and local green spaces, trees, historic street patterns and archaeological sites. Each Conservation Area has a Conservation Area Character Appraisal and Management Plan, these are required to understand the unique character of each Conservation Area and set out management proposals setting out how each area can be protected and enhanced.

Historic England produces an annual Heritage at Risk Register which includes Scheduled Monuments, Registered Parks and Gardens, Grade I and II* Listed Buildings and Grade II Listed churches. In addition to Historic England's list the Council also publishes an East Herts Heritage at Risk Register which covers Grade II Listed Buildings (excluding churches) and selected curtilage Listed Buildings and structures which it considers are at risk. In the latest 2025 iterations of these documents a total 71 heritage assets are at risk, these are summarised below:

- 4 Scheduled Monuments at risk
- 2 Registered Parks and Gardens at risk
- 1 Grade I Listed Building at risk
- 1 Grade II* Listed Building at risk
- 58 Grade II Listed Buildings at risk
- 5 curtilage Listed Buildings at risk

An important consideration of heritage assets is the context and setting that it falls within. The setting can encompass the immediate area surrounding the asset, as well as the broader landscape, views, wider historical context and relationships with other heritage assets. Understanding these relationships and patterns can reveal valuable insights into the historic development of a place.

7.2 Future trends without implementation of a new local plan

The Government has set a target to become Net Zero by 2050, due to the number of historic buildings nationally there has been discussions about how heritage assets could be retrofitted to improve energy efficiency. There are sensitivities around this topic as there is a huge benefit of making such assets energy efficient through to the environment, as well as reduced management costs which can support owners to maintain upkeep of heritage assets. Some energy efficiency interventions however can have negative implications to appearance of heritage assets and damage the significance of the asset, such as location and appearance of air source heat pumps, changes in window treatment and solar panels impacting roofscape. Therefore, such measures need careful planning to understand what may be appropriate and the local plan can explore that in more detail and provide certainty on this topic to protect heritage assets, whilst striving for improved energy efficiency.

Due to the pressure on land for housing needs within the district, there is an increased risk to heritage assets where development may occur impacting the setting of such assets. Where heritage assets are at risk from the adverse impacts of development then the Historic England and the East Herts Heritage at Risk Registers are likely to increase in size. A local plan approach can help to limit the impact that speculative development may have to heritage assets and ensure that the historic environment of the district is considered at the strategic level.

The Council is currently preparing a local list of historic buildings, the intention is that this list can be adopted alongside the local plan and provide local designation and protection to these assets.

7.3 Local sustainability issues and problems

The key sustainability issues and problems that are faced locally in relation to the historic environment include:

- Ensuring all nationally and locally designated heritage assets are conserved and enhanced.
- Ensuring archaeological sites are conserved and enhanced.
- Protecting historical buildings, whilst striving for improved energy efficiency in these buildings.
- Restoring and repairing heritage assets that are at risk within the district.
- Protecting heritage assets and their setting from the risk posed by development.

7.4 Identifying the SA/SEA framework

Table 7.1 highlights the proposed SA/SEA objectives for the historic environment within the district. The decision making questions can be used when appraising emerging policies within the new local plan.

Table 7.1: Proposed SA/SEA objectives for 'Historic Environment'

SA/SEA Objectives	Decision making questions
To protect, conserve and enhance designated and non-designated heritage assets and their setting.	• Will historic character be protected from development? • Will the proposal protect, conserve or enhance areas of archaeological significance? • Will the proposal protect, conserve or enhance designated or non-designated heritage assets? • Will the proposals have a positive impact to the setting of a heritage asset? • Can any adverse impacts to the historic environment be adequately mitigated? • Will the proposal enhance accessibility and education to cultural heritage assets?

8.0 Land, Soils, Waste and Resources

8.1 Baseline and local context

8.1.1 Brownfield land

The NPPF (2024) defines brownfield land (or previously developed land) as

'Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.'

The use of brownfield land for redevelopment helps to protect the undeveloped areas within the district and supports regeneration. As of 2025 there were 6 sites on the Council's Brownfield Land Register with the ability to accommodate around 992 dwellings alongside other uses. Some of these sites are however allocated within the adopted District Plan 2018. The sites on the Brownfield Land Register include:

- Bishop's Stortford High School Site, London Road, Bishop's Stortford
- The Goods Yard, Station Road, Bishop's Stortford
- Mead Lane Area, Mead Lane, Hertford
- The Well House and Dixon's Yard, Acorn Street, Hunsdon
- Watton-at-Stone Depot, Station Road, Watton-at-Stone
- Land and Buildings to the East of Netherfield Lane, Stanstead Abbotts

8.1.2 Soil

East Herts is a rural district with food production being a big part in the rural economy. The Agricultural Land Classification (ALC) categorises farmland and is used as a tool to help identify the best and poorest quality land, helping to protect land of the highest quality for agricultural purposes such as food

production. Natural England use several criteria to assess land for its ALC, this includes climate (temperature, rainfall, aspect, exposure, frost risk), site (gradient, micro-relief, flood risk) and soil (depth, structure, texture, chemicals, stoniness)[34]

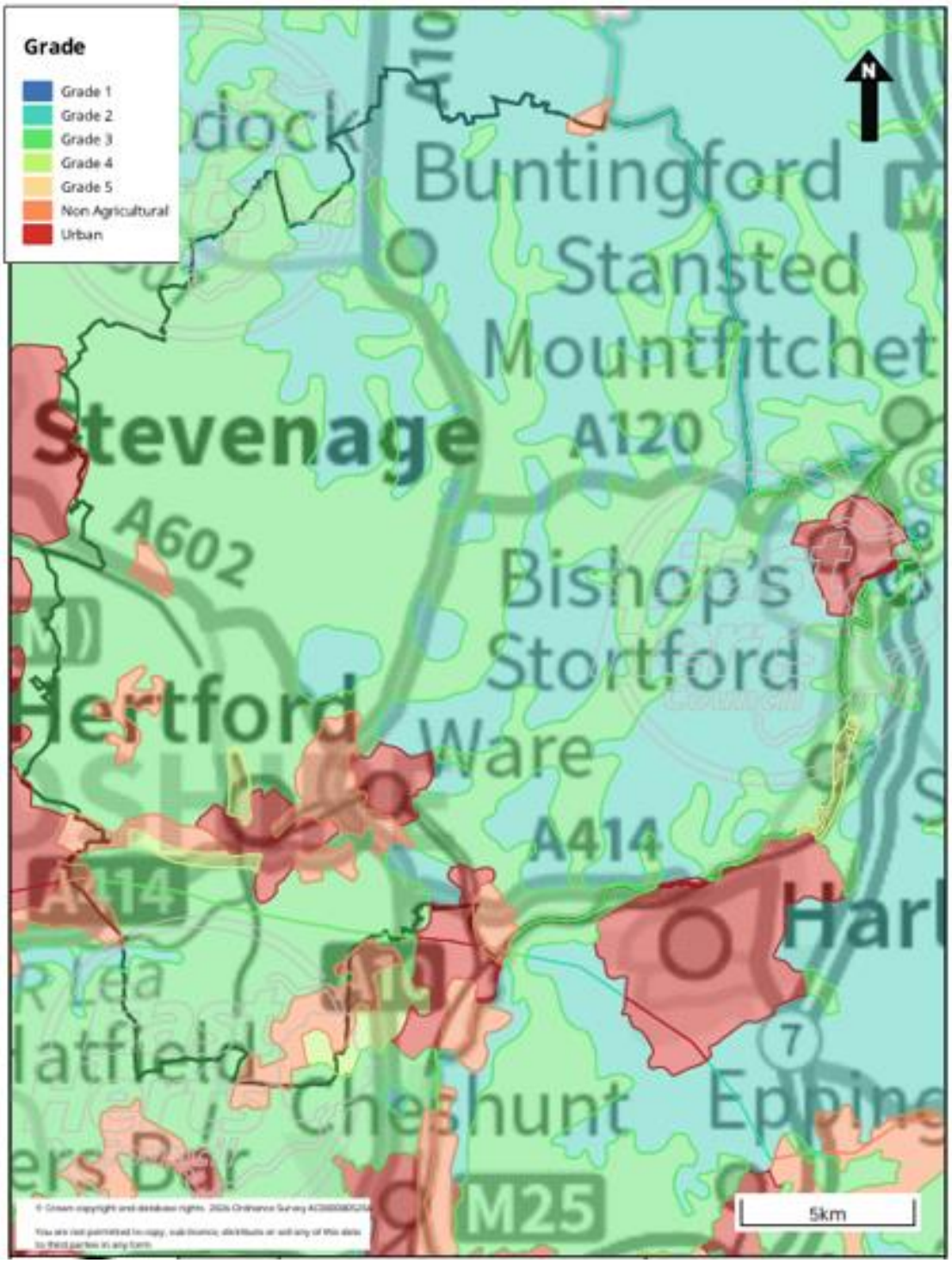
DEFRA defines the classifications as[35]:

- Grade 1 – Excellent quality agricultural land with no or very minor limitations
- Grade 2 – Very good quality agricultural land with minor limitations that affect crop yield, cultivations or harvesting
- Grade 3 – Good to moderate quality agricultural land with moderate limitations that affect the choice or crops, timing and type of cultivation, harvesting or the level of yield.
- Subgrade 3a – Good quality agricultural land capable of consistently producing moderate to high yields of a narrow range of arable crops.
- Subgrade 3b – Moderate quality agricultural land capable of producing moderate yields of a narrow range of crops.
- Grade 4 – Poor quality agricultural land with severe limitations which significantly restrict the range of crops or level of yields.
- Grade 5 – Very poor quality agricultural land with severe limitations that restrict use to permanent pasture or rough grazing, except for occasional pioneer forage crops.

Within the district the majority of ALC is classified as grades 2 and 3 with the higher quality land tending to lie to the east of the district. Figure 8.1 highlights the ALC for the whole district.

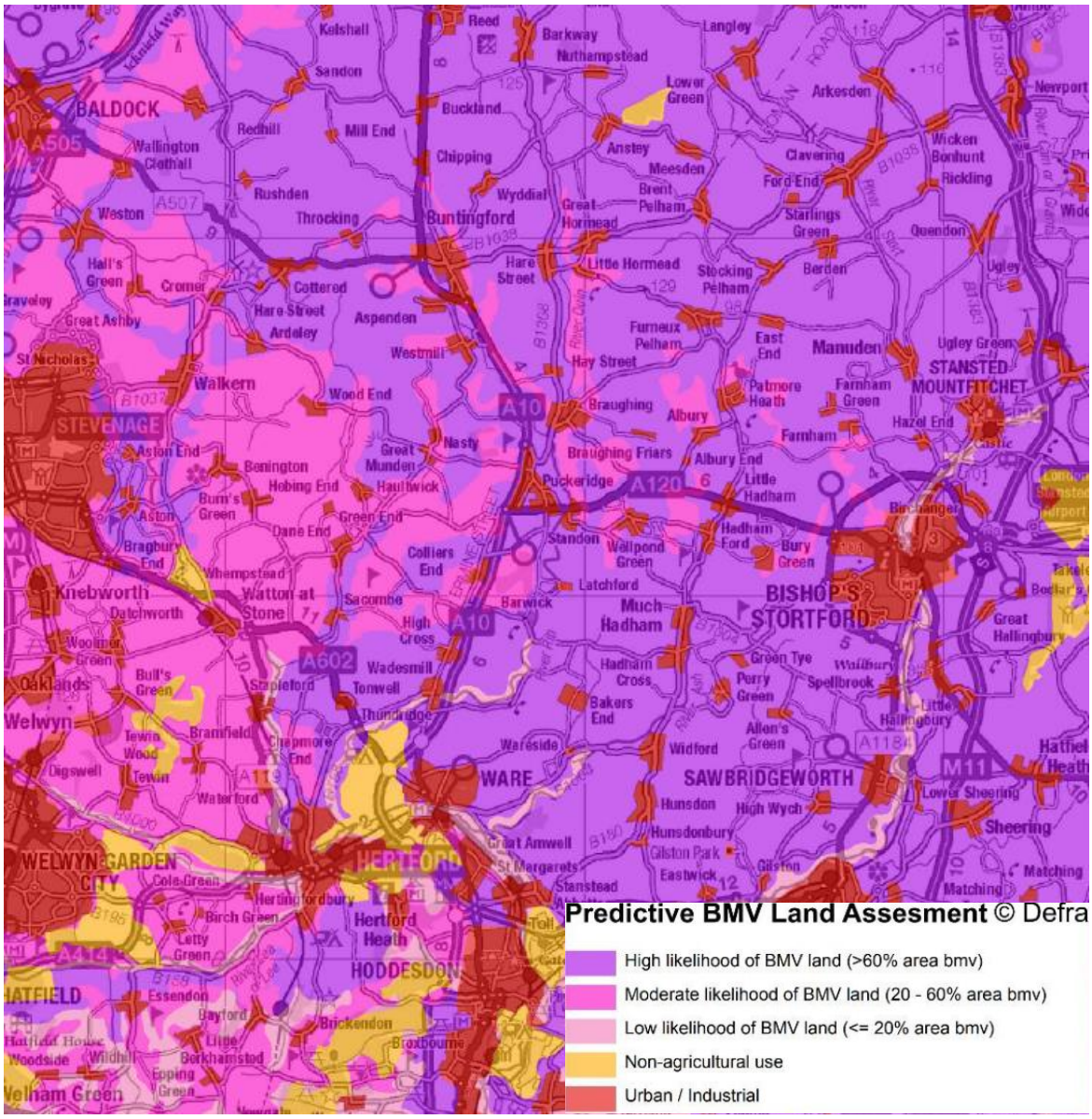
[34] Natural England Provisional Agricultural Land Classification
[35] DEFRA Guide to assessing development proposals on agricultural land

Figure 8.1: Agricultural Land Classification



As shown in figure 8.2 the 'Predictive Best and Most Versatile (BMV) Land Assessment' for the Eastern Region provided by Natural England shows the District as having significant areas of high (>60%) likelihood of BVM, in particular in the rural area between Bishop's Stortford and Ware and the north of the district and moderate (20-60%) likelihood of BVM land to the east of Stevenage outside urban areas in the main settlements.

Figure 8.2: Predictive Best and Most Versatile (BMV) Land Assessment' for the Eastern Region



Source: [Natural England]

8.1.4 Mineral resources

Mineral resources are defined as natural concentrations of minerals or bodies of rock that have the potential to be of economic interest. As minerals are a non-renewable resource, minerals safeguarding is used to ensure that non-minerals development does not needlessly prevent (or sterilise) the future extraction of mineral resources. A minerals safeguarding area (MSA) is an area designated by a Mineral Planning Authority which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development. A minerals consultation area, is an area, based on an MSA, where the Council should consult the Mineral Planning Authority for any proposals for non-minerals development. Hertfordshire County Council is the Minerals and Waste Planning Authority, the current Minerals Plan was adopted in 2007 and reviewed in 2016. The Minerals Plan can be viewed on the interactive Minerals and Waste Local Plan Adopted Policies map.

8.1.5 Waste

The Hertfordshire Waste Development Framework Waste Site Allocations (WSA) was adopted 2014, this identifies sites for waste management facilities across the County. This includes the 10.57 ha allocated site at land off Birchall Lane, Cole Green and the safeguarded strategic and allocated site Westmill Quarry (18.31 ha) and Landfill (56,73 ha). The Waste Plan can be viewed on the interactive Minerals and Waste Local Plan Adopted Policies map.

In terms of household waste, East Herts and North Herts have a shared waste contract which implemented a new recycling regime in 2025. Five months after it was introduced there was a significant reduction of 5,883 tonnes in non-recyclable waste compared with the same period in the previous year.

8.2 Future trends without implementation of a new local plan

The district contains large swathes of grade 2 and 3 very good quality to moderate quality agricultural land. This land is under pressure from new development. A local plan can help to protect the highest quality agricultural land and help prevent speculative development in less desirable areas such higher quality land.

In relation to brownfield land there are usually a higher costs associated to development of such sites for several reasons, including demolition costs and remediation of contaminated land, this can have a knock-on impact to the viability of sites and what it can deliver in terms of affordable housing and

infrastructure. However, there are benefits to prioritising brownfield land, not only does it align with the requirements of the NPPF, it helps to protect undeveloped greenfield sites which may have other functions such as agricultural uses, environmental value, landscape character and fulfilling Green Belt purposes, it can also lead to regeneration within urban areas leading to wider benefits. A local plan approach can help unlock brownfield sites through site identification and specific policies to support such sites coming forward and help to protect more valued greenfield land.

The pressure for the use of brownfield land also has consequences for density on such sites, in trying to achieve the most on the land. This can lead to increased density in unsuitable locations, as well as an increase of certain housing types such as flatted development where it may not be the most appropriate development type.

There is a risk to the quality of soil from changing climatic conditions through longer periods of droughts, heavier rainfall and more varied temperatures through the year. This can impact agricultural productivity and have ecological impacts through increased run-off contaminating other land. A local plan can help protect the more valued areas of land, whilst steering development away from locations that may lead to negative implications to soil through pollution. Additionally, a local plan can help to unlock previously developed sites that are more likely to be contaminated, regeneration of this land and remediation of the contaminated land could have positive impacts to soil through the removal of potential harmful pollutants.

In terms of future waste management, the total amount of household waste may increase because of population and household growth, even if the average amount of waste generated per household decreases. Implementation of a local plan can help the local authority and waste authority to plan effectively into the future and forecast future needs. Additionally, a local plan can ensure waste facilities are effectively designed into new developments to ensuring effective waste collection reducing fly tipping.

There are mineral-related facilities safeguarded in the district, as well as mineral consultation areas. The impacts of new development on natural resources will be taken into account at a strategic level through a local plan, rather than a site led development approach.

8.3 Local sustainability issues and problems

The key sustainability issues and problems that are faced locally in relation to the land, soils, waste and resources include:

- Balancing competing pressures on land and ensuring the most suitable uses are accommodated in the most suitable locations.
- Preventing further contaminated land and remediating existing contaminated land.
- Protecting the integrity of mineral resources.
- Promoting waste minimisation and encouraging the re-use of materials.

8.4 Identifying the SA/SEA framework

Table 8.1 highlights the proposed SA/SEA objectives for land, soils, waste and resources within the district. The decision making questions can be used when appraising emerging policies within the new local plan.

Table 8.1: Proposed SA/SEA objectives for 'land, soils, waste and resources'

SA/SEA Objectives	Decision making questions
Ensure the most efficient use of land	• Is the proposal on brownfield land? • Does the development propose the most efficient use of land in terms of density, uses and based on local needs?
Protect soil, versatile agricultural land and mineral resources	• Does the proposal protect or enhance soil quality, such as the remediation of contaminated land? • Does the proposal protect the integrity of mineral resources?
Promote sustainable management of waste	• Does the proposal support the minimisation, reuse and recycling of waste?

9.0 Water Resources and Quality

9.1 Baseline and local context

9.1.1 Water resources

Affinity Water is responsible for the supply of water in East Herts. Under the Water Industry (Prescribed Conditions) Regulations 1999, serious water stress is defined as where *'the current household demand for water is a high proportion of the current effective rainfall which is available to meet that demand; or the future household demand for water is likely to be a high proportion of the effective rainfall which is likely to be available to meet that demand'*[36]. The Environment Agency classified East Herts as an area of serious water stress[37]. The water supply is currently collected through surface water such as reservoirs and groundwater sources by collecting it through boreholes and wells. The Environment Agency found that an additional 2,034 megalitres per day is required to address water supply needs between 2030 and 2055 in the south east to accommodate a growing population, make supplies more resilient drought and climate change and address environmental improvements[38].

Groundwater supplies roughly a third of drinking water in England and makes up to 80% of water that comes out of taps in some regions[39]. Affinity Water stated that approximately 65% of water abstracted is from groundwater sources with the remaining coming from surface water, principally the River Thames[40]. Affinity Water monitors groundwater levels within the region. Figure 9.1 below shows the latest monitoring data for the central region which covers the East Herts district, Affinity Water stated that:

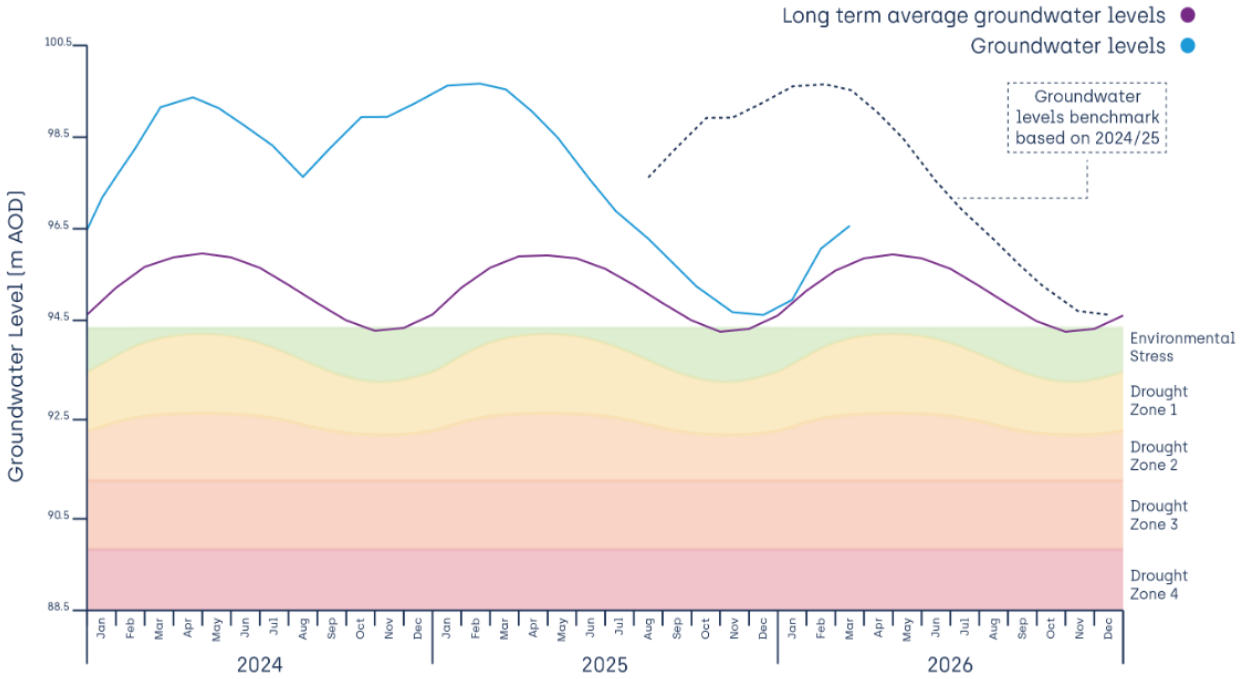
'Rainfall in our Central region was well below average in March at 53% of the Long Term Average (LTA). Over the last three months (January to March inclusive), our Central region has received above average rainfall (131% of the LTA) and above average effective precipitation (142% of the LTA). Soil Moisture Deficit (SMD) for March was below average, although soils have become gradually drier through

[36] Environment Agency – Water Stressed Areas – final classification 2013
[37] Environment Agency - Water Stressed Areas – final classification 2021
[38] Environment Agency – National Framework for Water Resources 2025
[39] Environment Agency - Groundwater source protection zones (SPZs) 2024
[40] Affinity Water - Water Resources Management Plan 2024

March and the first week of April. They are now at a level where forthcoming rainfall is unlikely to contribute significantly to groundwater recharge.

Groundwater levels have increased through March due to the well above average rainfall in January and February, although are starting to plateau. Groundwater levels are forecast to remain above average for the next seven months under all rainfall scenarios."[41]

Figure 9.1: Central Region Groundwater Levels 2024-2026



Source: [Affinity Water – Chalk Groundwater Levels]

9.1.2 Chalk streams

East Herts is home to seven of the chalk rivers of around 210 chalk streams globally. These provide a unique and valued habitat for flora and fauna, the porous nature of chalk which underlies a lot of Hertfordshire acts as a sponge and retains rainwater and supplies rivers.

Chalk streams are predominantly fed from groundwater aquifers, meaning that the water is of high clarity and good chemical quality. The higher quality of water in these ecosystems support a diverse and valued range of flora and fauna. However, groundwater abstractions have contributed to reduced flows along several chalk rivers in Hertfordshire such as the River Mimram and River Beane

[41] Affinity Water – Chalk Groundwater Levels

which run through East Herts. Chalk streams are usually dry in summer and following rainfall in the winter months begin to flow. Groundwater abstractions therefore can create periods of dry bed conditions when water would usually flow. The change to typical conditions can have negative impacts to local wildlife and biodiversity which rely on this habitat, as well as leading to accumulation of fine sediment on the riverbed creating an imbalance. [42]

9.1.3 Waste water

Thames Water are responsible for waste water in East Herts district, in the latest Drainage and Wastewater Management Plan[43] they have an ambition to enhance resilience at STWs and ensure 100% permit compliance by 2050.

Existing Sewage Treatment Works (STWs) in East Herts includes:

- Buntingford STW
- Braughing STW
- Dane End STW
- Rye Meads STW
- Bishop's Stortford STW
- Sandon STW

The Hertfordshire Water Study 2017[44] is the latest water study for the area. Since it was completed Thames Water provided a position statement for the Greater Harlow area, in particular in relation to the Rye Meads STW. The statement highlighted that the Rye Meads STW was being upgraded to extend the treatment capacity and improve discharge quality standards to enable it to treat an increased volume of incoming flow. This highlighted that the upgrade would provide the STW with a treatment capacity of 447,134 PE (Population Equivalent). At that time a high level assessment was undertaken that indicated that from a final effluent stream point of view Thames Water expected the site to have capacity up to 2036, albeit requiring relevant upgrades in sludge and storm streams where required. The site was expected to have sufficient capacity in all streams by 2026[45].

[42] Hertfordshire Water Study 2017
[43] Thames Water - Drainage and Wastewater Management Plan 2025-2030
[44] Hertfordshire Water Study 2017
[45] Thames Water – Greater Harlow Position Statement

In addition, since 2017 the District Plan has been adopted and there has been further growth within the district. It is therefore important that data on all of the STWs is made available to the Council to ensure that the emerging Local Plan is based on the most up to date information as the local plan progresses. As this information emerges the SA/SEA will be updated with relevant information.

9.1.4 Water quality

The Rivers Trust record the amount of spills that occur from sewers within local areas across each year. The monitoring devices do not differentiate between treated and non-treated discharge, however they do provide an indication of where issues may occur in areas. Within 2025 a total of 116 spills were recorded within East Herts that lasted for a duration of 1,295 hours combined[46].

As groundwater is a valuable source of water it is essential that groundwater sources are not polluted. Ways in which they can become polluted is through contamination from activity that may seep into the ground such as petrol being stored underground, and soakaways from septic tanks underground.

The Environment Agency map areas that are at a higher risk of groundwater pollution through Ground Source Protection Zones (SPZs), these are based on uses and the distance of such uses and their potential impact to groundwater[47]. Figure 9.2 shows the extent of SPZs within the district, zones 1 are the areas at higher risk from pollutants with 3 being the lowest risk.

[46] The Rivers Trust - Sewage Map
[47] Environment Agency – Groundwater Source Protection Zones (SPZs)

Figure 9.2: Groundwater Source Protection Zones

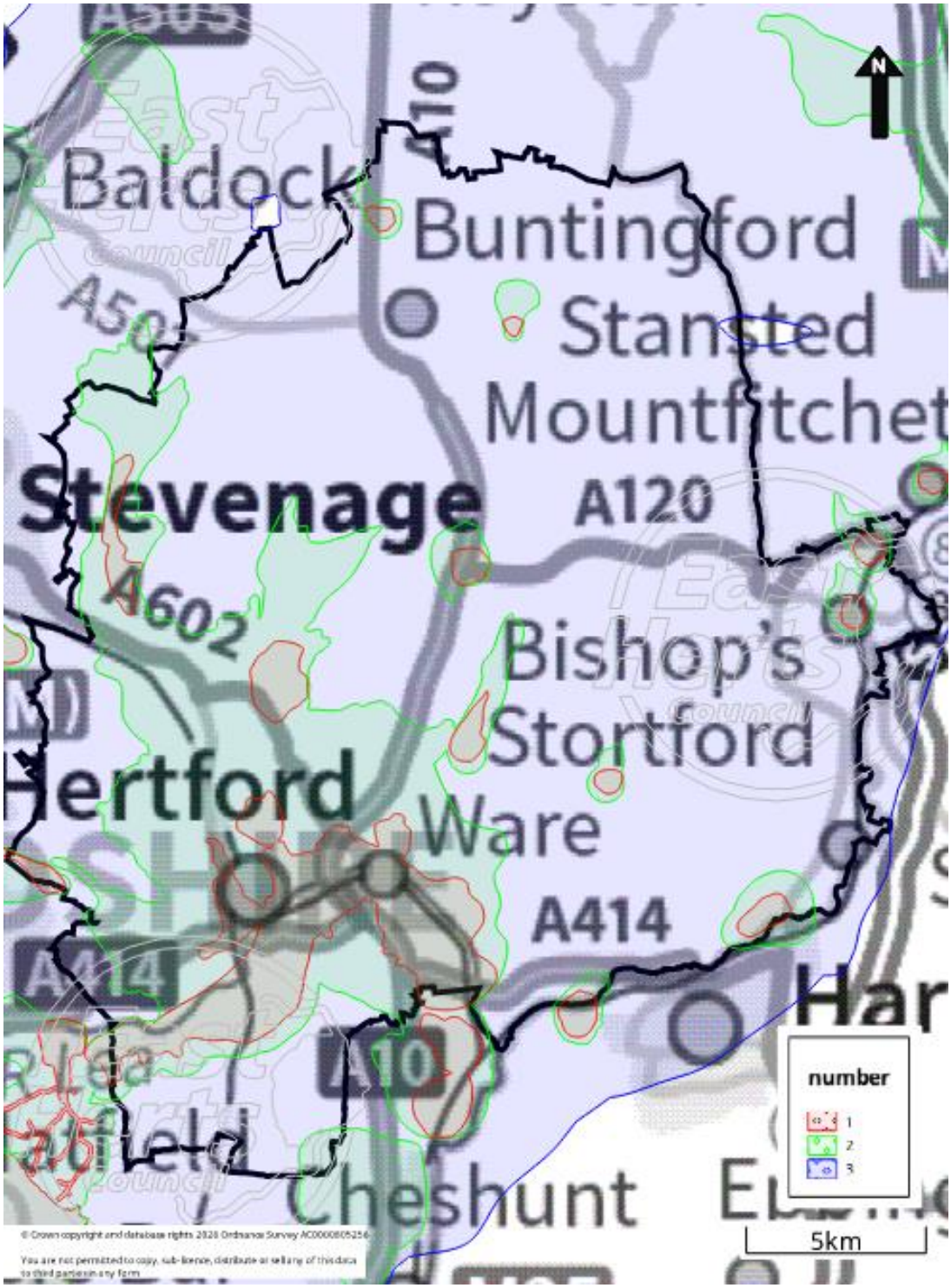


Table 9.1 provides a breakdown of all of the water bodies within East Herts and their ecological status. Due to an updated methodology all water bodies now fail under chemical status, however these can be viewed along with all of the pollutants and industry that is causing pollutants in the relevant links below.

Table 9.1: Water bodies in East Herts ecological status

Water body	Ecological status
Beane (Source to Stevenage Brook)	Poor
Rib (upper stretches, above confluence with the Quin)	Moderate
Quin	Poor
Ash (from Meesden to confluence with Bury Green Brook)	Moderate
Stort and Bourne Brook	Moderate
Stort and Navigation, B Stortford to Harlow	Moderate
Stort and Navigation, Harlow to Lee	Moderate
Fiddlers Brook	Moderate
Ash (from confluence with Bury Green Brook to Lee)	Moderate
Lee Navigation (Hertford to Fieldes Weir)	Moderate
Lea Navigation (Fieldes Weir to Enfield Lock)	Poor
Lee (from Luton Hoo Lakes to Hertford)	Moderate
Mimram (Codicote Bottom to Lee)	Poor
Rib (from confluence with Quin to Lee Navigation)	Poor
Beane (from confluence with Stevenage Brook to Lee)	Poor

Source: Environment Agency – Catchment Data Explorer

A common source of pollutant amongst the water bodies is from business, agriculture and rural land management, urban and transport, water industry and recreation.

9.2 Future trends without implementation of a new local plan

Reliance on groundwater extraction for water supply can lead to negative impacts to chalk streams. Therefore, it is important for groundwater extraction to be minimised and other sources of collection be sourced to maintain water supply needs within the district. It is predicted that based on continued substantial population and housing growth, the demand for water will increase by 10% in the Affinity Water area[48]. Adoption of a new local plan can help water companies manage future growth as the level and location of growth will be known, allowing them to effectively plan for and implement necessary infrastructure.

East Herts is in a highly water stressed area. A new local plan can help to achieve higher water efficiency standards for new buildings through specific policies. Without a local plan requiring higher standards this could increase the strain in

[48] Water Resources Management Plan – Affinity Water 2024

an already water stressed area. Additionally, certain developments that have increased in recent years, such as data centres have a higher requirement for water than a lot of other types of development. Policies within a local plan can help to ensure that water efficiency standards are sought from the outset for such development and work with water companies to maintain a good water supply in the area. Additionally, there are added benefits to improving water efficiency, in particular within households as the Environment Agency found that the water industry contributes to 0.8% of annual UK greenhouse gas emissions. However the emissions that result from heating water in the home increases this figure to 5.5% of greenhouse gas emissions[49]. Therefore, reductions in water usage in the home can lead to reduced greenhouse gas emissions as less water as less heating of water is required.

There is a limited amount of raw water storage of surface water in reservoirs, this means that water supplies are vulnerable when there is high demand for water during summer months. Climate change also has an impact on water supplies through prolonged periods of drought. Ensuring water is harnessed where possible and working with the water management companies when developments come forward can help to ensure developments are planned appropriately to improve and maintain water supplies.

New development and the Government's housing targets will put pressure on existing waste water facilities. A local plan will help the sewage undertakers understand where development is focused and where improvements or new infrastructure will be required to meet future demands.

The Council has recognised the negative impact that sewage discharge can have on the environment and resolved a motion to protect rivers by taking account the cumulative impacts of sewage discharge in 2025[50]. Amongst highlighting negative environmental impacts of this issue, the motion sought to recognise the deterioration of water quality due to the cumulative impact of multiple sewage discharge events, ensuring that the new Local Plan would compile an evidence base that assesses this issue and ensure it is factored into future decisions. Implementation of a Local Plan is therefore important to ensure that

[49] Environment Agency – Green House Gas Emissions of Water Supply and Demand Management Options 2008

[50] East Herts – Motion to protect our rivers by taking into account the cumulative impact of sewage discharge

sewage and wastewater is assessed at a strategic level and relevant policies are implemented to meet the ambitions of this motion.

As part of the Local Plan process a water cycle study will be prepared which will provide an updated position to water management and quality issues that may be occurring within East Herts and potential solutions that may be appropriate for the locality. Once completed the Local Plan will seek to implement the outputs of this work and translate them into deliverable policies.

9.3 Local sustainability issues and problems

The key sustainability issues and problems that are faced locally in relation to the water resources and quality include:

- East Herts is within a highly water stressed area, this may increase due to the impacts of climate change.
- Existing sources of water supply are not sustainable currently due to the lack of storage facilities or the impact of over extraction through groundwater to the environment.
- Water quality is low in certain rivers, heavy rainfall events as a result of climate change can lead to worsened quality as runoff leads pollutants into existing watercourses.
- Population growth will have impacts to the existing STWs and needs to be managed appropriately.

9.4 Identifying the SA/SEA framework

Table 9.2 highlights the proposed SA/SEA objectives for water resources and quality within the district. The decision making questions can be used when appraising emerging policies within the new local plan.

Table 9.2: Proposed SA/SEA objectives for 'water resources and quality'

SA/SEA Objectives	Decision making questions
Ensure the efficient use of water resources, whilst protecting and improving water quality of the	• Will the proposal have negative implications on water supply in the district and wider area? • Does the proposal provide opportunities for water harvesting and recycling? • Will the development provide appropriate drainage to minimise pollution into waterbodies?

SA/SEA Objectives	Decision making questions
district's waterbodies	• Does the proposal maximise water efficiency standards? • Does the proposal adequately plan for waste water?

10.0 Transport, Air Quality and Noise

10.1 Baseline and local context

10.1.1 Walking and cycling network

There is a vast public walking and cycling network within the district, as highlighted in figure 10.1, however these are not always well integrated with each other making them more desirable for leisure use rather than day-to-day active travel uses such as education and employment.

The visioning work for the Local Plan found that 34% of residents in 2022 used walking as part, or all, of their main method of travel to reach a destination, and 1.6% included cycling. Improvements to walking and cycling routes, as well as creation of new ones could help to encourage active travel reducing the needs for car-based travel.

East Herts Council has developed a Local Cycling and Walking Infrastructure Plan (LCWIP) with Hertfordshire County Council, aimed at making walking, cycling and wheeling easier, safer and more enjoyable as everyday journeys.

A new cycle route is being planned between Rye House, Harlow, Sawbridgeworth, Bishop's Stortford and Stansted Airport, as well as other proposals within the LCWIP.

The National Cycle Network Route 61 also runs through the district connecting Hertford and Ware to London, and to Maidenhead through Welwyn Garden City.

10.1.2 Public transport

East Herts has five key market towns interspersed with multiple villages and vast rural areas. Public transport connectivity is challenging within parts of the district, in particular within the more rural areas where reliability and access can be limited. Indirect routes, slow journey times and less frequent public transport provision in certain locations can increase the reliance on private vehicles, impacting congestion on the local road network. This also has negative implications to particular groups who cannot drive such as younger and older people, as well as some with disabilities, leading to isolation.

Hertfordshire County Council introduced HertsLynx in 2021 as a Demand Responsive Transport (DRT) service. The objective was to serve those rural communities and encourage public transport use where typical bus facilities

were not available or well used. This service does not have a set timetable or have set routes, passengers can book where and when they would like to travel from a number of pick up and drop off locations. This service is in demand locally and as of February 2025 has accommodated over 125,000 passenger journeys[51].

Hertfordshire County Council and partners are working on the Hertfordshire Essex Rapid Transport (HERT) which will be a new sustainable passenger transport network, creating a stronger public transport system with east-west links connecting Watford to Harlow. The route of this project has not yet been finalised as it is still within the early stages, however, there may be hubs along this route within East Herts, such as Hertford and Ware town centres and Gilston.

10.1.3 Road network

East Herts is well connected to the national road network, bordered by the M11 and A1(M) on the east and west, and bisected by the A10 which connects central areas to London in the south and Cambridge in the north. The A414 runs through the south of the district running east-west connecting the district to Essex and the rest of Hertfordshire, whilst the A505 corridor runs from Luton to Cambridge a short distance to the north of the district. The three towns of Harlow, Stevenage and Welwyn Garden City are located immediately across the boundary of the East Herts district. There are also substantial cross-boundary influences from Cambridgeshire to the north, Essex to the east and London to the south.

The 2021 Census found that 40.6% of East Herts households owned one car, 33.7% owned two cars and 13.3% owned three or more cars. The visioning work for the local plan also found that 57% of residents used a car or van as their main method of travel in 2022.

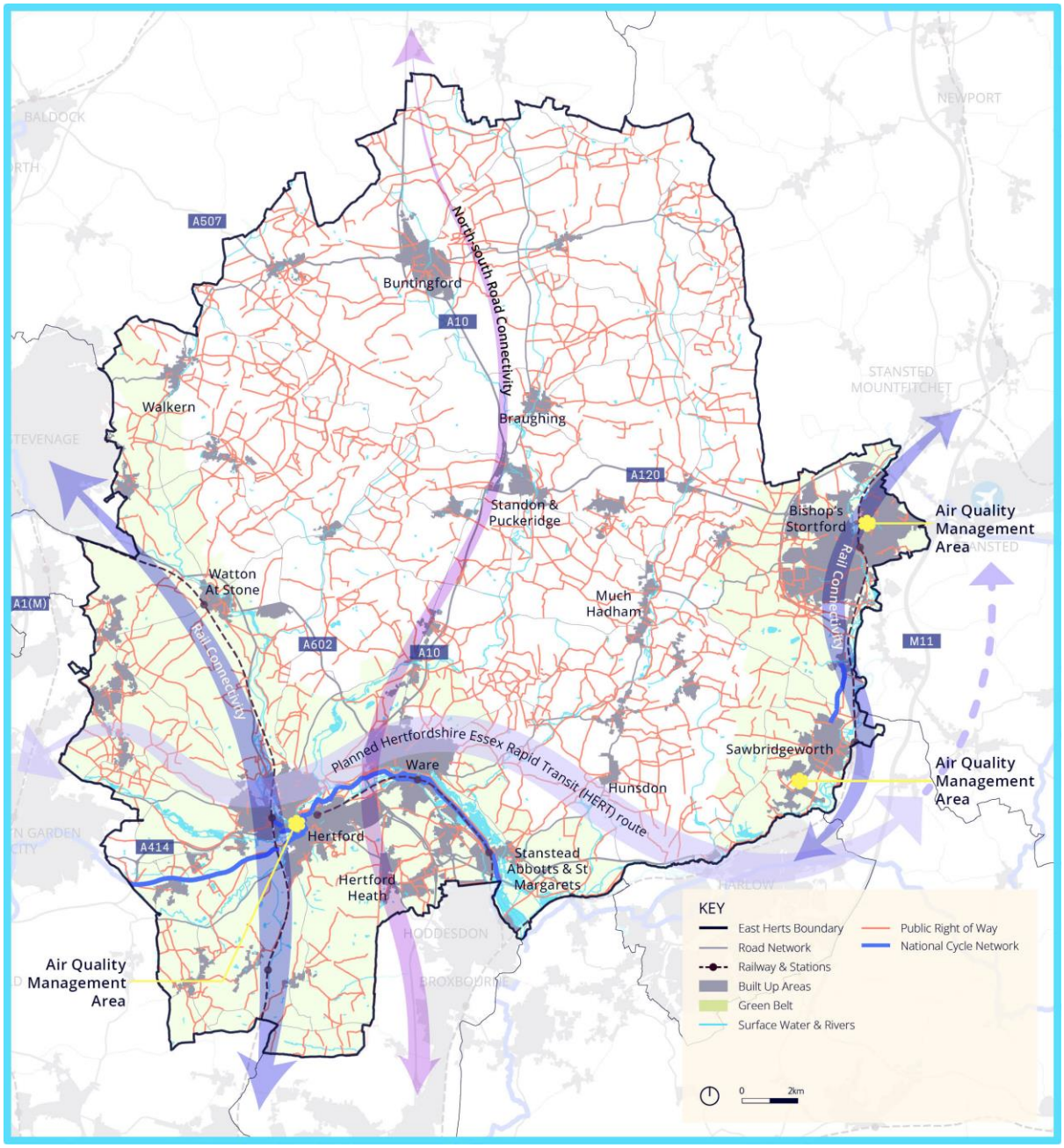
Areas within the district experience high levels of congestion in peak times which can have knock-on impacts to the quality of environment through idling of traffic contributing to emissions and poor air quality, increased journey times and unreliable journey times which can have negative implications to public transport as a reliable mode of travel.

[51] Hertfordshire County Council HertsLynx

10.1.4 Rail services

Four of the five main towns have north-south rail connections to London, there are also railway stations in the villages of St Margarets, Bayford and Watton-at-Stone providing services into London and Stevenage. Additionally, there are a number of railway stations in close proximity across the authority boundary within Harlow, Stevenage, Welwyn Garden City and Broxbourne.

Figure 10.1: Movement networks and air quality management areas in the district



Source: Visioning work for the local plan

10.1.5 Airports

The district benefits from excellent national and international connectivity through its proximity to two international airports, Stansted and Luton. Stansted airport lies immediately to the east of Bishop's Stortford within the neighbouring authority of Uttlesford. East Herts therefore lies within the core area of the UK innovation Corridor.

London Stansted is the third busiest airport in London (fourth nationally). It currently has around 29 million passengers that travel through it every year. The airport has permission to increase in passenger numbers up to 43 million passengers per year and is looking to extend this further to up to 51 million passengers per annum[52]. If approved this will likely have implications to the road network within East Herts to support passenger journeys as well as those accessing jobs at the airport.

10.1.6 Air quality

Poor air quality is associated with certain health conditions and an increased risk of conditions such as asthma, coronary heart disease, lung cancer and strokes. It is estimated that long-term exposure to man-made air pollution in the UK has an annual effect equivalent to 28,000 to 36,000 deaths[53].

Air pollution is largely from three main pollutants Nitrogen Dioxide (NO_2), Sulphur Dioxide (SO_2) and Particulate Matter (PM_{10} and $PM_{2.5}$). SO_2 is predominately produced from the combustion of coal or crude oil, whereas NO_2 and SO_2 can be emitted from everyday activities such as transport, industrial process and farming. Defra has estimated that the biggest emitter of NO_2 is from transport, in particular from diesel light duty vehicles[54]. In relation to Particulate Matter emissions are usually from sources such as smoke from fires, emissions from industry and dust from tyres and brakes.

Continuous monitoring in the district has shown a downward trajectory of NO_2 and $PM_{2.5}$ levels from 2023-2024[55]. Whilst there is good connectivity within East Herts to the wider area, key routes do run through town centres and there is

[52] Stansted Airport About Us
[53] Health Matters: Air Pollution – Public Health England 2018
[54] Health Matters: Air Pollution – Public Health England 2018
[55] 2025 Air Quality Annual Status Report

evidence of air quality issues on such routes. Three of the five town centres have a designated Air Quality Management Area (AQMA), these are areas where the annual average level of nitrogen dioxide (NO_2) exceeds 40µg/m3 (40 micrograms of NO_2 per cubic metre of air). These areas include:

- Hockerill Junction in Bishop's Stortford – declared in 2007
- Gascoyne Way in Hertford – declared in 2010
- London Road in Sawbridgeworth – declared in 2014

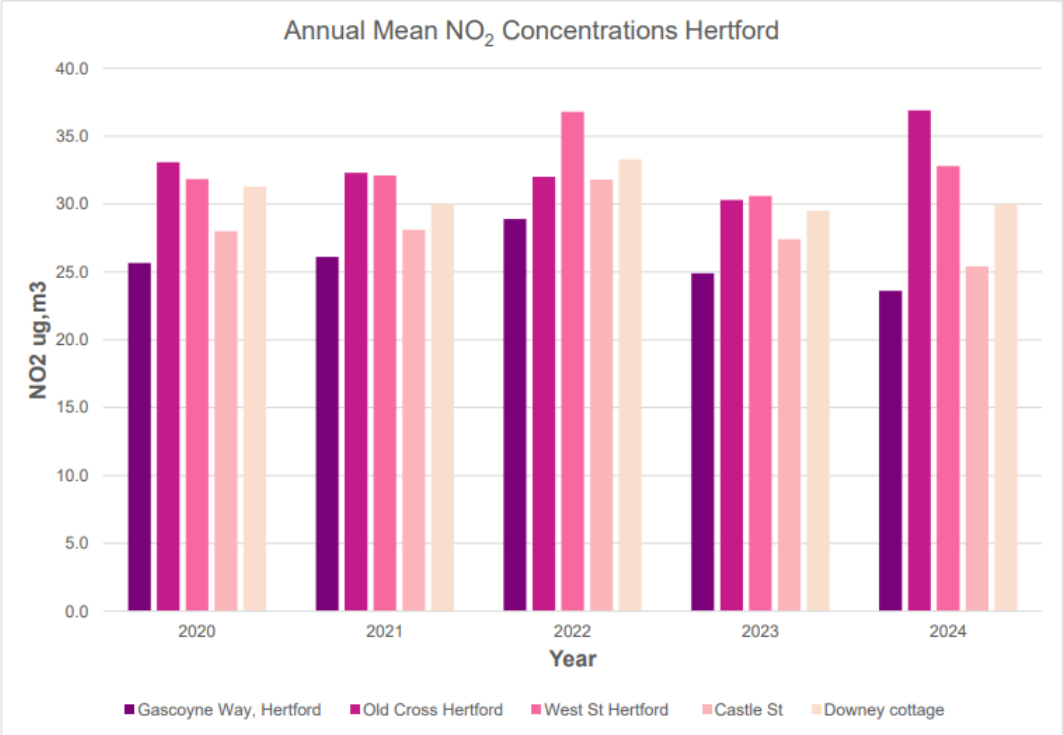
Figures 10.2-10.4 show the general trend of NO2 levels for each of these areas from 2020- 2024. In general, across the district there has been a downward trend in air pollutants and improved air quality in all locations other than one in Hertford, with only one exceedance of the annual objective which was recorded within the Bishop's Stortford AQMA[56].

Figure 10.2: Trends in annual mean NO2 concentrations for Bishop's Stortford AQMA

Source: 2025 Air Quality Annual Status Report

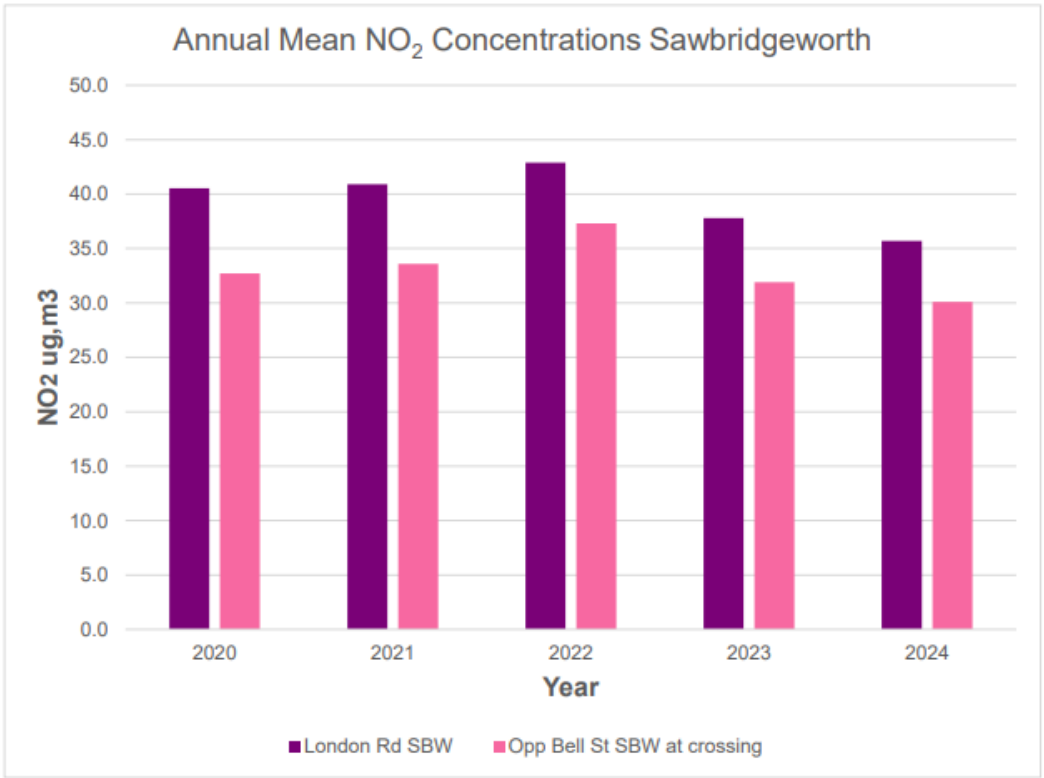
[56] 2025 Air Quality Annual Status Report

Figure 10.3: Trends in annual mean NO2 concentrations for Hertford AQMA



Source: 2025 Air Quality Annual Status Report

Figure 10.4: Trends in annual mean NO2 concentrations for Sawbridgeworth AQMA



Source: 2025 Air Quality Annual Status Report

The East Herts Air Quality Action Plan 2024-2029 provides a plan for how the AQMA areas will be managed in the district. Measures in the past have included trialling an e-car club in Hertford and Bishop's Stortford, requirements for new developments to consider air quality through the Sustainability SPD 2021, emission standards for licenced taxis, installation of charging points to encourage the use of e-vehicles, new signage and replacing council vehicles.

10.1.7 Noise

Noise can have a significant impact on public health and quality of life as well as environmental impacts through disturbance to wildlife. Long term exposure to noise levels above 50 decibels (dB) has been shown to lead to negative health effects from sleep disturbance to heart disease, diabetes, and depression[57]. The main sources of noise include transport and industry, as well as neighbourhood noise related to anti-social behaviour. Noise is a complex technical issue, and levels of noise exposure is often a combination of more than one factor such as occurrences in a given time period, the duration of noise and the time of day[58].

10.2 Future trends without implementation of a new local plan

The adopted District Plan is set to deliver a number of new homes and development across the district by 2033, in addition to this Stansted airport has planned expansion that will increase passenger numbers significantly from 35 million passengers per annum, with agreement to increase this to 43 million passengers per annum and a planned extension increasing this further to 51 million passengers per annum. Due to the location of Stansted airport immediately adjacent to the East Herts boundary, alongside the planned growth within the adopted District Plan this will likely increase the number of trips through the district potentially leading to negative implications to the transport network and likely increase the emission of air pollution.

The implementation of a new local plan will consider existing and neighbouring developments and consider transport and air quality at the strategic level to help achieve improved connectivity and transport choices.

Without a strategic approach to development there is a risk posed by the need for housing for development coming forward without understanding and implementing measures to mitigate the impacts to the road network and

[57] UK Health Security Agency – Nosie Pollution: Mapping the Health Impacts of Transportation Nosie in England
[58] Planning Practice Guidance - Noise

provide potential improvements to active travel and public transport modes. A planned approach can actively plan for transport solutions to support existing and new communities. A local plan can implement policies to actively seek sustainable travel modes through new interventions, improvements to existing infrastructure or potential use of development land to improve active and sustainable travel connections. Examples include improving access to railway stations by active travel and bus; creating and improving bus waiting facilities to create attractive and safe waiting environments; integrating public transport services better to reduce travel times and costs; improving the quality and availability of information about sustainable travel options, including reliable bus time data; creation of or improvement of public rights of way.

Local plans can also plan for development in the most sustainable locations to reduce the reliance on vehicular travel, which can lead to reduced congestion and emitted air pollutants from vehicles. Additionally, development and the relationship to noise sources such as main roads and railways can be factored into strategic site placement at an early stage, with relevant policies requiring noise mitigations where appropriate. Without a planned approach there is a risk that development may occur in the least sustainable locations and exacerbate the existing situation.

Transport through road, railways and air travel generate loud noises which can lead to a negative impact biodiversity through disturbance. It is important for noise generating development to be steered away from designated and protected sites which a local plan can help to achieve.

10.3 Local sustainability issues and problems

The key sustainability issues and problems that are faced locally in relation to transport, air quality and noise include:

- Reducing the need to travel by vehicles to reduce congestion in the district and the amount of pollutants emitted from vehicles.
- The need for improvements to the walking and cycling network to encourage active travel modes. In particular for day-to-day routes.
- Access to reliable and direct public transport services to key destinations, including transport hubs.
- The need to improve air quality within the district, in particular in the designated AQMAs in Bishop's Stortford, Hertford and Sawbridgeworth.

- Reducing noise impacts from development especially in relation to biodiversity.

10.4 Identifying the SA/SEA framework

Table 10.1 highlights the proposed SA/SEA objectives for transport, air quality and noise within the district. The decision making questions can be used when appraising emerging policies within the new local plan.

Table 10.1: Proposed SA/SEA objectives for 'Transport, air quality and noise'

SA/SEA Objectives	Decision making questions
Reduce the need to travel and maximise sustainable transport and active travel opportunities	• Will the proposal encourage active travel by creating or improving active travel opportunities? • Will the proposal encourage the use of public transport? • Is development located in a sustainable location? • Will the proposal lead to a reliance of the private vehicle for travel? • Will the proposal lead to increased congestion? If so, how will the proposal manage this?
To improve air quality and reduce noise pollution	• Will the proposal have positive implications to air quality? • Will the proposal lead to increased disturbance to biodiversity? • Will the proposal lead to reduced noise exposure?

11.0 The SA/SEA Framework and Next Steps

11.1 SA/SEA assessment and framework

For each SA/SEA topic, SA/SEA objectives and decision-making questions have been proposed within each chapter as part of the SA/SEA framework. This is to help support the decision making of proposals to ensure that decisions assess proposals in relation to each topic thoroughly. This also ensures that they have considered and work towards meeting the identified SA/SEA objectives.

Additionally, two tables have been prepared as part of the framework, table 11.2 seeks to assess draft policies in the emerging local plan and table 11.3 will assess proposed development sites. This brings together all of the SA/SEA objectives and topics and proposes a scoring matrix to assess policies and proposals through the SA/SEA process. At this stage the indicators are examples of where information could be sourced from and how the SA/SEA objectives could be reasonably assessed, it may be the case that further indicators emerge through the consultation process and as evidence emerges.

Each policy or site option that is presented in the emerging East Herts Local Plan will be scored based on the scoring matrix below. These will test the likely effects of the policy, site option or proposal against the SA/SEA criteria. The SA/SEA assessment at later stages will also consider whether identified effects are likely to take place over the short, medium, or long term, be temporary or permanent and whether the effects will have a lesser or greater impact when combined. The reasons for each score will be explained in the SA/SEA, based on evidence and professional judgement.

Table 11.3: Methodology for assessing policies, options and proposals against the SA/SEA objectives

Score	Effect/ impact
++	Significant positive
+	Positive
0	None or negligible
-	Negative
--	Significant negative
?	Unknown/ uncertain

Table 11.2: Draft SA/SEA Policy Framework

Topic	SA/SEA Objectives	Typical indicators
Population, health and wellbeing	To support the needs of the whole population, through creating inclusive and active environments, whilst reducing health inequalities and improving overall health outcomes	• Provision of new sustainable housing, services and infrastructure • Provision of specialist accommodation • Provision of adaptable and accessible housing, services and infrastructure • Inclusion/ engagement with those with protected characteristics • Accessibility of health and social infrastructure • Provision of active travel routes • Access to open spaces and leisure facilities
Housing	To provide high quality and efficient housing to meet the needs within the district, including affordable housing and the needs of specific groups	• EPC rating for new housing • Renewable energy systems incorporated into buildings and developments, including Gypsy and Traveller and Travelling Showperson accommodation • Implementation of the Council's Climate Emergency route map actions and aspiration for net zero within buildings and developments • Provision of mix of housing types and tenures • Provision of accessible, adaptable and wheelchair user dwellings • Provision of self and custom build housing plots • Provision of Gypsy and Traveller pitches and Travelling Showpeople plots • Provision of affordable housing • Timely delivery of new housing
Economy and employment	To support a strong and diverse economy that provides accessible	• Provision of new employment space • Loss of employment space • Improvements to existing employment stock

Topic	SA/SEA Objectives	Typical indicators
	employment opportunities for all	• Improved access to new or existing employment opportunities
Natural environment and landscape	To protect, conserve and enhance biodiversity and geodiversity within the district	• Proximity or impact to SPA, SAC and Ramsar sites • Proximity or impact to SSSI's • Proximity or impact to Ancient Woodlands • Proximity or impact to Priority Habitats • Proximity or impact to Wildlife Sites • Implementation of the LNRS actions • Impact to wildlife corridors • Biodiversity increase on development sites
Natural environment and landscape	To maintain, conserve and enhance the quality and local distinctiveness of the landscape character within the district	• Size of the proposed site • Impacts to TPOs • Impacts to hedgerows • Site type (town centre, urban, edge of urban area, rural) • Proximity to Lee Valley Regional Park
Climate change and flooding	To reduce greenhouse gas emissions and support a transition to net zero	• Energy consumption per households • Renewable energy generation • Air quality monitoring data • Building standards and design in relation to heating and ventilation • Tree planting
Climate change and flooding	To adapt and improve resilience to the impacts of climate change and extreme weather events, including	• Risk of surface water flood risk • Flood zone • Building standards and design in relation to heating and ventilation • Tree planting and implementation of sustainable urban drainage systems

Topic	SA/SEA Objectives	Typical indicators
	flooding and increased periods of heat	
Historic environment	To protect, conserve and enhance designated and non-designated heritage assets and their setting.	• Proximity or impact to Schedule monuments • Proximity or impact to Listed Buildings • Proximity or impact to Conservation Areas • Presence or impact of areas of archaeological significance • Impact to heritage at risk
Land, soils, waste and resources	Ensure the most efficient use of land	• Use of brownfield land compared to greenfield land • Regeneration of urban land • Site densities
Land, soils, waste and resources	Protect soil, versatile agricultural land and mineral resources	• Proportional loss of Grade 3 agricultural land. • Change in recorded soil quality • Contaminated land remediation • Relationship to mineral safeguarding areas and allocated sites
Land, soils, waste and resources	Promote sustainable management of waste	• Relationship to waste safeguarding areas and allocated sites • Improved waste management, including recycling and reuse of building materials and construction waste • Improved household waste management
Water resources and quality	Ensure the efficient use of water resources, whilst protecting and improving water quality of the district's waterbodies	• Proximity of waterbodies • Ground Source Protection Zone • Water efficiency standards • River catchment areas and existing water quality • Improvements to STWs

Topic	SA/SEA Objectives	Typical indicators
Transport, air quality and noise	Reduce the need to travel and maximise sustainable transport and active travel opportunities	• Distance and frequency of public transport services • Distance to key locations such as town and village centres, schools, healthcare • Improvements to sustainable and active travel modes
Transport, air quality and noise	To improve air quality and reduce noise pollution	• Proximity or impact to a designated AQMA • Air quality monitoring data • Noise level in decibels

Table 11.3: Draft SA/SEA Site Assessment Framework

Topic	SA/SEA Objectives	Potential assessment
Population, health and wellbeing	To support the needs of the whole population, through creating inclusive and active environments, whilst reducing health inequalities and improving overall health outcomes	Opportunities to create inclusive and active environments and reduce health inequalities will likely be known at more detailed stages. Therefore, there is not enough information to compare all sites against this objective.
Housing	To provide high quality and efficient housing to meet the needs within the district, including affordable	++ Development of the site is likely to provide a wide range of housing typologies for different groups and affordable housing and meet a large, identified housing need in the area (10+ units)

Topic	SA/SEA Objectives	Potential assessment
	housing and the needs of specific groups	+ Development of this site is likely to contribute to some housing needs, but unlikely to provide a range of housing typologies (up to 9 units) 0 Development of the site will have no or negligible impact to meeting housing needs - Development of this site is likely to lead to a loss of housing (up to 9 units) -- Development of this site is likely to lead to a loss of housing (10+ units) ? Uncertain how development will impact housing provision
Economy and employment	To support a strong and diverse economy that provides accessible employment opportunities for all	++ The site provides additional employment land and or will provide a range of additional job opportunities through new employment uses in a sustainable and accessible location + The site provides additional employment land and or will provide additional job opportunities through new employment uses 0 Development of the site will have no or negligible impact to jobs or employment land - Development of the site will lead to a loss in part of an existing employment site, a loss to the number of jobs or the quality or ability of the employment site to function effectively

Topic	SA/SEA Objectives	Potential assessment
		-- The site will lead to a loss in an entire employment site providing no new employment space and/or a loss of the number of jobs ? Uncertain how development will impact the economy and employment opportunities
Natural environment and landscape	To protect, conserve and enhance biodiversity and geodiversity within the district	++ The site does not contain and is not adjacent to any locally, nationally, or internationally protected sites. The proposal is unlikely to harm any priority habitats or species and has potential to deliver Biodiversity Net Gains or other enhancements. + The site does not contain and is not adjacent to any locally, nationally, or internationally protected sites. The proposal is unlikely to harm any priority habitats or species. 0 The proposal is likely to have negligible or no impact on any locally, nationally or internationally protected sites with limited potential for biodiversity enhancements. - The site contains or is adjacent to a locally protected site. The proposal is likely to harm priority habitats or species. -- The site contains or is adjacent to a nationally or internationally protected site. The proposal would likely cause significant loss or harm to priority habitats or species.

Topic	SA/SEA Objectives	Potential assessment
		? Uncertain how development of the site or the proposal will impact on biodiversity and geodiversity.
Natural environment and landscape	To maintain, conserve and enhance the quality and local distinctiveness of the landscape character within the district	+ The development provides opportunity for regeneration of previously developed land and will protect the identified landscape character areas 0 Development of the site will have no or negligible impact to the landscape character and local distinctiveness - The development is not consistent with the landscape character area and would negatively impact the landscape character and local distinctiveness of the area ? Uncertain how development will impact to the landscape character and local distinctiveness
Climate change and flooding	To reduce greenhouse Gas emissions and support a transition to net zero	Opportunities to reduce greenhouse gas emissions and support a transition to net zero will likely be known at more detailed stages. Therefore, there is not enough information to compare all sites against this objective.
Climate change and flooding	To adapt and improve resilience to the impacts of climate change and extreme weather events, including flooding and increased periods of heat	Opportunities to adapt to increased heat will likely be known at more detailed stages. Therefore, there is not enough information to compare all sites against parts of this objective.
		++ The site is not within an area that is at risk of flooding from all sources and provides opportunities to improve flood risk elsewhere + The site contains areas of flood risk from any source, but development can be provided in non-flood risk areas within the site

Topic	SA/SEA Objectives	Potential assessment
		0 Development of the site will have no or negligible impact to flood risk - The site contains areas of flood risk from any source and some development will be required within these flood risk areas -- The site contains areas of flood risk from any source and all development cannot be located in lower flood risk areas ? Uncertain how development will impact flood risk
Historic environment	To protect, conserve and enhance designated and non-designated heritage assets and their setting.	++ The site is likely to protect, conserve and enhance designated or non-designated heritage assets, and development provides opportunities to take heritage at risk off the register and restore heritage assets + The site is likely to protect, conserve and enhance designated or non-designated heritage assets 0 Development of the site will have no or negligible impact to designated and non-designated heritage assets and their setting - The site is likely to cause less than substantial harm to designated and non-designated heritage assets -- The site is likely to cause substantial harm to designated and non-designated heritage assets

Topic	SA/SEA Objectives	Potential assessment
		? Uncertain how development will impact designated and non-designated heritage assets and their setting
Land, soils, waste and resources	Ensure the most efficient use of land	++ All of the site is brownfield + The majority of the site is brownfield 0 Development of the site will have no or negligible impact to ensuring the most efficient use of land - The majority of the site is greenfield -- All of the site is greenfield ? Uncertain how development will impact ensuring the most efficient use of land
Land, soils, waste and resources	Protect soil, versatile agricultural land and mineral resources	++ Site is on brownfield land and/or has the ability to remediate contaminated land + Site is on brownfield land 0 Development of the site will have no or negligible impact to soil and agricultural land - The site is greenfield and/or contains any Grade 3 agricultural land

Topic	SA/SEA Objectives	Potential assessment
		-- The site is greenfield and/or contains any Grade 2 or higher quality agricultural land ? Uncertain how development will impact to soil and agricultural land
		+ Site is not within a mineral safeguarded area or allocated site 0 Development of the site will have no or negligible impact to mineral resources - Site is within a mineral safeguarded area or allocated site ? Uncertain how development will impact on mineral resources
Land, soils, waste and resources	Promote sustainable management of waste	Opportunities to promote sustainable waste management will likely be known at more detailed stages. Therefore, there is not enough information to compare all sites against this objective.
Water resources and quality	Ensure the efficient use of water resources, whilst protecting and improving water quality of the district's waterbodies	++ The site is over 400m from a waterbody and is completely within zone 3 of a Ground Source Protection Zone + The site is over 400m from a waterbody and is partly within zone 3 of a Ground Source Protection Zone 0 Development of the site will have no or negligible impact to water resources and quality - The site is within 400m from a waterbody and the majority of the site is within zone 2 of a Ground Source Protection Zone

Topic	SA/SEA Objectives	Potential assessment
		-- The site is within 400m from a waterbody and the majority of the site is within zone 1 of a Ground Source Protection Zone ? Uncertain how development will impact to water resources and quality
Transport, air quality and noise	Reduce the need to travel and maximise sustainable transport and active travel opportunities	++ The site is within walking distance to railway station and public transport facilities with options to walk and cycle to key transport hubs and centres + The site is within walking distance to public transport facilities with options to walk and cycle to the facilities 0 Development of the site will have no or negligible impact to - The site is not within walking distance of a railway station and public transport facilities and is likely to be private vehicle dependant ? Uncertain how development will maximise sustainable transport and active travel opportunities
Transport, air quality and noise	To improve air quality and reduce noise pollution	+ The site is located over a kilometre outside an AQMA and away from noise generating uses such as major roads, railways and commercial uses 0 Development of the site will have no or negligible impact to air quality or noise pollution

Topic	SA/SEA Objectives	Potential assessment
		- The site is located within a kilometre of an AQMA, but not within and/or is within an area with a noise of 50 decibels or more from noise generating uses such as major roads, railways and commercial uses -- The site is located within or partly in an AQMA and/or within an area with a noise of 50 decibels or more from noise generating uses such as major roads, railways and commercial uses ? Uncertain how development will impact air quality or noise

11.2 Next steps

The SA/SEA Scoping document and proposed SA/SEA Framework will be consulted upon with statutory bodies, interested parties and the wider public. These responses will inform a final SA/SEA Framework that will be used to test the policies, options and proposals through the local plan process.

APPENDIX 1 – Relevant Plans, policies and programmes

The SEA Directive requires the production of the following information:

"an outline of the contents, main objectives of the plan, and relationship with other relevant plans and programmes;" Annex 1(a); and

"the environmental protection objectives, established at international, Community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;" Annex 1(e).

The following tables set out relevant international, national, sub-national and local plans, policies and programmes. Additionally, there are a number of evidence base documents that will help to inform the local plan and help to inform policies, these are found on the Council's Evidence Base page.

Internationally relevant plans, policies and programmes

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Kyoto Protocol and United Nations Framework Convention on Climate Change, 1997	This Protocol commits parties to limit and reduce greenhouse gas emissions in accordance with agreed individual targets. It also seeks to establish a monitoring and review system.	A local plan can integrate targets and schemes that can help to reduce greenhouse gas emissions. All of which are relevant to this international agreement to work together to reduce greenhouse gas emissions.
United Nations Sustainable	World leaders came together in 2015 and made a promise to secure the rights and well-being of everyone on a healthy, thriving planet, this sets out 17	A number of these sustainable goals may not be relevant to the quality of living that is experienced in East Herts,

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Development Goals, 2015	sustainable development goals. These range from access to clean and affordable energy to improved health outcomes.	however the Local Plan can help to work towards reducing emissions, improving water quality and creating good quality homes.
The Paris Agreement, 2015	The Paris Agreement is a legally binding international treaty on climate change. It was adopted by 195 Parties at the UN Climate Change Conference (COP21) in Paris, France, on 12 December 2015. It entered into force on 4 November 2016. Currently, as of 27 January 2026, there are 194 Parties to the Paris Agreement. The aim is to limit global warming to 1.5°C. It also aims for greenhouse gas emissions to peak before 2025 at the latest and decline 43% by 2030.	A local plan can integrate targets and schemes that can help to reduce greenhouse gas emissions. All of which are relevant to this international agreement to work together to reduce greenhouse gas emissions.
European Directive 2001/42/EC	Commonly known as the Strategic Environmental Assessment (SEA) Directive, it was transposed into UK law through the Environmental Assessment of Plans or Programmes Regulations 2004 and amended by the Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018 (SI 2018/1232).	This legal framework outlines how the SEA process must comply with the Directive, ensuring that environmental considerations are integrated into the preparation and adoption of plans and programmes from the outset.
The European Landscape Convention, 2000	The Convention aims to encourage public authorities to adopt policies and measures at local, regional, national and international level for protecting, managing and planning landscapes throughout Europe. It covers all	There is a vast range of landscape in the district. The East Herts Local Plan can help to protect certain landscape through protections or location of development.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
	landscapes, both outstanding and ordinary, that determine the quality of people's living environment.	
World Commission on Environment and Development 'Our Common Future' (Brundtland Report), 1987	This commission sought to propose long-term environmental strategies for achieving sustainable development, to allow different countries at different stages of growth and wealth to work effectively together to tackle international environmental issues and secure appropriate methods for dealing with these environmental issues.	The Local Plan would have to contribute to the co-operative effort to reduce the environmental impacts of development through policy to promote more efficient and low carbon techniques to design and materials in relation to buildings. As well as protection and enhancements to the environment.

Nationally relevant plans, policies and programmes

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Lee Valley Regional Park Act 1966 (the Park Act)	This Act establishes the Lee Valley Regional Park Authority for the development, preservation and management for recreation, sport, entertainment and the enjoyment of leisure of the area adjoining the River Lee as a regional park. This gives powers to this authority and other authorities to make such provisions.	The Lee Valley Regional Park falls within the East Herts district, policies therefore within the Plan can help to incorporate and enable the provisions of the Lee Valley Regional Park Act.
The Environmental Protection Act, 1990	This legislation aims to safeguard the environment by establishing rules around waste management and	The Local Plan will set out policies that consider waste and pollution, in

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
	pollution control. It sets out legal duties for businesses, local authorities, and individuals to prevent environmental harm and ensure that waste is handled, stored, and disposed of responsibly. The Act provides a broad framework for environmental protection, covering key areas such as air and water quality, noise pollution, and the sustainable management of waste.	particular around construction and linkages to the Waste Local Plan.
The Environment Act, 1995	One of its key provisions requires local authorities to regularly assess air quality in their areas and, where standards are not being met, to designate Air Quality Management Areas (AQMAs). In such cases, local authorities must prepare and implement Air Quality Action Plans (AQAPs) to address the issues identified.	There are three AQMAs within the district currently. The Local Plan will seek to support proposals that will help to improve air quality within these areas, as well as ways to prevent other AQMAs emerging elsewhere in the district, by having a positive approach to air quality through the Plan policies.
Countryside and Rights of Way Act, 2000	This Act has provisions in relation to Public Rights of Way (PROW) and the relationship with nature conservation with wildlife protection, SSSIs and biological diversity amongst other elements of the environment, including regulations to restrict the impacts of vehicles on the environment.	There are many protected sites and PROW in the district, the Local Plan can therefore have influence on these designated sites through appropriate policies and policies.
Environmental Assessment of Plans and Programmes	The SEA Regulations set out the mandatory requirements regarding SEA for Local Plans and also the requirements of the process.	This is a mandatory process to test the proposals within the emerging Local Plan, it will help to test alternatives as

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Regulations, 2004 (the SEA Regulations)		well as the likely significant impacts and cumulative impacts of the Local Plan.
Natural Environment and Rural Communities Act, 2006	This document relates to nature conservation, biodiversity, SSSIs and PROWs, providing a duty to protect and enforce codes of conduct in relation to these designated and non- designated elements of the environment.	There are many protected sites and PROW in the district, the Local Plan can therefore have influence on these designated sites through appropriate policies and policies.
The Climate Change Act, 2008	This Act commits the UK to reducing its greenhouse gas emissions, initially by 80% compared to 1990 levels, with a new net zero target by 2050.	A local plan can integrate targets and schemes that can help to reduce greenhouse gas emissions. All of which are relevant to this Act and its purpose.
Safeguarding Our Soils – A Strategy for England, 2009	This strategy sets out an approach to achieve a vision that all of England's soils will be managed sustainably and degradation threats tackled successfully by 20230. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations.	The emerging Local Plan will have policies that are related to soil, either through location of development, impact to groundwater, contaminated uses, flooding, pollution or agricultural land.
Equalities Act, 2010	This Act ensures that strategic decisions consider different protected characteristics to ensure equality. This includes but not limited to disability, race, ethnicity, sex and sexual orientation.	The Local Plan will have policies that impact the population that live, work and visit the district, of which many will have protected characteristics. It is important that the Plan therefore considers how policies will impact everyone and strive for equality across the district.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
The Air Quality Standards Regulations, 2010	Established legally binding limits and targets for key air pollutants, aimed at protecting both public health and the environment. They implement the EU Ambient Air Quality Directive (2008/50/EC) and the Fourth Daughter Directive (2004/107/EC). These regulations set concentration limits for pollutants such as nitrogen dioxide (NO_2), particulate matter (PM_{10} and $PM_{2.5}$), sulphur dioxide (SO_2), ozone (O_3), and heavy metals. Following Brexit, these standards remain in force, with domestic legislation and regulatory bodies now responsible for monitoring compliance and enforcement.	The Local Plan will seek to support proposals that will help to improve air quality within the areas, by having a positive approach to air quality through the Plan policies.
Flood and Water Management Act, 2010	Outlines an approach to managing flood risk from all sources, rivers, surface water, groundwater, and coastal flooding. It promotes the integration of resilience measures into the design of new buildings, ensuring developments are better prepared for future flood events. It also encourages the use of natural processes to reduce flood risk, such as restoring wetlands and creating areas for temporary water storage. A key component is the implementation of Sustainable Drainage Systems (SuDS), which help manage surface water runoff in a way that mimics natural drainage, reducing pressure on traditional infrastructure and enhancing local biodiversity.	The Local Plan is required to consider flood risk from all sources, and ensure that development does not contribute to increased flood risk. These will be set out in relevant policies and infrastructure requirements.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Localism Act, 2011	This Act was designed to devolve decision making from powers away from central government. It includes key planning reforms including the introduction of Neighbourhood Planning.	Neighbourhood planning is prominent in East Herts as it has a number of adopted Neighbourhood Plans and designated neighbourhood areas. Working with these groups and understanding the local desires is therefore important to the formation of the East Herts Plan.
The Energy Performance of Buildings Regulations, HM Government, 2012	These regulations require any buildings, when sold, rented or constructed, to have an Energy Performance Certificate (EPC). The regulations were designed to increase the energy efficiency of buildings, reduce their carbon emissions and lessen the impact of climate change.	The regulations require recommendations to be made for improving the energy performance of buildings at specific trigger points. Policies can be used in the Local Plan to require higher standards of energy efficiency and sustainability of buildings.
National Planning Policy for Waste, 2014	This document sets out detailed waste planning policies for the nation, this includes delivery of sustainable development and resource efficiency through waste management. It ensures that waste is considered within planning and how it can contribute to sustainable development.	Management of waste can be considered through the Local Plan through the design of waste facilities through new developments, ensuring they are designed effectively, as well as the appropriate disposal of materials through construction waste, as well as recycling.
Self-Build and Custom Housebuilding Act 2015	This Act introduced the requirement for a self and custom build register. This requires local authorities to keep a list of individuals and groups that wish to	The Council is required to keep the self and custom build register up to date and seek appropriate land for individuals on

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
	acquire plots of land to bring forward self-build and custom housebuilding projects.	this register. This could be through the creation of policies in the Local Plan.
Housing and Planning Act 2016	In relation to planning this Act implements an ability for local authorities to allow permission in principle for land that meets a certain criteria, it also mandates local authorities to promote a supply of starter homes which would provide discounts for first-time buyers.	The Local Plan will have specific policies setting out the provision for affordable housing within the district.
UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations, 2017	Aims to improve air quality by meeting statutory nitrogen dioxide (NO_2) limits, cutting carbon emissions, and accelerating the shift to cleaner vehicles. As part of the UK's 25 Year Environment Plan, it also promotes broader environmental benefits, such as mandatory BNG, urban tree planting, and cleaner fuel supplies.	These measures within this programme support healthier communities through cleaner air, greener transport, and a more resilient natural environment. These will all be considered as part of the East Herts Local Plan.
The Water Environment (Water Framework Directive) Regulations, 2017	These regulations seek to return water bodies to a condition that is as close as possible to their natural state, ensuring long-term sustainability and resilience. It applies to surface water and groundwater, emphasising the need to prevent further deterioration of these ecosystems and to prioritise the protection, enhancement, and restoration of water bodies. They require development proposals to assess impacts on water sources and set out improvements in water quality and ecological health. This includes ensuring that there is adequate wastewater treatment capacity to cope with new development and incorporating water	Policies that seek to protect waterbodies from deterioration will be assessed as part of the Local Plan, ensuring that development does not have a negative impact on these attributes. Additional policies may include flood mitigation measures and infrastructure requirements.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
	efficiency measures and sustainable urban drainage systems (SuDS).	
The Road to Zero, 2018	This plan seeks to transition the UK to cleaner road transport. This includes the expectation that the majority of new cars and vans sold will be 100% zero emission by 2040.	The Local Plan will need to consider the changes to design of parking and new buildings to accommodate the change towards cleaner transport. This could include more electric car charging points within developments to ensure a smoother transition to meeting the goals set out in this strategy.
A Green Future: Our 25 Year Plan to Improve the Environment, 2018	The plan outlines how government, businesses, and communities will work together to improve the natural environment, leaving it in a better state than it was found. It seeks to achieve this through cleaner air and water, thriving wildlife, reduced waste, and more sustainable use of resources.	The Local Plan can have implications to the environment, that is why certain policies will be provided that seek to improve air quality, reduce pollution and waste and enhance wildlife and biodiversity, in line with this strategy.
The Clean Air Strategy, 2019	This strategy sets out measures to reduce public exposure to air pollution through new legislation that will create a stronger and more coherent framework for action to tackle air pollution. This was highlighted to be underpinned by new England-wide powers to control major sources of air pollution, in line with the risk they pose to public health and the environment, plus new local powers to take action in areas with an air pollution problem. Together these would support the creation of	Local authorities play a vital role in delivering the actions needed to tackle air pollution. Local Plans can help achieve this through sustainable development, reducing the reliance on cars through improved transport infrastructure.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
	Clean Air Zones to lower emissions from all sources of air pollution, backed up with clear enforcement mechanisms.	
The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations, 2019	Often referred to as the 'Habitats Regulations', this is the UK transposition of EU Directive 92/43/EC on the conservation of natural habitats and wild fauna and flora and the Wild Birds Directive (2009/147/EC). These provide protection for habitats and species considered to be of importance, including the designation of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).	The Local Plan has a duty to protect designated habitat sites through its policies.
Net Zero Strategy: Build Back Greener, 2021	The Government set out its plan to achieve its legally binding 2050 net zero emissions target, outlining policies for decarbonising all sectors of the economy and framing the transition as an economic opportunity for jobs.	The 10-point plan set out in this document promotes renewable energy, low emissions vehicles, green public transport, sustainable aviation, greener buildings, carbon capture and storage, protecting the environment and green finance. All of which are relevant to the Local Plan, where policies can help to achieve higher standards.
The Environment Act, 2021	This Act introduced mandatory Biodiversity Net Gain targets for new developments. It also introduces the National Nature Recovery Network, which seeks to create a coherent national ecological network, this is broken up by a number of Local Nature Recovery	Local Plans can set higher Biodiversity Net Gain targets than the minimum 10% mandatory target through its policies. Additionally, the Local Plan should have

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
	Strategies that once combined will contribute to the national network. The aim is to create bigger, better and more joined up biodiversity. The Act also creates legally binding targets for fine particulate matter in relation to air quality, and requirements for improvements to water quality and introduction of the biodiversity duty.	regard to Hertfordshire's Local Nature Recovery Strategy.
Decarbonising Transport: A Better, Greener Britain, 2021	This Strategy sets out how the government will address the decarbonisation of transport across all modes. A key element of this is increasing levels of walking and cycling, with the delivery of a world-class walking and cycling network by 2040.	Walking and cycling routes can be improved through policies in the Local Plan to encourage more active travel and less car usage. This will support the aim to reduce carbon emissions from transport.
National Design Guide, 2021	This guide provides principles and tools for the delivery of well-designed, high-quality buildings and places. The government's priorities for place shaping are identified. The government has also consulted on an update to this document in 2026.	Local Plan policies can require design tools, such as masterplanning, to be undertaken to deliver well-design and locally related development.
Waste Management Plan for England, DEFRA, 2021	This plan provides an overview of waste management in England, including how litter can be prevented, recycling can be increased, and waste sent to landfill can be reduced. This plan promotes the integration of waste considerations into the design and layout of new developments, ensuring infrastructure supports waste minimisation, reuse and recycling from the outset.	The Local Plan can support the transition to a circular economy by encouraging the design and layout of well-located, modern waste facilities and infrastructure.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
UK Climate Change Risk Assessment, 2022	This risk assessment is undertaken every five years by government to understand the risks of climate change on the UK. This document identifies a wide range of climate risks that will potentially affect multiple sectors, including costly impacts on health and productivity. The risk assessment identifies eight priority risk areas and how they will be approached. These include risks to habitats, species, natural features, supply of food and goods, power systems, human health and wellbeing, and increased heat in homes and buildings.	The eight priority risk areas identified can all be planned for and addressed in the Local Plan in relation to climate change impacts. For instance, policies are likely to look to protect and enhance natural features, habitats and protected species and health and wellbeing in the district.
The Cycling and Walking Investment Strategy report to Parliament, 2022	This strategy specifies the financial resources available from the Secretary of State to meet objectives. The objectives are to increase walking activity, double cycling activity, and increase the percentage of children that usually walk to school.	East Herts Local Plan will also encourage walking and cycling activity for adults and children. This can be achieved by improving cycling and walking routes and connectivity, and integrating active travel with the development of sustainable communities.
The British energy security strategy, 2022	This strategy looks at solutions to the increase in energy prices, such as improving energy efficiency to reduce the amount of energy that households and businesses need. The strategy also looks at investing in the North Sea, expanding renewable energy capacity, and investing in nuclear power.	The Local Plan can support the strategy to improve energy efficiency of houses and other buildings, reducing the demand for energy. Additionally, renewable energy systems can be encouraged or required on new developments and across the district through policies.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Green Infrastructure Framework, Natural England, 2023	The Framework is a commitment in the Government's 25 Year Environment Plan and provides a suite of guidance documents providing structure to support equitable access to greenspace across the country, including five headline Green Infrastructure Standards.	The Local Plan can improve local access to green spaces across the district, ensuring green infrastructure is protected and enhanced.
Air Quality Strategy, 2023	Poor air quality has negative impacts on public health and has consequences for the natural environment and biodiversity. This strategy proposes how local authorities can share knowledge, increase awareness, and take actions to improve air quality for the human and natural population.	Local authorities have a key role in delivering cleaner air. Air Quality Management Areas (AQMAs) and Air Quality Action Plans are tools used to set out how air quality can be improved for health of residents and nature in the district.
UK National Air Pollution Control Programme (NAPCP), 2023	This programme sets out measures for how emission reduction commitments can be met across the UK. These measures apply to five pollutants: nitrogen oxides, ammonia, non-methane volatile organic compounds, particular matter, and sulphur dioxide.	Local Plans can work with local air quality action plans to ensure measures and targets are set to reduce emissions. For example, active travel can be encouraged through planning policies and site design.
Environmental Improvement Plan, 2023	This plan is a revision of the 25 Year Environment Plan, detailing how working with stakeholders will deliver the goals for improving the environment. The actions aim to reduce environmental pollution, restore nature, and increase the prosperity of the country.	The Local Plan can support these aims by requiring improvements to biodiversity and green spaces through policies, and ensuring new developments are sustainable and respectful of natural features.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Future of Transport: Supporting Rural Transport Innovation, DfT, 2023	This document shows how innovative transport technologies can address major challenges in rural communities. Some of the rural issues the document include poor access to services, lack of choice for journeys, increased loneliness and isolation, and commercial challenges due to long distances.	Local authorities have an important role to play in planning and delivering the future transport system. The Local Plan can use transport policies to ensure sustainable connectivity is considered in the rural areas of the district.
The Waste Prevention programme for England: Maximising Resources, Minimising Waste, DEFRA, 2023	This programme sets out the priorities for managing resources and waste across the country. The aim is to move towards a circular economy by increasing reuse, repair and remanufacture of goods.	The Local Plan can require waste considerations are integrated into design and layout of new developments.
UK Biodiversity Framework, 2024	This Framework supersedes the previous Framework (the UK Post-2010 UK Biodiversity Framework). This Framework sets out the shared objectives for co-operation and collaboration between the four countries of the UK and establishes a governance structure for overseeing and achieving the shared objectives. These include how to work together towards meeting international biodiversity commitments. This builds upon the foundations of the UK Biodiversity Action Plan (BAP) launched in 1994, this approach set out targeted action plans for the country's most threatened species and habitats, laying the groundwork for their recovery and long-term protection.	The protection of UK habitats through the Priority Habitat lists are important in local ecological networks and can be protected through policies in the East Herts Local Plan.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Planning Policy for Traveller Sites, 2024	This policy framework requires local planning authorities to assess local need, work collaboratively, and identify suitable land for sites. The government's aim is to ensure fair and equal treatment for travellers, to facilitate their traditional and nomadic way of life and respect the interests of the settled community.	The Local Plan may allocate sites for Gypsies, Travellers, and Travelling Show People to ensure local demand is met.
The National Planning Policy Framework (NPPF), 2024	The NPPF forms the foundation of planning policy for the country by providing a framework within which Local Plans can deliver for housing and other development in a sustainable manner. The NPPF encourages a proactive approach to delivering sustainable communities by preparing and maintaining up-to-date Local Plans. It aims to protect and enhance the natural, built and historic environment.	The Framework must be taken into account when preparing the Local Plan and policies must reflect the framework and other relevant regulations. The Framework outlines the standard method which authorities are expected to follow to calculate their local housing need. This figure is used to identify the housing requirement for the plan period.
National Planning Practice Guidance	This provides national guidance to support local planning authorities in delivering sustainable development. Guidance is provided across a range of topics to ensure the policies in the NPPF are applied.	Guidance is provided to ensure local plan policies reflect national policies and support sustainable development.
National Biodiversity Strategy and Action Plan for 2030, 2025	This plan looks to work collectively with stakeholders to address biodiversity loss across the UK and the UK's Overseas Territories.	The Local Plan will comply with BNG requirement and have regard to the LNRS. Additional policies on biodiversity can be applied to improve habitats and natural spaces.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Freedom from violence and abuse: a cross-government strategy to build a safer society for women and girls, 2025	This strategy looks across governmental departments to reduce violence against women and girls (VAWG). The strategy highlights the importance of design and planning as critical tools in achieving this aim.	Considerations of VAWG can be embedded into planning and transport guidance and policy to ensure safety is built into the fabric of communities, making spaces more welcoming and secure.
The National Framework for Water Resources, 2025	This framework responds to the national water resources challenges. The main aims are to support long term water resources planning, enable sustainable abstraction, strengthen resilience across sectors, and support integrated water management.	The Local Plan will seek to support the aims of this framework to ensure water resources are managed sustainably and development is planned appropriately in response to water supply and waste infrastructure.
River Basin Management Plans, 2022	These management plans provide legal environmental objectives for local areas. They incorporate the goals of the government's Environment Improvement Plan of 'clean and plentiful water'.	East Herts is located within the Thames River basin district; therefore, the Local Plan and any site allocations will need to consider the objectives provided in this management plan. The Local Plan will also seek to meet goals around protecting water sources, enhancing biodiversity, and ensuring supply and waste are dealt with in appropriate and sustainable ways.
Inclusive spaces and places for girls and young people, 2023	This report was published by Homes England and Make Space for Girls as an introduction for Local Government about public space provision for girls, women and other	East Herts can seek to make spaces more inclusive and safe for women, girls and other people with protected

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
	young people. Currently, parks and public spaces tend to provide facilities which are dominated by boys, meaning young and teenage girls are excluded and often feel a lack of safety and belonging in local areas. This report provides information and guidance for local councils to make spaces more inclusive, safe and engaging for girls.	characteristics by requiring inclusive design and integrating inclusivity into Local Plan policies. A range of guidance documents have been produced by the charity Make Space for Girls, and good quality engagement is recommended to ensure all groups within the district are included and considered within planning.
Decent Homes Standard, 2026	The Decent Homes Standard (DHS) requires all rented homes in England are decent, safe and warm. There are five criteria which outline the requirements for rented housing, which include the absence of dangerous hazards, being in a reasonable state of repair, provision of core facilities and services, thermal comfort, and absence of damp and mould.	New homes that will be delivered via the Local Plan must meet these standards to ensure residents live in safe, warm and decent housing. The new DHS (2026) will apply from 2035 which is within the new Local Plan period.
Levelling-up and Regeneration Act (LURA) 2023, 2026	This act provides updated regulations for the plan-making system, including the new 30-month timeline and details of the statutory consultations that must take place.	The new Local Plan will be prepared in accordance with this act to ensure a sound and up-to-date plan is produced.

Sub-nationally relevant plans, policies and programmes

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
The Hertfordshire Water Study, 2017	This study identifies how future growth is likely to affect water infrastructure systems in Hertfordshire, and what changes may be needed to facilitate growth and how new systems could impact the environment.	The Local Plan will consider water infrastructure, its capacity, and it environmental impacts when planning for future growth and new housing.
Perfectly Placed for Business: The Refreshed Strategic Economic Plan: 2017 – 2030, 2017	The Hertfordshire Local Enterprise Partnership (LEP) produced this economic plan to outline the vision for the county's economic development up to 2030. The plan focuses on enhancing productivity, supporting high-quality employment, and unlocking the county's economic potential.	The Local Plan will seek to support high-quality, sustainable employment provision and growth for the district.
Hertfordshire Local Transport Plan, 2018	The county's Local Transport Plan (LTP) sets out how transport can support the delivery of a positive future by impacting areas such as economic growth, housing delivery, public health, and environmental quality.	The LTP encourages walking, cycling, wheeling and public transport use to support connectivity, health and the environment. The Local Plan will reflect this by promoting and improving opportunities to travel sustainably across the district and further.
Lee Valley Regional Park Development Framework, 2019	This framework outlines the blueprint for the future of the Lee Valley Regional Park. Part of the park is within East Herts. The framework proposes areas where stakeholders will be collaborated with to protect, promote and enhance the natural, historic and leisure features.	Area 8, the Upper Valley, of the Lee Valley Regional Park is within East Herts. Policies in the new Local Plan will have regard to the proposals and policies in this framework, to ensure natural habitats are enhanced and protected.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Hertfordshire's State of Nature 2020	This document presents data on the current situation for wildlife in the county. The report assesses how species numbers have changed between 1970 and 2020.	The Local Plan will identify areas to protect in terms of habitats and areas of natural value.
Sustainable Hertfordshire Strategy, 2020	This strategy addresses the climate emergency and discusses measures to reach net-zero emissions and embed sustainability into development.	The Local Plan will aim to tackle to the climate emergency which has been declared in the district.
"Our Way Forward" – Hertfordshire's Plan for Children and Young People (2021-2026)	This plan sets out aims to improve outcomes for young people and families. This plan follows the COVID 19 pandemic, looking at how improvements can be made to deal with the disruptions caused.	The Local Plan will look to deliver sustainable communities which will include provision and connections to education and services for young people and families.
Hertfordshire Emerging Minerals and Waste Local Plan 2040 , 2022	This plan sets out the county council's spatial vision for the future of minerals and waste management and the objectives through which it will be achieved.	The Local Plan will comply with this plan to ensure key mineral and waste sites are restored, conserved and enhanced.
Hertfordshire Health & Wellbeing Strategy 2022-2026	This sets out the vision and priorities for improving health and wellbeing and reducing health inequalities in Hertfordshire. The three key ambitions identified in this strategy are strong communities, healthy and fulfilling lives, and effective, joined up health and care services.	The strategy identifies six priorities to improve health and wellbeing. These can be supported through policies in the Local Plan by ensuring residents have opportunities to make healthy choices.
Hertfordshire Climate Change and Sustainability Partnership (HCCSP) -	This plan identifies actions that are needed to restore and enhance biodiversity across the county. Its actions are intended to ensure that outcomes resulting from new development, agricultural practices, and local	The Local Plan will protect habitat sites and seek to enhance biodiversity within the district.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Strategic Action Plan for Biodiversity, 2023	authority greenspace management, can not only halt but reverse the decline in biodiversity.	
Hertfordshire & West Essex Integrated Care Strategy, 2023	This sets out how the Integrated Care System (ICS) will ensure healthy and safe communities. It outlines how healthy life expectancy will be improved and how health inequalities will be reduced.	The Local Plan is expected to reflect the strategy's aims and deliver health and safe communities.
Affinity Water Resources Management Plan, 2024	This plan looks at how water resources can be managed in the region to address future potential shortfalls in supply.	The Local Plan can include policies to reduce water usage and improve efficiency of new housing and buildings, meaning supply will decrease which will align with the management plan's aims.
North East Central Hertfordshire: Vision 2050, 2024	This document represents the vision for the future of the north and east area of Hertfordshire. It identifies strengths, weaknesses, challenges and potential threats in the area over the next 25 years.	The Local Plan will seek to maintain and enhance the relationships between the district and surrounding areas, working collaboratively and strategically with neighbouring authorities.
Hertfordshire Local Nature Recovery Strategy 2025	As a result of decline in natural and biodiversity, this strategy provides a guide for landowners, developers and other stakeholders to deliver nature recovery.	Certain areas across the district have been mapped to identify where actions will have a positive impact. The Local Plan will consider these areas and comply with the strategy.
Thames Water - Drainage and Wastewater	This plan sets out how wastewater systems and drainage networks are to be extended, improved and maintained to ensure they are resilient to future pressures.	The Local Plan will need to consider wastewater infrastructure and management when developing new sustainable communities.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Management Plan, 2025-2030		
Hertfordshire Green Infrastructure Strategy, 2025, Part 1, Part 2a, and Part 2b	This strategy highlights the strengths and weaknesses of Hertfordshire's green infrastructure network and identifies the priorities and actions to make improvements.	This strategy provides evidence to support policies to protect and enhance green infrastructure in the district.
Hertfordshire Healthy and Safe Places Framework, 2026	The framework aims to ensure health is considered in planning policy to ensure inequalities in health across the county are address. This document focuses on the environmental and social determinants that influence health outcomes and how they can be improved through strategic planning.	The framework recommends that districts and boroughs in Hertfordshire apply a 'Health in all Policies' approach. It also advises on how to use masterplanning, visioning and evidence work to support a healthy approach in Local Plans.
Waste Storage and Collection Guidance for Developers	This guide provides information to ensure developments meet the requirements to achieve effective waste storage and collection on new sites.	The Local Plan can implement policies regarding waste to ensure collections and storage are effective, well-designed and sustainable.

Locally relevant plans, policies and programmes

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Landscape Character Assessment SPD, 2007	This document identifies distinct landscapes within the district, providing evaluations, strategies, and guidelines	The Local Plan will seek to update any significant landscape areas and

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
	for conserving and enhancing the character of each area.	strategies for conserving and enhancing these areas.
Strategic Flood Risk Assessment (SFRA), 2016 (addendum in 2024)	The SFRA looks at available flood risk data to provide an analysis of areas of risk and the impact of potential development on flooding.	The SFRA provides evidence for the Local Plan which will feed into site allocation proposals and policies on flooding. This work will be updated as part of the emerging Local Plan.
Sustainability SPD, 2021	This document provides guidance related to climate change and sustainable design to improve the environmental sustainability of new development.	Guidance from this document will be considered and implemented where relevant into policies in the Local Plan to ensure sufficient regard is given to environmental sustainability.
East Herts District Plan 2018	The 2018 District Plan sets out the framework for East Herts between 2011 and 2033. It aims to deliver sustainable development through new homes, jobs, facilities and infrastructure. It also contains Development Management policies used to determine planning applications.	The new Local Plan will replace the 2018 District Plan. Evidence will be collected of the conditions and need in the district to understand how past policies need to be updated to reflect local and national changes.
East Herts Health and Wellbeing Strategy 2019 – 2023 and Action Plan	This strategy focuses on the efforts and actions of East Herts Council to empower, educate and enable residents to take a role in their health, and to create a supportive environment to achieve better health outcomes. The documents provide details about strategic priorities and how they will be addressed through council and partner health and wellbeing work.	The strategy and associated action plan will work with the Loal Plan to ensure new developments and neighbourhoods have significant, positive impacts on health and wellbeing of the population in East Herts.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
Homelessness and Homeless Prevention Strategy 2019- 2024	This strategy takes a view on the housing issues in East Herts and looks at actions to alleviate homelessness. The strategy has been extended to remain in place until a new strategy is adopted.	The Local Plan can ensure the delivery of suitable and affordable homes through policy and site allocations to provide options for vulnerable households in East Herts.
East Herts Disability Equality Strategy	The aim of this strategy is to highlight the priorities of the council in terms of promoting equal opportunities for people with disabilities and those without.	The Local Plan will need to ensure it is providing for those with disabilities, aiming to reduce inequalities, and improve the lives of disabled people in East Herts.
East Herts Housing Strategy, 2022 – 2027	The strategy sets out four strategic priorities: to deliver more affordable housing, enable a wider range of accommodation and support for the most vulnerable residents, provide high quality housing options for older people, and improve the sustainability and quality of homes.	The Local Plan can use policies to ensure delivery of affordable housing and suitable accommodation to meet local needs. Sustainability and efficiency of housing can also be delivered by integrating into policies.
East Herts Tenancy Strategy 2021 – 2026	This strategy aims to set out the requirements of Registered Providers operating within the district to ensure housing to built to meet local needs, and tenancy policies are reviewed and adopted by providers.	The Local Plan will set out policies outlining the housing mix and tenures needed in the district based on local need.
Conservation Area Character Appraisal and Management Plans	East Herts Council has designated 42 conservation areas in the district. These are areas of special architectural or historic interest with appraisals and	The Local Plan will seek to have policies regarding conservation areas to ensure they are protected and enhanced.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
	management plans to show how they can be enhanced or improved.	
East Herts Climate Change Strategy 2022 - 2026	In July 2019, East Herts Council approved a Climate Change Declaration in recognition of the climate emergency being faced. This declaration committed the Council to take action to address the causes and impacts of climate change across the district. This strategy laid out a route map for the Council itself to achieve a net-zero carbon position by 2030 while at the same time working with residents, community groups and other public and private sector partners to encourage the whole district to achieve the same position by that date.	The strategy recommends implementing planning policies which can help with the mitigation and adaptation to climate change in the district.
East Herts – Climate Emergency 2023	In 2023, East Herts Council declared a climate emergency, recognising the harmful impacts to the health and wellbeing of residents and the environment in the district. This declaration committed the Council to take action to address the causes and impacts of climate change across the district and laid out a route map for the Council itself to achieve a net-zero carbon position by 2027 while at the same time working with residents, community groups and other public and private sector partners to encourage the whole district to achieve the same position by that date.	Various commitments have been identified to prioritise protecting the environment, including ensuring policies in the new Local Plan are compatible with the Council's drive to achieve net zero carbon.

Plan, policy or programme	Summary of the aims and objectives	Relevance to East Herts Local Plan
East Herts Corporate Plan, 2024	The Corporate Plan sets four priority areas including being environmentally focussed. Under this priority the Council is seeking to develop and implement the Air Quality Action Plan, update Parking Strategy to encourage sustainable travel, reduce carbon emissions, roll out more EV chargers and to encourage residents to play their part in supporting local wildlife and improving our natural environment.	The Local Plan can help to implement the Council's corporate priorities through policies in particular relating to EV chargers, design, parking and air quality interventions.
Air Quality Action Plan 2024-2029 for the district of East Hertfordshire	This action plan provides priorities that the Council has identified to undertake in order to improve air quality. The priorities are around reducing traffic levels, mitigating impacts of future growth, supporting active travel, and reducing the Council's own impact on air quality.	Many of the actions described in the action plan can be integrated into policy in the Local Plan to promote better air quality, such as expansion of EV infrastructure and supporting active travel connections.
East Herts Heritage at Risk Register 2025	The Heritage at Risk Register (HAR) identifies heritage assets that are at risk and need intervention.	The Local Plan will seek to preserve and enhance heritage assets in the district.
2025 Air Quality Annual Status Report	This annual report identifies the latest air quality data in the district and provides priorities for the East Herts Council regarding air quality management in the district.	The Local Plan will seek to follow these priorities, including mitigating the impacts of future growth and development in the district.
East Herts Council Biodiversity Duty Report 2026	This report demonstrates how East Herts complies with the biodiversity duty, and any other relevant work on improving biodiversity in the district.	The Local Plan will continue this compliance and will seek to ensure biodiversity is protected and enhanced in the district.

East Herts Council Report

Executive

Date of meeting: Tuesday, 2 June 2026

Report by: Councillor Vicky Glover-Ward – Executive Member for Planning and Growth

Report title: East Herts Local Cycling and Walking Infrastructure Plan (LCWIP)

Ward(s) affected: (All Wards);

Summary – Members have agreed to undertake a review of the District Plan, including an update of the evidence documents needed to support the new Local Plan. The East Herts Local Cycling and Walking Infrastructure Plan (LCWIP) is a new strand of evidence required in this respect. This report summarises the process undertaken and key issues and seeks agreement to use the document as part of the new Local Plan evidence base, to inform Development Management decisions and to seek funding opportunities, where appropriate. It also seeks to delegate responsibility for any future updates to the LCWIP to the Director for Place, in consultation with the Executive Member for Planning and Growth.

This report was considered at the District Planning Executive Panel on 19 May 2026.

RECOMMENDATIONS FOR EXECUTIVE:

a) **That the East Herts Local Cycling and Walking Infrastructure Plan (LCWIP), attached as Appendices E and F (1 to 7) be agreed as part of the evidence base to inform the new East Herts Local Plan and as a material consideration for Development Management purposes in the determination of planning applications; and**

b) **Any minor amendments to the content of the East Herts Local Cycling and Walking Infrastructure Plan (LCWIP) be delegated**

to the Director for Place, in consultation with the Executive Member for Planning and Growth.

1.0 Proposal(s)

1.1 The purpose of this report is to agree that the East Herts Local Cycling and Walking Infrastructure Plan (LCWIP) can be used as part of the evidence base for the new Local Plan, as a material consideration in the determination of planning applications, and to seek funding opportunities, where appropriate. It also seeks approval for any future updates to the LCWIP to be delegated to the Director for Place, in consultation with the Executive Member for Planning and Growth.

1.2 The LCWIP will be used to inform future planning policy and planning application decisions involving the provision and enhancement of walking, wheeling and cycling infrastructure and measures as part of development and other proposals in East Herts, including S106 funding. It may also open up funding application opportunities that would otherwise be unavailable.

1.3 The LCWIP is a joint partnership initiative between Hertfordshire County Council (HCC) and East Herts Council (EHC) and is underpinned by community involvement through interaction with key stakeholder and strands of public engagement and public consultation. The LCWIP has been project managed by HCC, supported by consultants, WSP. EHC officers have been heavily involved throughout the process and contributed significantly to the LCWIP's development.

1.4 The project has been majority funded by HCC, with contributions from this Council and benefiting from a share of this Council's allocation of the UK's Shared Prosperity Fund.

2.0 Background

2.1 The role of the LCWIP is to provide a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, which the Government suggests should ideally be over a 10-year period.

2.2 LCWIPs provide a strategic approach to transport planning across a local authority area and serve to identify key walking/cycling networks and the infrastructure changes needed to improve or deliver them with the aim of engendering modal shift towards walking, wheeling and cycling.

2.3 The development of LCWIPs is strongly supported by the Government to encourage sustainable travel and lead to heathier lifestyles and outcomes. They are not a new innovation, having originally been introduced by the Department for Transport in 2017, so are a tried and tested way to improve active travel outcomes.

2.4 LCWIPs are developed using an evidence-based approach and a standardised methodology to deliver a strategic network plan setting out desired walking and cycling networks, as well as a prioritised list of improvements (at a conceptual level) for future investment.

2.5 HCC has been working with local authorities across the county to bring forward a network of LCWIPs to achieve these aims.

2.6 As a separate, but related, strand local planning authorities are required to complete a review of their local plans at least once every 5 years from the adoption date to ensure that plans remain relevant. In October 2023, the Council agreed that East Herts District Plan 2018 needed updating and that work should commence in 2023/24 on updating the technical studies and other preparatory work required to provide a robust evidence base to support this Review.

New Local Plan Evidence Base

2.7 A clear, relevant and proportionate evidence base is essential for efficient and sound plan-making to ensure that all future planning policy and decisions are based on up-to-date information. The National Planning Policy Framework (2024) sets out the requirement for the preparation and review of all policies to be 'underpinned by relevant and up-to-date evidence' (paragraph 32).

2.8 The evidence base consists of supporting documents that will help inform the future policies and site allocations in the new Local Plan.

It will cover a range of social, economic, and environmental topics and help identify local needs, constraints and opportunities. Some of the evidence will update previous studies prepared to support the current adopted District Plan. Many of these are now around 10 years old and need updating to reflect contextual and policy changes. Equally, additional evidence will be needed to address new issues and topics that have become more prevalent in recent years. The LCWIP forms one of these latter strands.

2.9 The evidence base will be developed throughout the preparation of the new Local Plan. As revised and updated studies are finalised, the planning policy team will seek agreement from the District Planning Executive Panel and Executive to include them as part of the evidence base. The LCWIP is a fundamental document which is intended to be included as part of the evidence base to underpin the new Local Plan.

3.0 Reason(s)

3.1 The LCWIP is a joint partnership initiative between EHC and HCC, with the latter project managing the LCWIP alongside consultants, WSP.

3.2 The project has been majority funded by HCC, with contributions from this Council and the UK's Shared Prosperity Fund.

3.3 The main outputs to be achieved through an LCWIP are:

- A report that sets out the underlying analysis, including the barriers and enablers for walking and cycling, and provides a narrative to support the improvements identified;

- A mapped network plan for walking and cycling that identifies preferred routes, current and future travel patterns, and core zones for further development; and,

- A prioritised programme of infrastructure improvements for future investment in the short, medium, and long term that contributes towards meeting broader local goals.

3.4 For East Herts, while the LCWIP covers the whole district, it was recognised that resources would not allow the development of a walking and cycling network that would cover every location. Therefore, at this stage, the LCWIP has mainly been restricted to cover the main five towns and the eight settlements listed as Group 1 Villages in the Policy VILL1 of the District Plan and key linkages between them. These areas have been divided into Phases A-D which include:

Phase A: Hertford and Ware Cycling and Walking Network

Phase B: Bishop's Stortford and Sawbridgeworth Cycling and Walking Network

Phase C: Buntingford Cycling and Walking Network

Phase D: Group 1 Villages Cycling and Walking Network:

- Braughing
- Hertford Heath
- Hunsdon
- Much Hadham
- Standon and Puckeridge
- Stanstead Abbotts and St Margarets
- Watton-at-Stone
- Walkern.

3.5 It should be noted that 'wheeling' has also been taken into account in the development of the LCWIP so that people who use wheelchairs and mobility scooters, etc, and who may not identify with walking will have their needs provided for through the walking network. Therefore, where the LCWIP refers to 'walking', it should be taken as read that the needs of those who would more correctly identify under the term 'wheeling' have also been taken into consideration in the development of the network and related scheme proposals.

3.6 The development of the LCWIP has been underpinned by a technical guidance document[1] produced in 2017 by the Department for Transport (DfT) to assist local authorities in the development of LCWIPs and the development of the East Herts LCWIP closely aligns with this process.

3.7 Following the initial formative development of the draft walking and cycling networks, it was important to both councils that the views of members, key stakeholders and local people should be gained to ensure that the most robust and fit for purpose routes, based primarily on improving access to utility destinations, would be brought forward in the final LCWIP.

3.8 Therefore, a series of interactions with members of the three tier authorities (County, District and Town Parish Councils) and key stakeholders was instigated to improve knowledge and understanding, which was subsequently followed by engagement and consultation with the general public.

3.9 The key consultation processes followed through the relevant stages of the LCWIP project are as detailed below:

Stages	**Primary outcomes**	**Events/engagement**
1 – Project set up	Scoping report MOU Project Board	N/A
2 – Information gathering	Background Evidence report Stakeholder engagement plan	• National, HCC & EHC documents reviewed. • Information gained from local bodies & groups on studies

[1] Local cycling and walking infrastructure plans technical guidance

Stages	Primary outcomes	Events/engagement
		they had undertaken but may not have been previously shared.
3 & 4 – Network Planning	Draft cycle and walking networks Stakeholder engagement Cycling and walking network plans • Primary / Secondary routes Auditing routes • Primary routes	• Early engagement of members of all three tier councils and stakeholders through workshops – online platform. • Followed by 10 week public early engagement (originally scheduled for 6 weeks 8 July to 19 August 2024, then extended to 20 September due to level of interest) –1,300 responses cumulatively received via the platform and 150 e-mails. • One public event held in each town – Sawbridgeworth, Bishop's Stortford, Ware, Hertford and Buntingford. • A number of local stakeholder meetings hosted by HCC/EHC. • Attended relevant council sustainable group in Bishop's Stortford. • Attended Hertford and Ware cycle group. • Schools engagement.
5 – Prioritisation	Infrastructure plans	• 2 week online platform (25 February to 13 March 2025) member and stakeholder

Stages	Primary outcomes	Events/engagement
	Stakeholder engagement Prioritisation programme	engagement – 300+ comments received and reviewed.
6 – Integration and Application	Draft LCWIP document and updated network mapping Public consultation of document and network mapping Revisions to document and mapping following consideration of responses to public consultation Adoption by both councils	• Member and stakeholder briefings. • Followed by 6 week public consultation (25 September to 5 November 2025) – online platform. • Total of 444 comments received (269 online, 149 via email & 26 matters raised at events). • One public event held in each town – Sawbridgeworth, Ware, Hertford and Buntingford, with two held in Bishop's Stortford, due to gales on first date. • Schools participation sessions.

3.10 The preparation of the LCWIP has been a process that has taken longer than anticipated or initially envisaged. However, this has in no small part been due to the level of public interest and interaction in the project. The East Herts LCWIP is innovative in that it was the first in the county to introduce an additional layer of informal public engagement on proposed network routes ahead of the formal public

consultation. While this engagement meant that the LCWIP did not progress as initially scheduled, this was an invaluable stage that allowed for far greater interaction between the councils and relevant stakeholders and the public and yielded much greater insight into local circumstances that the project team would otherwise have been unaware of. This engagement stage has now been emulated by other LCWIPs under development across Hertfordshire.

3.11 The engagement process added through the project has therefore been most influential in shaping the network infrastructure proposed for the district prior to the full public consultation.

3.12 While the engagement stage helped shape the proposals, this report is primarily concerned with the full public consultation held between September and November 2025 and its outcomes, which have helped determine the final mapping plans and the LCWIP document.

3.13 Due to the level of detailed responses, the Consultation Report at Appendix A provides an overview of the key online response data and overall levels of support for the LCWIP and its proposals.

3.14 Appendix B details the process and outcomes of the Schools' strand of consultation engagement.

3.15 Following the close of consultation, HCC and EHC officers jointly reviewed each of the 444 individual comments and cross-referenced suggestions for amendments against the proposed infrastructure and text, as well as noting support for many schemes already proposed. In some areas, several comments made concerned similar themes or locations, although proposed solutions sometimes differed.

3.16 For transparency, every issue submitted through the three formats (online, email or event) has been separately documented alongside a joint HCC/EHC proposed officer response and action to be taken where agreed. The comments, which have been anonymised

(except in some instances where formal bodies are represented) are grouped into tables covering Changes to Network Mapping, Changes to LCWIP Report, No Changes to Network Mapping, No Changes to LCWIP Report and No Changes General Comments, so that it is easy to identify where amendments have been made and where related to location, if stated. These five tables are available at Appendix C (1 to 5) respectively.

3.17 As detailed within the Changes to Network Mapping and Changes to LCWIP Report tables, a number of amendments have been made to the LCWIP report and route network mapping for both walking and cycling since the previous version was made available for public consultation. Officers have also made some other updating changes to the LCWIP report and route mapping. A track changes version of the LCWIP report is available at Appendix D so that changes can be easily identified.

3.18 A proposed final 'clean' version of the LCWIP report, with a prioritised cost list of infrastructure improvements, mapping and other appendices attached to the LCWIP are provided at Appendices E and F (1 to 7), respectively. An Executive Summary is available at Appendix G.

3.19 It should be noted that, whilst most of the matters raised in the consultation responses concerned the contents of the LCWIP, either connected with routes on the mapping or the draft written report, there were a number of cases where the issues lay outside of the scope of the project, but would be the responsibility of their local authority departments, most notably relating to the maintenance of existing infrastructure. In such cases, comments were flagged for these matters to be forwarded by HCC to the relevant teams for their attention.

Next Steps

3.20 Following this Council's consideration of the report and if agreement is reached to adopt the LCWIP as per recommendations at Executive on 02 June, HCC's Environment, Transport & Growth

Cabinet Panel will meet with a view to also adopt the LCWIP on 11 June 2026.

3.21 Once adopted by both authorities, the projects identified in the LCWIP will feed into HCC's programming and validation processes, as detailed in Figure 2 below, to be taken forward as funding becomes available and inform both plan making and decision making.

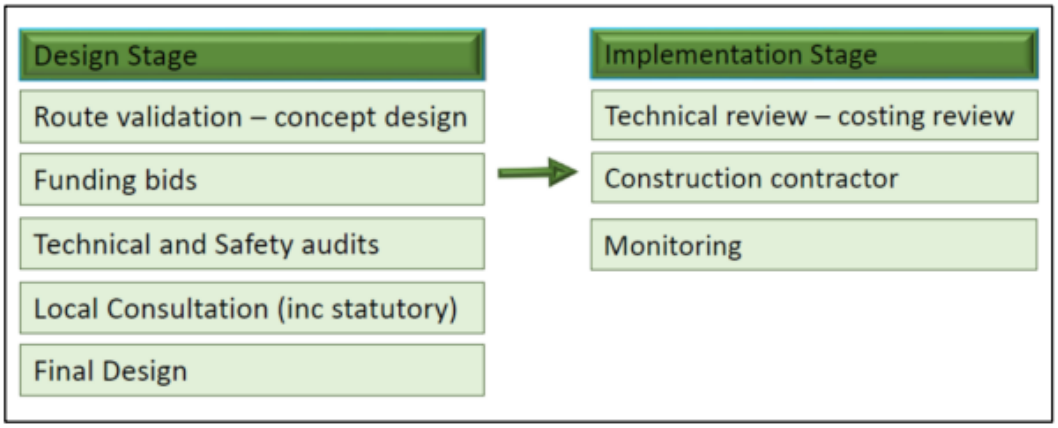


Figure 2: Post HCC Adoption LCWIP Process

3.22 It is important to recognise that the proposals within the LCWIP will each require further feasibility and design work before they can be implemented. The likely costings within the report for the delivery of the prioritised schemes are also indicative and will require further refinement as detailed designs evolve. If any deliverability issues are identified, there will be opportunity to reassess schemes prior to any local engagement and to seek views on them. Due to the way that the consultation responses were set out in the underpinning spreadsheets, it will be possible for engineers working on any given scheme to access the comments made by respondents to the 2025 public consultation to take them into account in scheme development. At the point where non-minor schemes are developed to the detailed stage, they would be the subject of further localised public engagement and consultation, as appropriate.

3.23 In terms of funding, while it should be noted that the adoption of LCWIPs is not compulsory, once in place they play an increasingly

vital role in securing funding from external sources, particularly in respect of accessing resources through the Department for Transport (DfT) via Active Travel England (ATE). In funding applications, the existence of an adopted LCWIP supports a higher score in the ATE Local Authority Self-Assessment scoring process and improves the likelihood of successful outcomes.

3.24 The LCWIP will also be a key tool to be considered in the determination of planning applications where, provided they meet the necessary tests, contributions may be sought towards schemes within the document through S106 agreements.

3.25 In order to allow for any minor amendments to the LCWIP that may be needed beyond its current contents in due course, it is recommended that approval for future minor updates be delegated to the Director for Place, in consultation with the Executive Member for Planning and Growth. This report therefore seeks approval for that arrangement.

3.26 Following the Executive's agreement to adopt the LCWIP, HCC also intends to take the LCWIP to its Environment, Transport & Growth Cabinet Panel on 11 June, with a recommendation to adopt at Cabinet on 17 June 2026.

4.0 Options

4.1 The endorsement of the LCWIP will ensure that there is an up-to-date evidence base for the promotion of a robust strategy to enhance walking, wheeling and cycling in East Herts, which will play a significant contribution to the health and wellbeing of the district's residents and employees. Furthermore, it will form part of the evidence base to the emerging Local Plan and will also open up opportunities for accessing funding mechanisms that are not available without an LCWIP in place.

4.2 The Council could choose not to agree to the LCWIP, but this would be contrary to Government and Active Travel England's advice for LCWIPs to be developed and would mean that the Council would have no strategy for the identification of routes and interventions to

improve conditions for walking, wheeling and cycling in the district. This would also be contrary to Government policy to have an up-to-date evidence base for local plan development and could undermine the Council's position in terms of successfully bringing the new Plan for East Herts forward.

4.3 It would also mean that some funding opportunities would not be open to help deliver schemes that have been identified in the LCWIP.

5.0 Risks

5.1 If the LCWIP is not agreed it will lessen the opportunities for accessing external funding streams and lead to less certainty for developers bringing forward schemes that involve S106 agreements.

5.2 A lack of a strategic plan for cycling and walking infrastructure may make schemes ineligible for central Government funding.

5.3 With less potential opportunities to access funding streams there would be a greater dependency on developer funding to bring schemes forward. This could mean that areas with little or no development coming forward could be disadvantaged.

5.2 Furthermore, as part of the intended evidence base to the emerging Local Plan, if it is not agreed then the LCWIP would be considered as having reduced the weight in informing the Plan's strategy and the policies going forward. This would mean that significant information about walking, wheeling and cycling could be undervalued. This would be contrary to Government policy to have robust evidence in place and could undermine the Council's position in terms of successfully bringing forward the new Plan.

6.0 Implications/Consultations

6.1 An extensive public engagement and consultation strategy has underpinned the development and finalisation of the LCWIP, as set out in the main body of the report.

6.2 Any strategy and policies related to the emerging new Local Plan will also be subject to a number of statutory public consultations as part of that process.

Community Safety

There are no community safety implications arising from this report.

Data Protection

There are no data protection implications arising from this report as responses to the consultation from individuals have been anonymised.

Equalities

There are no equalities implications arising from this report.

Environmental Sustainability

A purpose of the planning system is to contribute to the achievement of sustainable development. By encouraging greater modal choice, LCWIPs will aid the some of the district's residents and to choose active travel for their journeys over private motorised vehicles, which will have many environmental benefits, such as climate change mitigation and positive health outcomes. This will further aid the Council in reaching its net zero aspirations.

Financial

By agreeing the LCWIP strategy, the Council will be in a better position to achieve external grant funding, if required, and secure S106 developer contributions to assist in delivery of its schemes.

Health and Safety

There are no health and safety implications arising from this report.

Human Resources

There are no human resource implications arising from this report.

Human Rights

There are no human rights implications arising from this report.

Legal

There are no legal implications arising from this report.

Specific Wards

No

7.0 Background papers, appendices and other relevant material

7.1 Appendix A: East Herts LCWIP – Consultation Report

7.2 Appendix B: East Herts LCWIP School Engagement Report

7.3 Appendix C: Grouped consultation comments on the LCWIP, addressing (1) Changes to Network Mapping, (2) Changes to LCWIP Report, (3) No Changes to Network Mapping, (4) No Changes to LCWIP Report and (5) No Changes General Comments

7.4 Appendix D: East Herts LCWIP, Post Consultation Track Changes version

7.5 Appendix E: East Herts LCWIP, proposed final 'clean' document.

7.6 Appendix F: East Herts LCWIP appendices including:
F1 – LCWIP App A Acronyms
F2 – LCWIP App B Hertford and Ware Cycling Study 1994
F3 – LCWIP App C Settlement Final Concept Designs
F4 – LCWIP App D Prioritised Costed List of Infrastructure Improvements
F5 – LCWIP App E Stakeholder List
F6a – LCWIP App F Final Network Plans - Walking Overview
F6b – LCWIP App F Final Network Plans - Cycling Overview
F7 – LCWIP App G LCWIP Policy Context

7.7 Appendix G**:** LCWIP Executive Summary.

Contact Member

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East Herts LCWIP – Changes to Report

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
40003	Event	Bishop's Stortford	General	Cycling	Increase and improve cycle parking, including for cargo bikes	The ability to provide additional cycle and cargo bike parking should be considered for schemes in appropriate locations. Report to be updated to ensure consideration takes place
30076	Email	Bishop's Stortford	Grange Paddocks	Cycling	1. The Bishop's Stortford North Route, which as you are aware is currently the subject of an initial implementation study by Sustrans should be included in the LCWIP, in case subsequent additional funding needs to sought from national agencies	For clarity, the report should be updated to include key schemes which have gone beyond Stage 0 in the validation process.
40022	Event	Bishop's Stortford	Obrey Way	Cycling	Report states no fatalities in Bishop's Stortford. Confirm if this is correct.	Having reviewed the report, it is clear that an error has been made in one of the paragraphs. This error has been amended in the final version.
30070	Email	General	General	General	• We continue to feel that an overall map showing both existing/planned cycling infrastructure and LCWIP Priority Routes would be beneficial in terms of presentation, by emphasising the network benefits {or lack thereof) of the LCWIP proposals; • The mapping tools are much improved from the initial consultation but the omission of existing and planned routes from the LCWIP Infrastructure Map presents an incomplete and misleading picture to those local residents responding to the consultation.	The consultation mapping was designed to allow respondents to view by mode and prioritised routes, which were separated out for ease of access in understanding the priority levels. It is intended that a composite map showing existing rights of way in addition to LCWIP routes will be available in the final iteration
11603	Web	Hertford Heath	London Road	Walking/Cycling	There are some interurban routes missing e.g between Hertford Heath and Hertford, and between Hoddesdon/Ware, or even Walkern to Stevenage. Should focus on connecting small towns to train stations	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP.
12003	Web	Hertford Heath	London Road	Walking/Cycling	The proposed schemes miss the inter town opportunities of active travel to Hertford, Ware and Hoddesdon.	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP. The LCWIP also shows connections to Ware and Broxbourne on the network map but is not seen as high a priority as the Hertford connection through public feedback.
12004	Web	Hertford Heath	London Road	Walking/Cycling	DUPLICATE from 12003	DUPLICATE from 12003
12403	Web	Hertford Heath	London Road	Walking/Cycling	There are no active travel routes to secondary schools attended by most village pupils of Presdales , Richard Hale or Simon Ball.	A project validation has previously explored options for connecting Hertford Heath and

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
						Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP. The LCWIP also shows connections to Ware and Broxbourne on the network map but is not seen as high a priority as the Hertford connection through public feedback.
12404	Web	Hertford Heath	London Road	Walking/Cycling	The proposed schemes for Hertford Heath miss the inter town opportunities of active travel to Hertford, Ware and Hoddesdon.	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP. The LCWIP also shows connections to Ware and Broxbourne on the network map but is not seen as high a priority as the Hertford connection through public feedback.
13204	Web	Hertford Heath	London Road	Walking/Cycling	The London Road to Herford Heath is neglected by the council. The pathways are inadequate/dangerous...especially by Fox Farm. Overgrown on the section to Fox Farm forcing pedestrians to walk in the road on occasions... this is extremely dangerous	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP.
13205	Web	Hertford Heath	London Road	Walking/Cycling	I believe it could be more ambitious as regards linking Hertford Heath to Simon Balle school, Presdales School and even Chauncy and John Warner schools by cycle path - For the safety of children and the encouragement of cycling the provision of a separate path on this route should be progressed urgently	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP. The LCWIP also shows connections to Ware and Broxbourne on the network map but is not seen as high a priority as the Hertford connection through public feedback.
13206	Web	Hertford Heath	London Road	Walking/Cycling	Foxholes Farm entrance safety remains a serious, overlooked concern despite repeated warnings. Pedestrians must cross a dangerous junction. Walking and cycling routes to Hertford/Hoddesdon were also omitted from plans.	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP. The LCWIP also shows connections to Ware and Broxbourne on the network map but is not seen as high a priority as the Hertford connection through public feedback.

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
13207	Web	Hertford Heath	London Road	Walking/Cycling	The route from Hertford Heath to Hertford needs significant improvement. I cycle along this regularly and do not feel safe doing so, even as an experienced cyclist - The route from Hertford Heath into Hertford is dangerous for both walkers and cyclists. I cycle along regularly and do not feel safe. Children going to school often struggle to cross safely	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP.
13603	Web	Hertford Heath	London Road	Walking/Cycling	The footpath ends at the Foxholes Farm junction, forcing pedestrians to cross in a busy, poorly lit dip. This is a key route for schoolchildren walking to Hertford. The Parish Council has long campaigned for safety improvements here.	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP.
13604	Web	Hertford Heath	London Road	Walking/Cycling	Having lived in Hertford Heath for 15 years now, there has been too many incidents with children and adults crossing the road near Foxholes Farm. Contrary to an evaluation done, I do not agree there is a safe walking route to Hertford	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP.
13605	Web	Hertford Heath	London Road	Walking/Cycling	A safe crossing point near Foxholes Farm is required. Also enforcement of the 40 mph speed limit is needed in London Road	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP.
14003	Web	Hertford Heath	London Road	Walking/Cycling	Hertford heath needs a SAFE walking/cycling route to Hertford town centre. I commute to he town everyday via the car. It is a 40min walk which I would do if the route was safer. But currently it is along a busy London rd + dangerous foxholes junction	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP.
21203	Web	Hertford Heath	London Road	Walking/Cycling	I have a mobility scooter. I am unable to use it much locally as the pavements slope a great deal. I would like to see in the report some specific inclusion of the need for mobility scooter users to have flat surface routes. - There is no complete pathway between Hertford Heath and Hertford. There is also a need for a pedestrian crossing on the London Road in the vicinity of the Foxholes Farm entrance	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP.
24843	Web	Hertford Heath	London Road	Walking/Cycling	Any improvements to make travel between Hertford Heath and Hertford are supported	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP.

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
30002	Email	Hertford Heath	London Road	Walking/Cycling	I've read the study and proposals for plans on safer travelling by cycling and looks promising in certain areas. However, one road you've not addressed is London Road B1197. The traffic speeds from Hertford Heath to Foxholes roundabout is insane!. I've seen many pedestrians and cyclists blown and knocked off their bikes due to the speed of vehicles. School children walk from Hertford Heath to Simon Balle are subject to the notorious road which should have a speed limit of 30mph or lower and traffic cameras. I'm also surprised to learn on your map no accidents were labelled on this road which is totally incorrect as i witnessed many and serious. The paths on London Road are narrow and unkept making it treacherous for pedestrians to travel and they also end abruptly around Foxholes entrance and with a blindspot makes it challenging to cross. Will this be addressed? Speedbumps chicanes or cameras will help and will give public confidence and safety when out and about.	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP.
30023	Email	Hertford Heath	London Road	Walking/Cycling	Having reviewed the scheme I cannot see any mention of addressing safety issue for cyclists and pedestrians using the B1197. The road between Hertford Heath passing Foxholes Farm and Balls Park Estate to the roundabout is used by many and is particularly treacherous and unsafe to use by many. The pavement is incomplete and unsafe of the many of the school children to walk and cycle to Simon Balle school on a daily basis due to the excessive speeds and heavy traffic on this road. Surely safety must come first to protect the vulnerable. Many cars and heavy Lorry's in particular well exceed the 40mph limit and children taking lives in their own hands when having to cross the road at Foxholes entrance when the pavement runs out !	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP.

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					Traffic calming measures including at least reducing the speed limit to 30mph as well as safe walking and cycling routes must be taken as a priority over vehicular traffic. We have seen many incidents of children and walkers nearly being hit by cars. It's a fatal accident waiting to happen. Something must be done about this.	
30050	Email	Hertford Heath	London Road	Walking/Cycling	I also support Hertford Heath's request for a safe crossing across the London Road by Foxholes Farm and a safe walking and cycling route to Simon Balle and Richard Hale. It is very important that villages are properly connected to the towns by walking and cycling routes.	A project validation has previously explored options for connecting Hertford Heath and Hertford. We will strengthen how previous studies are show in the final documentation of the LCWIP.

East Herts LCWIP – No Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
6403	Web	Aspenden	Aspenden	Walking	Add a pavement from Aspenden to Westmill - linking the two villages safely for walking (not just across fields)	This rural location lies outside of the scope of the current LCWIP proposals
24455	Web	Aston	Dene Lane	Cycling	Improve surface of Dean Lane across bridge and into Stevenage cycle routes. Sign the route, make improvements to the surface and drainage on the steep section down to the bridge.	As Aston is not a Group 1 village, this proposal currently lies outside the scope of the LCWIP; however, this could be revisited at a later revision to the LCWIP or, potentially, in combination with a review of the Stevenage LCWIP
40010	Event	Benington	General	Cycling	Improved connections from Benington to Stevenage. Resident was pleased to see connection for cycling between Walkern and Stevenage.	The scope the LCWIP is currently primarily limited to the main towns and Group 1 villages in the District Plan, so is unable to consider such a lengthy connection at this time. However, future iterations of the LCWIP may have the provisions to extend the coverage of the plan
24009	Web	Birchall Garden Suburbs	Birchall Lane	Cycling	Traffic lights or a bridge essential here as the A414 is dangerous to cross on the flat with nothing to avoid fast moving vehicles.	While the route is on the secondary network this junction will be addressed as part of future development of the East Herts District Plan strategic site allocation EWEL1. Refer to DM for action in regard to emerging Birchall Garden Suburb scheme proposals
7204	Web	Bishop's Stortford	Hockerill Junction	Walking	I would incorporate changes to Resident Parking Zones to discourage commuting and airport parking across the town as part of this initiative. Hockerill junction is overdue a major redesign. There needs to be proper ped xing + wider pavement + turn restrictions on cars.	Parking is outside of the scope of the LCWIP and would be dealt with by the East Herts Parking team and possibly in coordination with Stansted Airport. The LCWIP is showing a large junction upgrade at this location which would include significant pedestrian improvements
8804	Web	Bishop's Stortford	Town Centre	Cycling	Build off road cycling route as soon as possible to ensure cyclist safety especially in town centre , to make sure cyclist can access all parts of Bishop's Stortford	Support noted and welcomed - timing of schemes will be dependent on a number of factors going forward
15603	Web	Bishop's Stortford	Hillmead Primary School	Walking	We'd like a zebra crossing outside our school as it's becoming increasingly dangerous with children trying to cross when cars are not stopping.	Route is included as a primary route on the walking network. LCWIP is high level at this stage, with details brought forward as the implementation of schemes progress
15604	Web	Bishop's Stortford	Dunmow Road	Cycling	Protected cycleway needed along Dunmow Link to link with cycle crossing provided at new A120/Dunmow Road junction	Route is included as a primary route on the walking network. LCWIP is high level at this stage, with details brought forward as the implementation of schemes progress
15606	Web	Bishop's Stortford	Grange	Cycling	Widen and designate this footpath as cycle path (already lit)	Route is already shown as a secondary route on the cycling network, so no changes necessary

East Herts LCWIP – No Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
15611	Web	Bishop's Stortford	Dane Street	Cycling	Support major junction improvement here to link Dane St 2-way cycle route with station. Needed for pedestrian safety too - current situation is so dangerous. Ramp to station from Station Rd?	Route is already shown as a primary route on the cycling network, so no changes necessary
15612	Web	Bishop's Stortford	Southmill Road	Walking/Cycling	Major junction improvements required here to allow safe access for cyclists and pedestrians into Mill complex and Southmill Arts. Scheme contained within current HCC S278 plans for St James' Park	Route is already shown as a primary route on both the walking and cycling networks with S.278 scheme already identified, so no changes necessary
16003	Web	Bishop's Stortford	Michaels Road	Cycling	This road is an important link, particularly when BSTC North Route is completed. The new Lidl has increased potential demand for cycling. Enhanced provision for cyclists required, particularly at Stansted Road junction - confusing even for motorists	Route is already shown as a primary route on the cycling network, so no changes necessary
16004	Web	Bishop's Stortford	Manor Lane	Cycling	Develop this route as cycle route to avoid parallel section of Dunmow Road, with safe access at both ends	Two secondary routes are indicated on the route network as alternatives so user has choice for journeys
16005	Web	Bishop's Stortford	Parsonage Lane	Cycling	Good strategic route, encouraging safe routes to (3) schools. Space available for segregated route.	Limited space for segregation along this route, so no changes proposed
16006	Web	Bishop's Stortford	Stansted Road	Cycling	Large junction improvements requited here to allow safe link across Stansted Road for cyclists travelling east-west	Due to the recommendation at this section being for on road cycling and there not being deemed enough space for a shared use path, a crossing for cyclists would not be possible. There are existing controlled crossings for pedestrians.
16007	Web	Bishop's Stortford			Widen and designate footpath as cycle route	The LCWIP shows this as an alternative routing option for cycling. Delivering improvements here would create a cycle path.
16009	Web	Bishop's Stortford	South Street	Walking	Remove left turn from Newtown Rd into South Street	Outside of the scope of the LCWIP, but could be considered by Strategy & Implementation for future consideration
16803	Web	Bishop's Stortford	Whittington Way	Cycling	There is an existing Toucan crossing here - use this rather than junction remodelling to east?	Current proposal could serve different users, so no changes as a result of this representation
17606	Web	Bishop's Stortford	Michaels Road	Walking	The BSDFA strongly support improvements on Michaels Road that would introduce traffic calming, footway improvements and the installation of a signalled pedestrian crossing	Support noted and welcomed.

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					connecting the Red White & Blue field to the country park.	
17607	Web	Bishop's Stortford	Hazelend Road	Walking	Pedestrians connecting to BS Footpath 064 from St Michaels Hurst are forced onto Hazel End Road. There is adequate space on the west side to create a safe space for walkers if vegetation is cut back. Creating an off road link to Stansted Mountfitchet.	No change due to lying outside of the walking utility distances within the LCWIP criteria. Route is included on the primary cycling network.
17608	Web	Bishop's Stortford	London Road	Walking	We support much needed pavements improvements on London Road.	Support noted and welcomed.
17609	Web	Bishop's Stortford	Hockerill Junction	Walking	Any major junction improvement must incorporate signalled crossing points for pedestrians.	No change as individual schemes will have bespoke solutions as schemes develop depending on their circumstances
17610	Web	Bishop's Stortford	London Road	Cycling	We have concerns about any proposal for a 'shared' path on London Road due to the lack of adequate space to safely accommodate cyclists and walkers.	No change. While it may not be possible to achieve along the whole length, this location is considered to have scope for shared use facilities, with any schemes to be assessed for safety as they progress.
17611	Web	Bishop's Stortford	South Road	Walking	This is a confusing and dangerous junction for pedestrians and walkers. It requires major improvements to make it safe for all users.	Comment noted - the junction is on the primary route network but not a prioritised route so a solution has not yet been proposed. Therefore, any potential upgrade of the junction would need to be assessed at the time that this route is brought forward at a later date.
17612	Web	Bishop's Stortford	St James Way	Walking	St James' Way from the Tesco roundabout to Obrey Way requires the introduction of a lower speed limit and improved crossing points. There are multiple connections across this very busy road between the residential areas and the local countryside.	Crossing major A roads can hinder access to the Rights of Way network so solutions could be sought. However, because the LCWIP prioritises improvements for utility routes (and currently, there are no utility destinations on the western side of the A1184) this route would not fall within the criteria for detailed assessment or auditing.
18005	Web	Bishop's Stortford	Rye Street	Walking	We support footway improvements and additional crossing points on Rye Street.	Support noted and welcomed
18006	Web	Bishop's Stortford	Footway 017	Walking	BS Footpath 017 is a key pedestrian link from Bishop's Park connecting several local schools. The public footpath is well used but is in a poor state and subject to a longstanding unresolved diversion order.	No change to network. Maintenance issue - refer to Fault Reporting
18007	Web	Bishop's Stortford	Hockerill Junction	Walking	The pavements on both sides of Hockerill are in a very poor condition and need improvement.	No change to network. Route is on primary network so if related to infrastructure provision this would be addressed in due course as and when a scheme

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
						progresses. Also, for maintenance issue - refer to Fault Reporting
18009	Web	Bishop's Stortford	Obrey Way	Walking	We support the introduction of traffic calming and new crossing points on Obrey Way.	Support noted and welcomed
18010	Web	Bishop's Stortford	Pig Lane	Walking	We strongly support the introduction of traffic calming and improved pedestrian access on Pig Lane. The devil will be in the detail.	Support noted and welcomed. Public consultation on any scheme will be undertaken in due course so that representations can be made at the detailed stage
20003	Web	Bishop's Stortford	South Street	Walking	Pavements beside busy roads eg London road need to be cleared of overgrown vegetation Controlled pedestrian crossing over south st from mulberry close to the footpath on the other side leading to London rd	No change to network. Route is on primary network so if related to infrastructure provision this would be addressed in due course as and when a scheme progresses. Also, for maintenance issue - refer to Fault Reporting
24412	Web	Bishop's Stortford	Tesco	Cycling	This is suggested as a cycling route from Bishops Park to Stortford Fields (inc. Avanti schools). The current entrances and exits on the suggested route are not suitable for bikes; conflicts with pedestrians and cars will occur without changes.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24413	Web	Bishop's Stortford	Dane Street	Cycling	The proposed shared use path from BS town centre to station goes to the wrong side of the station. The main station entrance and bike storage is on the town / Goods Yard / Dane St side of the station.	The Goods Yard development is separately proposing upgrading the station approach/es and as a strategic development site under current planning consideration it lies outside of the scope of the LCWIP at this time. Any future iteration of the LCWIP would be able to consider this area if necessary
30005	Email	Bishop's Stortford	North Street	Accessibility	I am writing as a wheelchair user in response to the proposed pedestrianisation of North Street at weekends. While I am not opposed in principle to creating safer, car-free spaces for people to enjoy, I do have significant concerns about accessibility for disabled residents and visitors. Currently, there are very few disabled parking bays available on North Street. If car access is removed without providing adequate alternatives, this risks excluding wheelchair users and other disabled members of the community from being able to access the town centre. I would strongly urge the Council to conduct a dedicated consultation or survey	North Street is already a scheme under development which is being progressed separately and therefore lies outside of the scope of the LCWIP. However, comments will be passed on to the SPM for further consideration in this regard.

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					with disabled residents to fully understand the impact this proposal may have. If the aim of this initiative is to make Bishop's Stortford safer and more inclusive, then accessibility must be a central consideration. I encourage the Council to look carefully at: • Ensuring there are sufficient disabled parking bays within close proximity to North Street. • Reviewing kerbs and crossings at the ends of streets and along the pedestrianised area, to make sure they are low enough and properly maintained for wheelchair users and others with mobility needs to cross safely. The intention to improve cycling and walking infrastructure is welcome, but it is essential that these improvements do not come at the cost of excluding the disabled and vulnerable members of our community. Thank you for considering these points. I hope that accessibility and inclusivity will be given priority in any final plans for North Street.	
30019	Email	Bishop's Stortford	Hillmead Primary School	Walking	I have been trying for ages to have a new zebra crossing installed at Hillmead Primary school. As you can see from this chain of emails Alistair Ward-Booth was going to look into this for me but I think he may have stepped down from his role at the council? I have since seen your scheme and wondered if you could help in anyway?	Route is included as a primary route on the walking network. LCWIP is high level at this stage, with details brought forward as the implementation of schemes progress
30025	Email	Bishop's Stortford	Hillmead Primary School	Walking	Thank you for sending through this email, I have completed the attached link I hope it's all ok! I'm not sure if you can see the photos previously taken by Alistair so I have included them in this email again for your reference. The school requests a 'one way system' for	Proposal for one-way route for vehicular traffic lies outside the scope of the LCWIP but will be referred to SPM for consideration

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					anyone dropping off or collecting from school which is to come into the school along the top of the junction and to turn left on the junction when you leave. So any traffic will be coming along the long stretch of road towards the gates if this makes sense? I have attached a map to help to show you what I mean! The first is to show you the flow of the traffic and the second is to show from the highlighted area where we would like the crossing. I hope you can see the need to having a zebra crossing for our school. I look forward to hearing from you soon.	
30057	Email	Bishop's Stortford	Pigs Lane	Walking/Cycling	Uttlesford Strategic Cycle Route B. A rural route connecting Bishops Stortford to Hatfield Forest and Hatfield Broad Oak. This route connects to the 'Pig Lane' route. I note this scores very poorly on the assessment and prioritisation. This route, in association with the UDC route could provide the opportunity for sustainable active travel access to Hatfield Forest and suggest that a project between the relevant LA's and the National Trust could consider future options.	Comments noted but no changes to prioritisation at this point. Review wording in main report to see if connections wording can be strengthened in respect of other authorities
30064	Email	Bishop's Stortford	London Road	Walking	I read with great relief the infrastructure plan for roads around the bishops Stortford high school. For a long time we as local residents have been extremely concerned about the absence of a safe pedestrian crossing on London road between the bypass and the shell garage. For us notably there is no crossing at the end of Whittington way and the light filters favour traffic. This has become even more noticeable since tbshs moved locations and many children cross here each day.	Support noted and welcomed. Crossing points are already proposed on the walking network at Whittington Way junction, and at the junction with Thorley Hill along this route, which should improve safer pedestrian crossing facilities

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					Furthermore introducing traffic calming on London Road would also be a welcome addition. Cars charge along the London road at great speed with no care or attention. We understand there is no timing planned or funds allocated. I can only encourage you to make haste before an incident occurs that makes you reflect why nothing was done sooner.	
30065	Email	Bishop's Stortford	Bishop's Stortford High School	Walking/Cycling	TBSHS has shared proposed improvements with parents today. As a parent of a student at the school I'd like to express my support for these improvements. They are essential with the number of students accessing the school and I'd like to encourage these to be put in place as soon as possible.	Support noted and welcomed
30066	Email	Bishop's Stortford	Obrey Way	Walking/Cycling	As a parent of a child who currently has to cross Obrey Way, I would like to express my strong support for the proposed traffic calming measures and pedestrian/cycle crossing improvements outlined in the East Herts Local Cycling and Walking Infrastructure Plan (LCWIP). At present, crossing these roads can be extremely dangerous for children — particularly during busy school hours. Each day, I worry about my child's safety and the speed of vehicles in the area. The proposed improvements would make a real and immediate difference, not only to our family but to the wider school and local community. Safe routes to school are essential for encouraging more walking and cycling, reducing congestion, and fostering a healthier, more sustainable environment. I sincerely hope these plans are prioritised and implemented as soon as possible.	Support Noted and Welcomed

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					Thank you for your continued work on this important issue and for giving the community the opportunity to support these much-needed changes.	
30067	Email	Bishop's Stortford	Obrey Way	Walking/Cycling	I just wanted to provide my support for the following: East Herts Local Cycling and Walking Infrastructure Plan (LCWIP) includes traffic calming measures and new/improvements to pedestrian and cycle crossings on Obrey Way, Thorley Street (London Road) and Whittington Way. My son cycles 4.5km to the Bishops Stortford High School each day given the busyness of our roads so anything that can be done to make each journey that little bit safer for him and others in our community is fantastic.	Support noted and welcomed
30072	Email	Bishop's Stortford	London Road (to Sawbridgeworth)	Walking/Cycling	• We are surprised by the priority given in Appendix D to the Sawbridgeworth to Bishop's Stortford route, as generated by the MCAT. In terms of achieving modal shift for utility journeys, we contend that the £4.7m estimated cost of this route would be better spent on a wider range of schemes within the towns to promote "micro-journeys" to schools, shops, work, etc.. This suggests to us that the methodology within the MCAT tool is flawed in terms of prioritising schemes that would result in sub-optimal modal shift.	The priority scoring was achieved via a matrix approach applied across the LCWIP area. All costings are indicative at this time and will be refined as schemes progress. For noting, there has been significant support for the Sawbridgeworth to Bishop's Stortford route.
30073	Email	Bishop's Stortford	Outside	Cycling	• We are disappointed by the lack of prioritisation given to schemes to link Stansted, Birchanger and Takeley to Bishop's Stortford. All fall within the functional catchment area of Bishop's Stortford, and are within cycleable distance but with real barriers to connectivity {M11, A120}. Indeed, despite declarations of intent given early in the process little consideration seems to have been given to links across the Herts./Essex	All of the elements referred to are included in the overall network and we continue to work with Uttlesford and Essex CC as their LCWIP develops to ensure that schemes integrate successfully. Due to limited financial resources the LCWIP was unable to audit all routes and the specific routes selected for auditing were focussed around utility usage and expected high levels of patronage going forward. It is hoped that further routes will be progressed to the audit as funding becomes available in due course

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					border despite the Uttlesford LCWIP (Appendix C) showing each of Uttlesford Strategic Cycle Routes A, B and C terminating in Bishop's Stortford. 2. The lack of inclusion of direct, off-road links to Stansted, Birchanger and Takeley is of concern given the nature of the roads that need to crossed to access Bishop's Stortford from these locations. Specifically, Core Policy 13 within the Uttlesford Local Plan 2021-2041 refers to the ambition to deliver, "strategic cycling infrastructure ….along the B1256 between Takeley, Stransted Mountfitchet and Bishop's Stortford". We also note the lack of any improvements for cyclists along Dunmow Road to link to the cycle crossing provided at the remodelled A120/Dunmow Road junction.	
30074	Email	Bishop's Stortford	General	Cycling	• Some network benefits can be gained simply by better signposting, which offers low cost potential to encourage cycling {such as the S278 network to be funded from the St.James' Park development). This appears to have been ignored by the LCWIP process.	Wayfinding is an important element of route take up and is included in the report. It will feature as part of the delivery of LCWIP schemes as they are delivered in due course.
30078	Email	Bishop's Stortford	Dane Street / South Road / Southmill Road	Walking/Cycling	4. We are pleased to see the inclusion of infrastructure improvements along Dane Street, but are concerned that 'mixed traffic cycling' and 'traffic calming' is insufficient along this busy and complex route. We contend that a fully-segregated two-way cyclepath is required here, with junction improvements at both the station end (proposed in the report but see below) and at the Causeway end to link into the North Route network (not shown in the report). 6. Some junction schemes appear to lack ambition, and efficacy. To link with the Dane Street point made above, the Dane Street/Station Road junction should be a Large Junction Improvement to provide safe access for cyclists and pedestrians into the	On Dane Street, a contraflow segregated cycle lane is recommended as part of the mixed traffic cycling, a this is a one way street. The LCWIP remains high level at this stage and amendments can be made at future feasibility and implementation stages where further public consultations will take place. The junction on South Road/Southmill Road and Havers Lane is not on the prioritised network but is on the primary walking and cycling networks. Individual infrastructure solutions would be considered in due course if schemes progress at these locations.

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					station area, and the eastern end of Station Road, possibly connecting via the putative 'ramp' proposed within the Goods Yard development. The exclusion of the Havers Lane/South Street/Southmill Road junction is a major omission and should be included as a Large Junction Improvement to promote connectivity for cyclists and pedestrians to the station area from the S/SW of the town via the existing 'white bridge' over the River Stort. Indeed, we understand that this is being planned as part of the S278 funded project.	
30079	Email	Bishop's Stortford	Various	Cycling	5. Long stretches of Stansted Road and London Road are subject to proposals for 'traffic calming'. We assume that this would involve 20mph speed limits and 'speed bumps'. We approve of these developments in principle, as slower traffic reduces the risk of accidents and injury, and can create a perception of cycling being safer. We are concerned however that on such major and busy traffic arteries these installations could serve to antagonise (further) motorists and thus exacerbate potential conflict situations. Expenditure on such lengthy stretches could also preclude more effective schemes elsewhere. Alternative routes to some of these stretches are feasible, such as using St. James Way/Beaumont Way (with infrastructure already installed along the latter) rather than Thorley Street.	Traffic calming can be delivered in multiple different ways depending on location. The LCWIP is high level at this stage and details would be confirmed when implemented in due course. The LCWIP will deliver a choice of routes in the locations detailed, which are all on the primary cycling route network.
30080	Email	Bishop's Stortford	Parsonage Lane	Cycling	7. We support an active travel route along Parsonage Lane, where space is available and there are several schools. However, given heavy pedestrian traffic a shared use path as proposed is likely to be inadequate for both cyclists and pedestrians. Junction improvements at the Stansted Road end would also be required to link with the path into Grange Paddocks.	Shared use path has been recommended at this location due to being the most feasible option for the full length of the route. If at feasibility or detailed design stage, options for segregation were feasible and the funding allowed, alternative options could be considered.

East Herts LCWIP – No Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
30081	Email	Bishop's Stortford	Bypass	Cycling	• Bishop's Stortford is encircled by increasingly busy roads which are making safe movement from the town to the surrounding countryside hazardous. These routes are very popular with local residents but the lack of traffic calming measures and safe crossing points makes movement difficult. Despite raising this issue on several occasions we are disappointed that it has not been reflected in the draft proposals.	The LCWIP is predominantly a document to bring improvements to utility trips. Due to project financial constraints, cross boundary options over 5km in length were only able to be considered if they would bring substantial utility benefits.
30082	Email	Bishop's Stortford	General	Cycling	• We welcome the proposals to significantly increase the number of new / improved pedestrian (and cyclist) crossing on several of our busier roads. Together with traffic calming and pavement improvements this should have a very positive effect on walking. We look forward to reviewing the detailed plans in due course.	Support noted and welcomed
30083	Email	Bishop's Stortford	Dunmow Road / Rye Street / Hadham Road	Walking	• We welcome the focus within the town for improving pedestrian footpaths along the main thoroughfares, including Dunmow Road, Rye Street and Hadham Road. However, we are concerned that several routes have been identified for shared-use paths. The BSDFA has strong reservations regarding shared spaces in busy urban areas as they have the potential to create conflict between pedestrians and cyclists.	Comments noted around shared use; however, the LCWIP is high level at this stage and any future scheme would need to pass safety audit considerations and meet LTN1/20 criteria before they would be implemented.
30084	Email	Bishop's Stortford	Various	Walking	• We understand that there is an emphasis on improving routes with 'the greatest potential demand' but this has overly focussed on those routes connecting to the town centre. This has been to the detriment of other routes connecting key destinations (schools, shops and leisure facilities) in the suburban neighbourhoods. An example, is the omission of the cycling and walking infrastructure linking St James' Park, Thorley Park, St Michaels Mead, Bishop's Gate through to Bishop's Park.	The scope of the LCWIP was to identify improvements to the existing network, utilising new infrastructure where appropriate. The sites listed in the representation form parts of new developments, which have recently been delivered through planning provisions or have delivered active travel infrastructure within their boundaries. As such, these developments do not form part of the LCWIP proposals.

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
30086	Email	Bishop's Stortford	Hazelend Road	Walking	• We would have welcomed some evidence of cross county border initiatives with Uttlesford District Council to improve safe walking routes to Stansted Mountfitchet. We have previously identified some low cost improvements on Hazel End Road that would provide a potential link. We hope you can give them your consideration.	The LCWIP has engaged Essex County Council as part of its process and discussions around cross boundary locations have taken place, as their LCWIP is also progressing. In respect of this location, the East Herts LCWIP extends to near the boundary but does not cover Essex due to length of route to Stansted Mountfitchet being unfeasible for utility routes for walking and the majority of the route lying outside of the district and resources not allowing for development of such routes where significant infrastructure would need to be put in place
30090	Email	Bishop's Stortford	BS71	Walking	o Footpath BS 71 from Parsonage Lane to the A120 by-pass, although part of the route on the cycling map follows the nearby footpath BS 48 alongside Birchwood School site and then BS 71 across Birchanger Wood	Although suitable for cycling, this route would not serve utility purposes under LCWIP criteria for walking so addition not supported
30093	Email	Bishop's Stortford	Flitch Way	Cycling	Cycling As a non-cyclist I will defer to those who are, but I am pleased to see that the route from Haymeads Lane towards the Flitch Way has been included as far as the M11. Although it follows a slightly different route from the existing rights of way I appreciate any route would be subject to discussion with the landowner.	Comments noted and welcomed
30122	Email	Bishop's Stortford	Bishop's Stortford South Area (Obrey Way/ Whittington Way/ Thorley Lane East/ Friedburg Avenue, Villiers-sur-Marne Avenue)	Cycling	3. Provide a combined cycle and pedestrian crossing on Obrey Way 4. Provide a continuation of the Whittington Way pedestrian / cycle path to Thorley Lane East 5. Improve cycle connection between Friedburg Avenue, Villiers-sur-Marne Avenue and Obrey Way, Thorley Lane East and Whittington Way.	All locations sought already feature on either primary or secondary networks. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30124	Email	Bishop's Stortford	Davey Road / Stephenson Drive / Bishop's Stortford North/ ROW Bish 001	Walking/Cycling	7. Create a direct pedestrian and cycle connection from the southern end of Davey Road to the northern end of Stephenson Drive in the Stortford Fields development. The existing arrangement is hugely detrimental to	As this is a strategic site within an overall development scheme under construction at the outset of the project and with active travel planned via S.278 and S.106 works, it lies outside of the scope of the LCWIP

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					local pedestrian, cyclist, and wheelchair movement by requiring users to make a very disproportionately long and inconvenient detour. 10. Upgrade the footpath between Thurgood Avenue and Dane O'Coys Road to be suitable for cycle use.	
30128	Email	Bishop's Stortford	Michael's Road	Walking	13. Provide pedestrian crossing on Michaels Road to access Bat Willow Hurst Park	Location is on the prioritised network and is identified for a new/improved crossing point. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30129	Email	Bishop's Stortford	South Road / Havers Lane	Walking and Cycling	15. Provide pedestrian and cycle crossing on South Road to improve access to 'the white bridge' and the railway station. 8. reconfigure the Havers Lane / South Road junction to facilitate pedestrian access cycle access to the white bridge and goods yard	The South Road/Southmill Road/Havers Lane locations are not on the prioritised network but are on the primary walking and cycling networks. Individual infrastructure solutions would be considered in due course if schemes progress at these locations.
30130	Email	Bishop's Stortford	Hockerill Junction	Walking	16. Provide controlled pedestrian crossing on all arms of the Hockerill Street/Stansted Road/Dunmow Road/London Road junction.	This area is identified as a major junction improvement on the prioritised walking networks and also features on the prioritised cycling network. Individual infrastructure solutions would be considered in due course as schemes progress at this location.
30132	Email	Bishop's Stortford	Station Road / Dane Street	Cycling	18. Provide contraflow cycling on Station Road between River Stort and Dane Street 19. Provide for 2-way cycling on Dane Street 20. Reconfigure the junction of Dane Street with the Station Road ramp over the railway line 21. reconfigure the Station Road/Dane Street/Sextons Road junction to create much more deflection for traffic travelling from Dane Street to Station Road	On Dane Street, a contraflow segregated cycle lane is recommended as part of the mixed traffic cycling, as this is a one way street. The LCWIP remains high level at this stage and amendments can be made at future feasibility and implementation stages where further public consultations will take place.
30133	Email	Bishop's Stortford	Link Road / Hockerill Street / The Causeway/ Adderley Road	Walking/Cycling	23. Provide controlled pedestrian and cycle crossing on The Causeway between Adderly Road and Hockerill Street 24. Provide improved crossing on Hockerill Street by its junction with the Causeway.	This stretch of locations is already included on the primary walking and cycling networks. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30134	Email	Bishop's Stortford	Jackson Square	Cycling	9. Suggest investigate a providing a link from The Causeway to Riverside and South Road	The suggestion would involve the use of a busy town centre car park which could lead to conflict between

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					via the ground floor of the Jackson Square car park by providing a right turn cycle facility into the car park from The Causeway. This will also improve cycle access to the cycle parking in the Jackson Square car park.	pedestrians, cyclists and motorists without clear indication of gain given the current entrance and exit routes without using Jackson Square lobby area to travelators, which in itself would not be supported for similar reasons
30135	Email	Bishop's Stortford	Bridge Street	Cycling	26. Reduce carriageway width on entire length of Bridge Street	The route is on the primary network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30136	Email	Bishop's Stortford	Town Centre	Walking/Cycling	27. Introduce measures to substantially reduce volume of through traffic in Bishop's Stortford town centre. 3. reduce the volume of motor traffic using South Street and Potter Street by reducing their use by through traffic.	A main purpose of the LCWIP is to make active travel options more attractive so that they become a first choice. While the LCWIP will not of itself look specifically at reducing traffic volumes, it is an aspiration that modal shift will lead to a reduction in motorised transport
30138	Email	Bishop's Stortford	Essex	Walking/Cycling	29. Improve cycle access between Bishops Stortford and nearby towns, villages, Stansted Airport and Hatfield Forest.	The LCWIP has been devised in consideration of plans (either adopted or emerging) of all bordering authorities, including those in Essex. The Councils will continue to work jointly to bring forward synchronised schemes where appropriate.
30140	Email	Bishop's Stortford	General	Cycling	33. Avoid placing street furniture in pedestrian and cycle routes where possible.	The LCWIP is intended to improve, rather than impede conditions for walking, wheeling and cycling. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case with all schemes needing to meet design standards in place at the time of being brought forward.
30143	Email	Bishop's Stortford	Bishop's Stortford South	Cycling	7. improve cycle provision on the Bishops Stortford South site and its connectivity by cycle to key origins and destinations beyond it.	As this is a strategic site within an overall development scheme under construction at the outset of the project and with active travel planned via S.278 and S.106 works, it lies outside of the scope of the LCWIP. However, while internal routes are not being addressed, connectivity to the wider network is included in some of the LCWIP proposals
30144	Email	Bishop's Stortford	Pig Lane / London Road	Walking/Cycling	b. Pig Lane from London Road to Hallingbury Road c. Michaels Road j. continuous cycle route between Bishop's Stortford and Sawbridgeworth	All locations mentioned are already included on the prioritised network for both walking and cycling
30145	Email	Bishop's Stortford	Rye Street/ Stansted Road /	Cycling	d. Rye Steet to Stansted Road via Cannons Mill Lane	All locations mentioned are already included on the primary network for both walking and cycling

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
			Cannon Mill Lane / Adderley Road / Station Road / Newtown Road / Dane Street / Sexton Road / the Causeway / Whittington Way / Thorley Lane		e. contraflow and with flow cycle routes on Adderley Road f. contraflow cycle route on Station Road from Newtown Road to Dane Street g. contraflow cycle facility on Dane Street from Sextons Road to The Causeway i. cycle connection between Whittington Way and Thorley Lane k. continuous cycle route between Bishop's Stortford and Stansted Mountfitchet l. Continuous cycle route between Stortford Fields and the Tesco superstore. m. Continuous cycle route from Stortford Fields across the bypass and onward to the old A120 towards Little Hadham and Bury Green.	
30146	Email	Bishop's Stortford	Bypass	Walking/Cycling	n. controlled at grade pedestrian and cycle crossings across the bypass on key desire lines to surrounding countryside and villages	The LCWIP has developed a network that includes connecting to the Bishop's Stortford Bypass, primarily at locations where there is a utility purpose. If there is purely a leisure purpose, then that would be something that could be considered in future reviews or iterations of the LCWIP.
40020	Event	Bishop's Stortford	Dane Street	Cycling	Ramp to Dane Street - Make better for cycling	Route is included as a primary route on the cycling network. LCWIP is high level at this stage, with details brought forward as the implementation of schemes progress
40021	Event	Bishop's Stortford	Villier-sur-Marne	Cycling	Villier Sur Marne Bus Gate - allow useage for bikes	Route is included as a primary route on the cycling network. LCWIP is high level at this stage, with details brought forward as the implementation of schemes progress
6403	Web	Buntingford	Hare Street Road	Walking	Linking the two footpaths - safely across the road - joining the two sides - a raised zebra crossing	The LCWIP secondary network extends close to this location but is not a utility primary route so no action proposed
7603	Web	Buntingford	Wyddial	Walking	pavement from Buntingford to Wydial - linking up footpaths, safer to walk with children & dogs between this village into town.	Distances are considered too far for the scope of the LCWIP for walking - but consideration could be taken if a rural connectivity review of the LCWIP were to be undertaken in the future.
7604	Web	Buntingford	Hare Street Road	Walking	To walk safely with dogs & children on a pavement from Buntingford to Hare Street	This rural location lies outside of the scope of the current LCWIP proposals

East Herts LCWIP – No Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
8003	Web	Buntingford	A10 - Buntingford to Puckeridge	Cycling	This is a great idea, people already cycle down the footpath here, but historically its overgrown, very close to fast moving trafic and can be quite dangerous with close passes. This would be a great improvement.	Support noted and welcomed
8004	Web	Buntingford	Paddock Road	Walking	I live on this street, there is an problem with people speeding down a high traffic road with lots of children. Parking for residents is an issue but maybe something like chicane parking might slow traffic without reducing parking spaces.	This street is on the secondary walking network. Any scheme that were to come forward would consider all appropriate infrastructure options.
19603	Web	Buntingford	Aspenden Road	Walking/Cycling	Aspenden Rd, Buntingford. You have this as a walking and cycling route. It's too dangerous! The path is too narrow, lorries/cars regularly mount the pavement. Cycling from Aspenden to Westmill is lethal as theres so many holes in road and its narrow.	No change to network. Evidence to show people currently walk and cycle this route and included on the secondary network in case of future opportunities
23211	Web	Buntingford	London Road	Walking/ Cycling	In Buntingford it will cause more harm than good reducing the parking in the town when the cycling routes dont link with anywhere. - We need to keep the parking on the roads if the pavements are widened the parking will go. Make is 20mph instead and then it will be safer and easier to walk	No change to network map. The LCWIP does not suggest specifics for schemes, this is done at design stages further on in the process if schemes are brought forward for development
30004	Email	Buntingford	Baldock Road	Walking/Cycling	Firstly, I wanted to thank team members for coming to Buntingford on Monday for the LCWIP engagement session. It was a really worthwhile session with some interesting contributions by members of the public. Some really good points were raised around safety issues with existing schemes - driver behaviour at junctions on the cycle path on London Road, and the proposed plans in the LCWIP with a need for joined up schemes, and a much wider approach to 20mph implementation. I had an interesting conversation about weight limits and HGV access (I think with Nicola). I mentioned that I have a Telraam device collecting data on traffic going past my house	While recognising the effects on propensity to cycle that HCVs may have, weight limit restrictions lie outside the scope of the LCWIP. Therefore, no changes proposed, but will refer on to SPM, Policy and DM Teams and HLB.

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					on Baldock Road. The main concern is speeding and traffic volume but it has also highlighted the large number of lorries routinely travelling through Buntingford every day (between 500 and 900). I wonder if there is anything that can be done to highlight this issue and address concerns in the context of the LCWIP and safety concerns for pedestrians and cyclists. The data I have collected shows very small numbers of pedestrians and two wheelers (I suspect mainly motorbikes rather than pedal cycles) using Baldock Road which is no surprise considering the level of speeding, traffic volume and number of HGVs using this road. It is a real concern as this is one of the main pedestrian routes into the town centre and is not being used because of safety issues. I don't feel that these issues are necessarily going to be addressed in the development of the LCWIP but are of serious concern to local residents both from a road safety perspective, but also from a liveability one with noise and air pollution being of serious concern. I have raised these issues many times over the last 5 years or so but feel that concerns have not been taken seriously. I also mentioned that I had been helping Cottered Parish Council address concerns that the 7.5T weight limit that was finally introduced along the A507 last year. Residents didn't expect 100% compliance, but the situation is that it is still being ignored by a considerable number of drivers - night time traffic being a particular concern. I have been trying to find out on behalf of residents and the parish council if there are any measures that could be put in place to help with the situation. There are a lot of road safety issues in the village to do with traffic volume, speeding and	

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					HGVs. Local police have stated that they do not have the resources to enforce the weight limit and also have issues around finding safe places to monitor traffic. In conversations with the neighbourhood policing team, they have mentioned that local highways authorities have powers to enforce weight limits under Part 6 of the Traffic Management Act - section d moving vehicle contraventions. I have been trying to find out more details on this - including through the local county councillor Terry Smith but have not had any success so far. I know Nicola mentioned that she had been working on a project to do with a weight limit (in Welwyn/Hatfield I think) and mentioned other measures that can be taken - to do with no through routes I think. I wondered if this could be implemented in Cottered and whether there is anything that can be done to look at issues in Buntingford?	
30041	Email	Buntingford	Ermine Street	Cycling	Buntingford Phase C Just to the north of Buntingford there is the A10 junction between Ermine Street (old A10) and Sandon Lane, which goes towards the villages of Mill End and Sandon. Crossing over the A10 at this point is dangerous for the many cyclists that use this route. First of all there is fast moving traffic and secondly there is no protection for turning right off of the A10. I would like to suggest that proper traffic islands are installed at this point, instead of relying on the existing painted road markings. Alternatively, directly opposite Sandon Lane there is an abandoned section of Sandon Lane which was cut off when the new A10 (Buntingford bypass) was constructed. If this was reopened as a cycle lane it would enable	As villages concerned are not Group 1 villages and lie outside with no key services to access and no current inclusion in the North Herts LCWIP this route would not meet the criteria for inclusion in this LCWIP. However, Ermine Street is included as a secondary route on the cycling network so would be investigated for improvements when any scheme is brought forward in due course

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					cyclists to get straight across the A10 without the need to do the present left and right manoeuvre with its inherent danger.	
40004	Event	Buntingford	Town Centre	General	Support for new pedestrian crossing Baldock Street/High Street	Support noted and welcomed
40005	Event	Buntingford	Town Centre	General	Dislike of cycling scheme being continued as per public consultation for Buntingford Phase 2 scheme in 2024	Buntingford Phase 2 scheme is still under development and will be significantly changed from the last iteration taken to public consultation. A new public consultation is anticipated to take place in the Spring
40006	Event	Buntingford	Town Centre	General	During construction of Buntingford Phase 2 scheme it is important that the market stays open	Buntingford Phase 2 scheme lies outside of the LCWIP; however, it is understood that arrangements to facilitate the continued market operations will be put in place
40007	Event	Buntingford	A10	General	Think the connection with Puckeridge would be beneficial and would complement phase 1.	Support noted and welcomed
40008	Event	Buntingford	London Road	Walking	Support for widening of footway on east side of High Street	Support noted and welcomed
40009	Event	Buntingford	London Road	Walking	Think that there is too much traffic, especially during school drop off time, and would like to see less cars.	A main purpose of the LCWIP is to make active travel options more attractive so that they become a first choice. While the LCWIP will not of itself look specifically at reducing traffic volumes, it is an aspiration that modal shift will lead to a reduction in private motorised transport
22405	Web	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404
22406	Web	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404
22805	Web	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404
23603	Web	Duplicate from 23203	Duplicate from 23203	Duplicate from 23203	Duplicate from 23203	Duplicate from 23203
22803	Web	Furneux Pelham	Unknown	Walking/Cycling	Id like to be able to walk to the school without getting run over or having to jump up the bank with loads of stingers. Id like to bike but furneux pelham pot holes are stupid	Furneux Pelham currently lies outside of the scope of the LCWIP for specific route designation, as resources have been restricted to main settlements and group 1 villages. Future iterations of the LCWIP will hopefully allow for more rural coverage in due course
30021	Email	General	Cross Boundary	General	I fully support any improvements or additions that are added to the highway network that	Support for matters stated noted and welcomed.

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					benefit people who choose to walk or cycle. There needs to be a joined-up approach that links to neighbouring local authorities. Journeys do not stop/start at the boundaries of the borough.	The LCWIP has been devised in consideration of plans (either adopted or emerging) of all bordering authorities, including those in Essex. The Councils will continue to work jointly to bring forward syncronised schemes where appropriate.
30043	Email	General	General	Equestrian	Can I ask please why equestrianism is not included within LCWIP? Horse riding, leading, long reining? Carriage driving included within 'wheeling'? Is it not time to include equines for balanced inclusivity for all?	LCWIPs are formulated on the basis of Government guidance aimed at walking, wheeling and cycling. Equestrianism lies outside the scope of the LCWIP
30051	Email	General	Various	Walking/Cycling	Within East Herts the Trust own and manage the River Lee Navigation and the River Stort navigation and these waterway corridors are multi-functional assets that straddle and cross administrative boundaries. The towpaths along these waterways are important traffic free routes for walking /cycling for both leisure and utility walkers and represent a multifunctional asset, providing linkages to local facilities, recreational opportunities, and a safe, convenient, and attractive walking and cycling network to promote health and well-being, consistent with the aims of the NPPF. The towpaths would provide a direct traffic-free route not only through some of the key priority areas but between them as well, connecting key destinations and facilities. The towpaths are already a popular choice for walking and cycling and provide an ideal linear blue-green route for inclusion in the LCWIP network as a route for both cycling and walking. It is noted that these are identified as for amendment but not priority delivery, though we value the councils' ongoing support to enable these other mainly rural connecting routes to become more accessible. We also welcome the number of routes proposed for improvement that connect to the various towpath routes, helping to build a legible network of routes that encourage people to	Comments Noted

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					access the highly valuable rural routes that can deliver significant health and wellbeing benefits to residents and visitors.	
30071	Email	General	General	Walking/Cycling	• We have again been disappointed by the lack of local engagement by the consultants with local interest groups, whose members hold a lot of knowledge and experience that could have informed route assessments, planning and the resultant proposals; • As one of the early 'stakeholders' we were hopeful of much more involvement in the development of the LCWIP through sharing our knowledge of the local walking network. Although we have met the LCWIP team on several occasions much of the work appears to have undertaken by 'consultants' with whom we have had no direct contact. We feel that this has been a missed opportunity.	The process involved external consultants supporting the project but was informed by comments made by the group throughout. It was not possible to involve interest groups or individuals during the on-site audits as this would have become unmanageable across the district and could mean that settlements were assessed inconsistently.
5208	Web	Hertford	Tamworth Road	Cycling	This route is supposed to be a cycle route already but the surfacing on the road is extremely poor and hazardous to anyone on two wheels	This is a maintenance issue and will be referred to the relevant department
5605	Web	Hertford	Tamworth Road	Cycling	The pavements here were resurfaced about 2 years ago but really poorly leaving trip hazards and vegetation growing through the pavements. The parking is nose to tail and makes it difficult to cross but Ware Rd is too polluted to be the main walking route	This is a maintenance issue and will be referred to the relevant department
12803	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	I have lived in Hertford for 4 years and love the area but am concerned that cars on the A414 are too loud and drive too fast in my area near sele making walking dangerous. - Strongly support action here. The A414 being 70mph here is bad for safety for driver, walkers. The noise travels for miles and bad for the environment.	No change to mapping. Comment is supportive of what is being shown on the priority routes
17605	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	have already commented on lack of safe crossing of 414, path approaching crossing is too narrow for shared pedestrian/cyclist use signage should ask cyclists to dismount	No change to mapping. Measures such as signage are not decided in the LCWIP, which is at a high level, but at a later stage if detailed schemes were to come forward.

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18003	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	There does not appear to be any safe way to cross the A414 to go from the North side to the South side to walk/cycle from Hertford to Hertingfordbury there should be a light control crossing and/or a footpath on the south side of the 414,	No change - comments supportive of junction improvements at this location.
23204	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	I strongly support the installation of a Dutch style roundabout at this location to improve safe crossing of the A414 and improve connectivity for cyclists from Thieves Land to Hertingfordbury and the Cole Green Way	No change - Comment supportive of junction improvement at this location. The type of junction improvement would be decided when a scheme came forward and according to what is feasible.
23605	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	Supportive of improvements in Sele, especially improved crossing points from the Blackmore estate, also improved footpath in Hertingfordbury. - this junction is particularly challenging for pedestrians, so I strongly support improvements that would slow traffic and create a safer pedestrian crossing as well as safer cycle crossing.	No change - comment is supportive of the interventions shown in the priority routes.
24449	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	A dutch-style roundabout here is supported	No change - Comment supportive of junction improvement at this location. The type of junction improvement would be decided when a scheme came forward and according to what is feasible.
24814	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	The Hertford & District Cycling Group has met regularly with Hertford and Ware Town Councils and HCC officials over the past 2-3 years to contribute to the LCWIP - There needs to be a safe crossing for pedestrians and cyclists from Thieves Lane to Hertingfordbury - a pelican crossing, bridge or tunnel	No change - comment is supportive of the interventions shown in the priority routes.
25203	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	There is a real need for a safe crossing to the east of this junction from the cycle route through Hertingfordbury to Panshanger Park to connect the Cole Green Way to the Park	No change - comment is supportive of the interventions shown in the priority routes.
25205	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	Currently there is no safe place to cross here	No change - comment is supportive of the interventions shown in the priority routes.
23212	Web	Hertford	Thieves Lane Roundabout	Walking/Cycling	The overall plan is good, I'm just worried about prioritisation. Many of the crossings around Hertford Sele are desperately needed for walking safety and I worry may be delayed	No change required, comment supportive. Consider prioritising pedestrian crossings prior to implementing other elements of the scheme. Potential S.278 or S.106 funding potential

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					if bundled with larger schemes. The should be done first and independently.. - I support that changes are proposed here, but would like to stress how vital it is that this junction is sorted ASAP. There are currently no crossings and it is a huge safety risk to children attending the primary and secondary schools.	
24403	Web	Hertford	Thieves Lane Roundabout	Walking/Cycling	Extensive plans around Hertford, particularly Sele. - Crossings required on Theives lane roundabout. Walkers are cutting across due to lack of crossings.	No change required, comment supportive. Consider prioritising pedestrian crossings prior to implementing other elements of the scheme. Potential S.278 or S.106 funding potential
24456	Web	Hertford	Thieves Lane Roundabout	Walking/Cycling	This area is in serious need of improvements for pedestrians. This estate has no safe pedestrian crossings for residents to reach local schools and shops.	No change required, comment supportive. Consider prioritising pedestrian crossings prior to implementing other elements of the scheme. Potential S.278 or S.106 funding potential
24803	Web	Hertford	Thieves Lane Roundabout	Walking/Cycling	The plan looks generally good and a focus on improving walking and cycling routes in the area is a good priority, particularly given the new estate in Sele and the school. - The roundabout by the new estate needs crossings and proper access points adding to be encourage walking and discourage unsafe crossing, especially by children walking from the estate to school and / or the shops.	No change required, comment supportive. Consider prioritising pedestrian crossings prior to implementing other elements of the scheme. Potential S.278 or S.106 funding potential
17604	Web	Hertford	Fountain Drive	Cycling/Walking	Priority walking/cycling routes should not include Kissing Gates. There absolutely should be a priority route from the towpath to the end of Mead Lane Hertford. But it should have cattle grids, not kissing gates.	No gate solutions are proposed as part of any high level LCWIP proposals - suitable access points will be considered as appropriate as individual schemes progress
18803	Web	Hertford	Welwyn Road	Cycling	The map shows mixed cycling and traffic. On this narrow road, this will be unsafe, unless the road is widened.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and safety will be a key element. There will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
19203	Web	Hertford	Tow Path	Cycling	Around the canal path, it would be great for it to be more accessible for non-mainstream bikes, such as using trailers for transport and kids or cargo bikes. My parents live just off the	No gate solutions are proposed as part of any high level LCWIP proposals - suitable access points will be considered as appropriate as individual schemes progress

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					canal but can't use it with a kids trailer because of gates	
21603	Web	Hertford	Footway 86	Cycleway	Please can the path between St Leonards Church and the tennis courts at Hartham be designated as a cycle path.	Route is already included as a secondary route on the cycling network, so no change required
22404	Web	Hertford	Welwyn Road	Walking	Welwyn road/ B1000 from sele down to the station and hospital desperately needs improved paths. Many people walk down there including wheelchair users and prams forcing people onto the road. It is unsafe. Paths down to train and hospital not wide enough for amount of foot traffic. Particularly wheelchair users and those with prams walking to the hospital. Especially considering increased use from the new houses. bus stop loci on thieves lane is dangerous	Welwyn Road/B1000 is already included as a prioritised routed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
22806	Web	Hertford	Hertford Ware Tow Path	Cycling	I think in general the plan is good but I'd like to see more detail on specific routes. Pave and widen the entire Hertford–Ware towpath, ideally separating walkers and cyclists. Require dogs on leads, add movement-sensitive lights for safety, and open the mill–Mead Lane path to bikes. Make Priory Street cycle-friendly and promote cycling	No change to network. Support for upgrade to towpath welcomed and comments on Millmead and Priory Street noted. However, the LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
23203	Web	Hertford	Welwyn Road	Walking/Cycling	I welcome the opportunity for my family to safely and easily get about on foot and on a bicycle. I strongly support improvements to create a footpath and cyclepath on Welwyn Road between North Road and Fordwich Rise. This is a crucial matter of access and safety which a lot of local people are concerned about. Improvements will encourage car free.	Support noted and welcomed
23205	Web	Hertford	Thieves Lane Roundabout	Walking	Improving crossing at this junction for local residents, particularly living on Blakemore Manor, is very very important for safety and access reasons	Consider prioritising pedestrian crossings prior to implementing other elements of the scheme. Potential S.278 or S.106 funding potential
23206	Web	Hertford	North Road	Cycling	Improving safety for cyclists is very important at this junction as it provides an important connection to Bengeo and other parts of Hertford.	Support noted and welcomed

East Herts LCWIP – No Changes to Network Mapping

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23210	Web	Hertford	Parliament Sq	Cycling	Essential that there are hard measures here to slow traffic and enable safe cycling on a narrow very busy road or that NCN61 is diverted via the Castle Grounds as a more direct and safer route, especially for children.	Traffic calming measures are already proposed in this area. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, as they are developed.
23213	Web	Hertford	Thieves Lane	Walking	There currently isn't a marked crossing here, meaning that people often rush across the road to get to Panshanger. It's very dangerous. The road (Thieves lane) should be reduced to 30mph as part of this scheme.	Crossing is already proposed for walking prioritised network in the general location - precise location to be determined in due course
23214	Web	Hertford	Thieves Lane	Walking	There is an unmarked crossing here (public bridleway) which is commonly used and very dangerous on the blind corner. This needs adding to the scheme so there is more than one crossing and the road should be reduced to 30mph.	Crossing is already proposed for walking prioritised network in the general location - precise location to be determined in due course
23604	Web	Hertford	Welwyn Road	Walking/Cycling	The improved footpath and cyclepath on Welwyn Road between North Road and Fordwich Rise are vitally important for public safety and to encourage more walking and cycling	Support noted and welcomed
24003	Web	Hertford	Talbot Street	Walking/Cycling	Could not locate the proposals. Websit incredibly hard to navigate and/or find correct information Walking and cycyling improvements needed. Residential parking permits needed as cars often block pavments, forcing wheelchairs/buggies into the road. Waterway pathways dire need of repair/widening	Support for improvements noted and welcomed. Pavement parking is outside the LCWIP and would be dealt with at the county level. Also, for maintenance issue - refer to Fault Reporting
24012	Web	Hertford	Welwyn Road	Walking	This pathway is far too narrow (two buggies cannot get past) and dangerously sloped. This is a commonly used walking route to Hertford North for commuting and for students attending Sele School. An accident waiting to happen.	Welwyn Road/B1000 is already included as a prioritised routed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
24404	Web	Hertford	Welwyn Road	Walking	Hill here is relatively dark, cars speed past, and footpath is narrowed due to vegetation and leaves covering path. Easier to walk in road than on unevenness	Welwyn Road/B1000 is already included as a prioritised routed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
						It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
24406	Web	Hertford	Welwyn Road	Walking	The path down the hill from Sele to Hertford North ideally needs widening and better light putting in - a lot of people use this to and from the station, and it is often necessary to step into the road.	Welwyn Road/B1000 is already included as a prioritised routed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
24407	Web	Hertford	Wadesmill Road	Walking/Cycling/Horse Riding	The number of cars and speed of cars on wadesmill road near chapmore end is making it hard for horses, bikes and people trying to cross the road unsafe, this will only get worst with more houses can this be factored as part of plans.	This route is identified as a secondary cycling route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24408	Web	Hertford	Rush Green	Cycling	Rush Green roundabout stops the use of the restricted byway joining to it and then onto Walnut Tree Walk which gives a direct, mainly off road route to Great Amwell and Stanstead Abbotts - Hoe Lane is poor. It improves connectivity Hert Heath to Ware	This route is already identified as a secondary route on both the cycling and walking networks
24410	Web	Hertford	Ware Road	Walking/Cycling	Better walking and cycling routes along Ware/Hertford Road are essential because the tow path is a nice leisure route but this is the quickest and better route. Pavements are too thin, crossings are sporadic and traffic is fast	This route is identified as a primary walking and secondary cycling route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24414	Web	Hertford	Hertingfordbury Roundabout	Walking	The Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24417	Web	Hertford	Thieves Lane	Walking	The Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed

East Herts LCWIP – No Changes to Network Mapping

Object	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
24418	Web	Hertford	Royston Close	Walking	Hertford Town Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24419	Web	Hertford	Welwyn Road	Walking	Hertford Town Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24420	Web	Hertford	Port Vale	Vehicle	Hertford Town Council would like to see traffic calming measures at this location. This aligns with our Environmental Sustainability Strategy, specifically the action to “reduce emissions from vehicles and reduce traffic and congestion”	Support noted and welcomed
24422	Web	Hertford	Port Vale	Vehicle	Beane Road - Nelson Street junction needs appropriate signage and street furniture to prevent drivers crossing at speed as they cross towards Nelson St - this happens several times daily at present due to poor signagee	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24423	Web	Hertford	The Avenue	Walking	Hertford Town Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24424	Web	Hertford	Port Hill	Vehicle	Port Hill / Port Vale junction - traffic island required to protect cyclists exiting Port Vale towards town and pedestrians crossing at a blind corner	Support noted and welcomed
24426	Web	Hertford	North Road	Vehicle	Hertford Town Council would like to see traffic calming measures at this location.). This scheme is also within the Air Quality Action Plan area for Hertford, so efforts to reduce emissions in this area are well received.	Support noted and welcomed

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
24428	Web	Hertford	Railway Street	Cycling	NCR 61- A marked cyclelane through the pedestrian section of Railway Street (past Greggs)	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24429	Web	Hertford	Ware Park Road	Vehicle	The Council would like to see traffic calming measures at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “reduce emissions from vehicles and reduce traffic and congestion”	Support noted and welcomed
24430	Web	Hertford	Railway Street	Cycling Improvement	NCR 61- A contraflow cyclelane through the one-way section of Railway Street (past Rose Café)	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24431	Web	Hertford	Gascoyne Way	Vehicle	Traffic calming measures on Gascoyne Way would make the dual carriageway a more appealing route for cyclists whilst also improving air quality in the area. This road has been outlined as a primary cycling route in the LCWIP.	Contrary to comment, this road has not been identified as a primary cycling route, but rather the footway adjacent to it is being identified as primary shared surface route in the LCWIP. Consequently, no changes to the dual carriageway are proposed
24432	Web	Hertford	Mead Lane	Cycling	NCR 61- Cycle access to the path across the meads from the end of Mead Lane to meet the towpath at New Gauge House - currently non-cycle-friendly gates	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24433	Web	Hertford	Stansted Road	Walking	Hertford Town Council would like to see new / improved pedestrian crossing and footway improvements at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy.	Support noted and welcomed
24438	Web	Hertford	Bengeo Street	Vehicle	Bengeo neighbourhood plan supports traffic calming measures including, but not limited to: a 20mph speed limit on Bengeo Street	Support noted and welcomed
24441	Web	Hertford	Hertford North	Cycling	The roundabout is a deathtrap for cyclists and is on the only cycling route to St Joseph's School. Driving from the South there are no warning signs that a roundabout is ahead and many drivers drive straight through	Junction improvement already identified at this point so no change required
24445	Web	Hertford	Mead Lane	Walking	Provide a public right of way from Mead Lane to the Meads	No change - unable to identify exact route proposed from comment and various routes are already shown on the network that could achieve this aim.

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
24446	Web	Hertford	A414	Walking	Provision of light controlled, safe crossing on the West bound carriageway of the A414, to allow access to the public footpath following the route of Ermine Street	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24447	Web	Hertford	Rowleys Road	Cycling	Make the remainder of Rowleys Road a cycle friendly road route and improve the level crossing for cycle use. Either by alterations to the gates or by the installation of a bridge over the railway	This route is already identified as a primary route on the cycling network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24448	Web	Hertford	Welwyn Road	Walking	The pathway here is an accident waiting to happen, pathways are not wide enough and often covered in leaves.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
24452	Web	Hertford	Welwyn Road	Walking	This stretch of path is dangerous to walk on at the best of times. The path is also not wide enough for accessible use such as for mobility aid users.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
24804	Web	Hertford	Footpath 068	Walking	Path is dark, uneven and vegetation is encroaching	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case so lighting could be assessed at the time the scheme for ROW footpath 068 is brought forward. Refer vegetation issue to Fault Reporting.
24805	Web	Hertford	Hertford North	Walking	the pickup/dropoff is typically very busy - taxis and poorly parked cars block access, and this causes blockages on the main road. Pedestrians are oblivious to danger and walk in front of traffic. Car restrictions or other safety measures required	Scheme already identified as a large junction improvement on prioritised walking network and primary cycling network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, but if land outside of the highway is involved in scheme then liaison with landowner will take place.
24806	Web	Hertford	Footpath 072	Walking	The cut through from the hill down to the station and hospital needs much better lighting - not only is it a trip hazard during the dark, it can feel unsafe walking there in the dark as an alone woman.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case so lighting could be assessed at the time the scheme for ROW footpath

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						072 is brought forward. Refer trip hazard to Fault Reporting.
24808	Web	Hertford	Welwyn Road	Walking	Hertford Town Council would like to see new / improved pedestrian and cyclist crossing at this location, as well as at other locations along the Hertford 1 route. This aligns with Hertford Town Councils Environmental Sustainability Strategy.	Support noted and welcomed
24810	Web	Hertford	Old Cross	Walking	Hertford Town Council would like to see new / improved pedestrian and cyclist crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy,	Support noted and welcomed
24811	Web	Hertford	Welwyn Road	Walking	The Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24812	Web	Hertford	North Road	Walking	The Council would like to see new/improved pedestrian crossing on this route, as well as footway improvements. This aligns with Hertford Town Councils Environmental Sustainability Strategy “reduce emissions from vehicles and reduce traffic and congestion”	Support noted and welcomed
24813	Web	Hertford	Welwyn Road	Walking	The Council would like to see new/improved pedestrian crossing on this route, as well as footway improvements. This aligns with Hertford Town Councils Environmental Sustainability Strategy “reduce emissions from vehicles and reduce traffic and congestion”	Unclear which road is intended to have requested crossing point. If Alexander Road across the bell-mouth then could be looked at as part of wider scheme; however, across Welwyn Road would be unfeasible due to close location of existing crossing point.
24815	Web	Hertford	Towpath	Walking	The Council supports improvements to the shared use path at this location and the towpath between Hertford and Ware, encouraging active travel and enhancing connectivity between the two towns.	Support noted and welcomed
24816	Web	Hertford	Sacombe Road	Walking	Hertford Town Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy,	Support noted and welcomed

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					specifically the action to “improve accessibility for walking and wheeling.”	
24817	Web	Hertford	Sacombe Road	Walking	Hertford Town Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24818	Web	Hertford	Hertford North	Vehicle	Beane Road - North Road roundabout (near two primary schools) needs better signage and possible enlargement of the roundabout to prevent drivers entering from the south at speed unaware it's a roundabout. This happens frequently	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. Any changes in signage would be a part of the scheme brought forward in due course.
24819	Web	Hertford	Railway Street	Walking	Hertford Town Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24820	Web	Hertford	Hartham Lane	Cycling	Hartham Lane - right turn into cycle lane past Sainsburys - needs protection such as a traffic island	This junction is already featured for improvements as part of the prioritised primary network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
24821	Web	Hertford	Market Place	Vehicle	The Council would like to see traffic calming measures at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “reduce emissions from vehicles and reduce traffic and congestion”	Support noted and welcomed
24824	Web	Hertford	Castle Street	Cycling	NCR 61- A contraflow cyclelane on the one-way section of junction at the east end of Castle Street is required to make turning right from the town towards West Street further away from the A414 roundabout and safer from speeding traffic leaving the A414	This junction is already identified for minor improvement and this proposal can be assessed as the scheme progresses. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
24825	Web	Hertford	Parliament Square	Cycling	NCR 61- A marked cyclelane to cut the corner or Parliament Square when turning left from Fore Street towards Castle Street	Route proposed would cause conflict with pedestrians and is not supported

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
24826	Web	Hertford	Ware Road	Cycling	The 'scheme under development' along the Ware road needs to extend all the way into Ware to make cycling safer between the two towns	The scope of the scheme under development is a pre-determined work stream; however, the rest of the route does feature on the primary network so would be brought forward to extend in due course
24826	Web	Hertford	Stanstead Road	Walking	Hertford Town Council would like to see new / improved pedestrian crossing and footway improvements at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy.	Support noted and welcomed
24828	Web	Hertford	Rush Green Roundabout	Walking	Hertford Town Council would like to see new / improved pedestrian crossing and footway improvements at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy.	Support noted and welcomed
24832	Web	Hertford	Ware Road	Walking	Ware Road- the Council support proposed schemes in this area. This area is currently inaccessible to those using mobility aids, including mobility scooters. Any proposed works should consider accessibility within walking and cycling routes.	Support noted and welcomed. Accessibility will be a key issue to be addressed as part of this scheme
24833	Web	Hertford	Ware Park Road	Cycling	The route between Hertford and Ware via Ware Park marked as a 'Suggested Alternative Cycle Route' is impractical without a better surface. Permission should be sought from the landowner to use the farm track rather than the footpath	This route is provided as alternative as engagement with the landowner/s would be required to make any alterations
24834	Web	Hertford	Sacombe Road	Vehicle	Bengeo neighbourhood plan supports traffic calming measures including, but not limited to: a 20mph speed limit on Sacombe Road	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
24838	Web	Hertford	Cromwell Road	Cycling	Segregated cycle lane on Ware Road from Cromwell Road to Ware.	No change. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
24840	Web	Hertford	Mead Lane	Cycling	Provide a cycle route along the south side of Mead Lane using the unused land to the North of the railway. This would provide cycling routes to Hartham Common and the centre of Hertford as well as the Mead Lane industrial estate and Dicker Mill	Route is on secondary network already. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. However, land ownership may preclude suggested scheme improvement
30006	Email	Hertford	Welwyn Road	Walking/Cycling	I am writing to report 2 dangerous sections of Welwyn Road, where the pavement and crossings are currently unsafe for pedestrians,	Welwyn Road is already included as a prioritised walking route on the network. The LCWIP is high level at this stage and individual schemes will have

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					wheelchair users, and cyclists. There are several issues contributing to the safety risk: 1. Overgrown shrubbery is obstructing visibility at both crossings, making it extremely difficult to see oncoming traffic. 2. The pavement is too narrow, especially near the bend and hill, forcing pedestrians (including those with buggies or wheelchairs) to step into the road to pass safely. 3. Vehicles frequently exceed the speed limit along this stretch. The speed indicator sign near Alexander Road regularly shows drivers travelling above the limit, which greatly increases the danger for anyone attempting to cross or walk along the road. Cyclists also find this section particularly hazardous, often needing to dismount and walk up the hill, which increases the risk due to the narrow path and limited visibility. Please see the attached photos showing the current state of the path and traffic visibility. I have also included a map showing the location of the crossings for reference. Photo 1 and photo 2 are marked on the map. Could the council please arrange for an inspection and take appropriate action such as trimming the vegetation for clearer visibility and improving the signage and reviewing traffic calming measures to increase safety for everyone. I do feel that widening the pavement and including a cycle path for uphill cyclists would be very welcomed.	bespoke solutions depending on circumstances in each case. Refer surfacing to Fault Reporting - photos are very helpful in this regard.
30007	Email	Hertford	Hertingfordbury Roundabout	Walking/Cycling	CASTLE PLUS – L & M - TOP FOUR POTENTIAL MOVEMENT PROJECTS FOR CONSULTATION	Crossing point already included as a prioritised route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					[1] Provide A414 pedestrian crossing with traffic lights near Thieves Lane roundabout Why it matters. It's easy to travel between Hertford and Hertingfordbury by car, but not otherwise. There is a real need to link the two places visibly and sustainably, for pedestrians and cyclists. There is a little-used crossing already but it does not have traffic lights and you have to be brave and fleet of foot to use it. The A414 is a busy route and will become even busier once Birchall Garden Suburb (south of Welwyn and right beside the A414) comes into existence, with over 2,500 new houses. Fortunately this development should yield a substantial payment by the developer to East Herts Council (S.106 payment), as part in the development lies in East Herts. This could fund a proper crossing with traffic lights.	circumstances in each case. Refer surfacing to Fault Reporting - photos are very helpful in this regard.
30014	Email	Hertford	Railway Street	Walking/Cycling	3. Travel from centre of town to Hertford East Station / Tesco • The safest way to cycle from centre of town to Tesco is along Railway St (Ruby's shop end, past taxi rank, past new flats and up to the roundabout at the Lord Haig) then turn left then right towards Chauncy Court • The path used by many pedestrians and cyclists has a "home made" piece of concrete used as a little ramp – this is very helpful, but not properly made • It would be good if this ramp was to be made properly and wider, to also help those with buggies and wheelchairs • At the other end of the path – there is no ramp. This makes it hard to cycle up to or down from the path. • INSTALL A PROPER RAMP FOR CYCLISTS, BUGGIES AND WHEELCHAIR USERS AT EITHER END OF THE CHAUNCY	This general location is already included on the primary walking and cycling networks. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case; however, land in private ownership may impact on the scope of individual solutions.

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					COURT AREA, TO ALLOW EASIER ACCESS TO THE STATION AND TESCO	
30022	Email	Hertford	General	Cycling	The drive to reduce car usage and get people to walk and cycle goes further than just providing infrastructure; consideration needs to be given to maintaining these routes in a safe and usable condition at all times. E.g. If you avoid the A414 in Hertford and use the cycle route through town, it is often obstructed by parked vehicles in Parliament Square (the parking restrictions are not enforceable and/or enforced). Cycle lanes when installed are often blocked with parked cars or poorly maintained (experience outside the borough). When roadworks are undertaken, motorists are prioritised - cycle ways/footways etc. closed. Where works are undertaken and roads closed, there is no consideration for cyclists. I have previously raised this with Herts CC, who were dismissive of the issue. Herts CC are the primary culprit for this, with diversionary routes for minor routes being A roads or the M25. Any road closures should properly consider cyclists. The LCWIP seems to ignore some of the junctions that are an issue. The A414 through Hertford is problematic for cycles to get across. For example, the Hare Road Gasgoyne Way roundabout is used by cycles coming into and out of Hertford, but there are changes being made? To summarise, good that improvements are being made, but not sure that the changes will make a lot of difference.	Diversion routes lie outside the scope of the LCWIP but comments will be passed to the Network Management Team for consideration. Likewise, parking enforcement will be referred to Parking Team to assess. In terms of cycle route around the Hale Road/Gascoyne Way roundabout, an alternative route utilising Castle Street, the Evron Crossing and Pegs Lane is provided on the primary network which is considered much safer for use at this location.
30024	Email	Hertford	ROW 086	Cycling	I am a local ride leader for the Veteran-Cycle Club, leading monthly rides that start from	Support noted and welcomed. The route suggested is already identified on the secondary cycle route

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					Hertford town centre. I have looked through the report and it is very encouraging to see cycling in particular getting attention. The reason I am writing now is to emphasize the importance of one route in particular, the footpath from Hartham Common up through the Warren to St. Leonards church. When leaving Hertford town heading north , which we often do, it is the safest and shallowest climb up to Bengeo Street. My request is that this route, a footpath at present, is designated as 'shared use' and I would be grateful if my request is considered.	network so is already acknowledged to be an important connection
30032	Email	Hertford	Queens Road	Walking	1. Would you please introduce 20mph speed limit to Queens Road, Highfield Road and Morgans Road. This is a residential area and also a cut through for traffic seeking to avoid the A414 through Hertford. Some of the roads or part of the roads are available for parking, which is fine. What is not fine, is the speed of traffic along these roads. There are 5 schools either on these roads or very close. Three of the schools are primary. It would really improve safety of the area, if traffic speed was reduced.	The introduction of a 20mph zone is beyond the scope of the LCWIP but will be referred on to Implementation Team
30033	Email	Hertford	Lea Wharf	Cycling	2. The bike racks in the new development at Bircherley Court are known by cyclists as "wheel busters" - that's why they are not used. Would you please force the developers to remove these and replace them with proper bike racks (like the ones outside Beam Theatre). Cyclists are encouraged by safe places to leave their bikes.	The land is in private ownership and beyond the scope of the LCWIP; however, opportunities for new cycle racks in suitable locations will be explored as individual schemes come forward in due course
30034	Email	Hertford	Birchley Green / Parliament Square	Walking/Cycling	3. Parked cars and commercial vehicles block the route from Fore Street to Parliament Square. There are "loading bays" there, but vehicles parked there are often there all day, not loading - this blocks the way for cyclists. 4. Vehicles parking at the pedestrian entrance	The enforcement of parking lies outside the scope of the LCWIP; however, it is understood that Traffic Regulation Orders are being progressed in these locations to enable more successful regulation

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					to Bircherley Court is an on-going problem. I watched a woman with double buggy struggling to get through yesterday. I know this has been raised many times, but it does need to be ressolved.	
30035	Email	Hertford	General	Cycling	5. Any protected cycle routes would be very welcome.....	Comment noted and welcomed
30037	Email	Hertford	Birchley Court	Walking/Wheeling	Good Morning The plan in general is extremely good. May I raise as a new wheelchair user a few problems. Before even being able to access our wonderful town/shops/parks etc, my enormous problem is being able to get past the road at the bus station. I live in Bircherley Court, not retirement age for a good few years. Hence I still enjoy life and places to go. The enormous problem is that the road does not meet the drop kerbs. I attempted once and became stuck, holding traffic up, embarrassed and extremely frightened with traffic which unfortunately isn't slow in this area. Please find a way to be able to come off the drop kerb and or get up onto the drop kerb. I currently can only do this with assistance of my daughter pushing me, which she finds hard with the road not meeting the drop kerb. Once navigating the paths for say a trip to Tesco or M&S, the paths throughout the town and surrounding areas are very uneven.	Comments noted and welcomed. Area already shown on the primary walking network so would be addressed through scheme implementation in due course

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					I will be honest Before becoming a wheelchair user, I never gave this a thought. Perhaps when planning to ensure better access, planners attempt using a wheelchair, like myself it makes you realise how terrible the paths and roads are. Kind regards Janice	
30038	Email	Hertford	Towpath	Walking/Cycling	Ware Phase A The river Lee towpath between Ware and Hertford is badly in need of an upgrade. The section between Ware town centre and the Gauge House is very rough in places and especially so between the A10 flyover and the Gauge House. The section between the Gauge House and Hertford lock is presently better but is starting to deteriorate, particularly nearer to the lock. The cycling and walking path (Route 61) between Hertford lock and Hartham is in good condition but the wooden bridge over the old river Lee will need significant renovation or replacement before too long. Herts County Council and/or East Herts Council carried out some running repairs 2-3 years ago but a more permanent solution will be required. The river Lee towpath running south from Ware needs to be widened and upgraded to a hard surface.	Comments noted regarding the need for upgrades and maintenance. Upgrades to be achieved as part of scheme implementation but maintenance to be referred to Fault Reporting
30039	Email	Hertford	Ware Park Road	Cycling	At Ware Park adjacent to Bardon Farm the private road could be upgraded to an all weather, year round usable surface with landowners consent. This would be better	Potential to upgrade this route on the primary network subject to land owner agreement. Alternative route identified if preferred route not achievable

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					particularly for cyclists, rather than using the official right of way which runs through the fields slightly to the south of the private road.	
30042	Email	Hertford	B158	Cycling	I would be interested to have information about what is planned for the cycle route from Bengeo to Crouchfields. Currently cycling along the B158 is not easy with the speed of traffic. Turning right into Crouchfields could be very dangerous.	This route is already included on the secondary cycling network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
30046	Email	Hertford	Hertingfordbury Roundabout	Walking/Cycling	This is a very impressive and detailed piece of work and it is encouraging to see that key routes across Hertford have been identified. It would have been good to see more detail on the possible Dutch Style roundabout on the A414 Thieves Lane roundabout: this is a very unsafe crossing for pedestrians and cyclists at the moment, but a key one for connectivity between Sele and Hertingfordbury.	Support noted and welcomed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
30049	Email	Hertford	West Street	Walking/Cycling	Improvements to West Street/Horns Road as a walking and cycling route would also be very welcome, as this is another key artery into the town.	Support noted and welcomed
30052	Email	Hertford	Towpath	Walking/Cycling	Overall, the planned improvements set out within the LCWIP are welcomed, particularly the prioritisation of improvements to the Hertford to Ware towpath. The Trust have been working for some years with county/district/town council officers and councillors to fund improvement projects here and we look forward to continuing this and the ongoing support to help deliver in partnership. The commitment within the document for Herts County Council to explore and apply for funding for delivery is also positive. South of Ware the towpath is also a regularly used cycle and footpath, though it also requires improvement.	Support noted and welcomed
30099	Email	Hertford	Hertingfordbury Roundabout	Walking/Cycling	Thieves Lane / A414 roundabout - needs a crossing over the A414 - bridge / tunnel / pelican?	This location has been identified as a prioritised route. The LCWIP is high level at this stage and

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
						details would be confirmed when implemented in due course.
30100	Email	Hertford	Tower Street	Cycling	The 'mixed traffic cycling' route through Tower Street would need a contraflow cycle lane and a safe crossing over Bengeo Street to New Road	This location has been identified as a prioritised route. The LCWIP is high level at this stage and details would be confirmed when implemented in due course.
30101	Email	Hertford	Nelson Street	Cycling	Beane Road - Nelson Street junction needs appropriate signage and street furniture to prevent drivers crossing at speed	This location has been identified as a prioritised route. The LCWIP is high level at this stage and details would be confirmed when implemented in due course.
30102	Email	Hertford	Hertford North	Cycling	Beane Road - North Road roundabout (near two primary schools) needs better signage and possible enlargement of the roundabout to prevent drivers entering from the south at speed unaware it's a roundabout	This location has been identified as a prioritised route. The LCWIP is high level at this stage and details would be confirmed when implemented in due course.
30103	Email	Hertford	Port Vale	Walking/Cycling	Port Hill / Port Vale junction - traffic island to protect cyclists exiting Port Vale towards town and pedestrians crossing at a blind corner	This location has been identified as a prioritised route. The LCWIP is high level at this stage and details would be confirmed when implemented in due course.
30104	Email	Hertford	Sainsburys	Cycling	Hartham Lane - right turn into cycle lane past Sainsburys - needs protection such as a traffic island	This location has been identified as a prioritised route. The LCWIP is high level at this stage and details would be confirmed when implemented in due course.
30108	Email	Hertford	Towpath		Route 61 Towpath surface between Ware and New Gauge House	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. Refer surfacing to Fault Reporting.
30109	Email	Hertford	Castle Street	Cycling	Route 61 A contraflow cyclelane on the one-way section of junction at the east end of Castle Street to make turning right from the town towards West Street further away from the A414 roundabout and therefore safer	This junction is already identified for minor improvement and this proposal can be assessed as the scheme progresses. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
30110	Email	Hertford	Railway Street	Cycling	Route 61 A cyclelane through the pedestrian section of Railway Street (past Greggs)	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
30111	Email	Hertford	Railway Street	Cycling	Route 61 A contraflow cyclelane through the one-way section of Railway Street (past Rose Café)	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.

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30112	Email	Hertford	Mead Lane	Cycling	NCR 61- Cycle access to the path across the meads from the end of Mead Lane to meet the towpath at New Gauge House - currently non-cycle-friendly gates	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
30113	Email	Hertford	Parliament Square	Cycling	Route 61 A cyclelane to cut the corner or Parliament Square when turning left from Fore Street towards Castle Street	Route proposed would cause conflict with pedestrians and is not supported
30114	Email	Hertford	Ware Road	Cycling	The 'scheme under development' along the Ware road needs to extend all the way into Ware to make cycling safer between the two towns	The scope of the scheme under development is a pre-determined work stream; however, the rest of the route does feature on the primary network so would be brought forward to extend in due course
40011	Event	Hertford	A414	Cycling	Removal of no cycling signs on underpasses through Hertford	Due to potential user conflict and likelihood of collisions, this suggestion is not supported
40012	Event	Hertford	St Leonard Church	Cycling	Support the use of the St Leonards Church ROW	Support noted and welcomed
40013	Event	Hertford	Hertfingfordbury Road	Cycling	Introduce a Hertford Loop linking to Panshanger Park to the Town Centre?	Suggested route already included on primary cycling network
40014	Event	Hertford	Lea Wharf	Cycling	Lea Wharf, toaster rack cycle storage needs to be replaced with sheffield stands and not be located in back alley. Include some for cargo bikes.	The land is in private ownership and beyond the scope of the LCWIP; however, opportunities for new cycle racks in suitable locations will be explored as individual schemes come forward in due course, including cargo provision
18403	Web	Hertford	Welwyn Road	Walking	The plan shows that the pavement at the bottom of this hill from its junction with North Rd is going to be improved. I am concerned that this should be wide enough to accommodate pedestrians, pram pushers and mobility chairs or a second pavement.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
22407	Web	Hertford	Hertford Ware Tow Path	Walking/Cycling	Lea navigation path upgrades are vital, Especially between Ware and Hertford and street lighting would be a fantastic upgrade.	Support for upgrade to towpath welcomed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
24439	Web	Hertford	Port Vale	Cycling	The old trackbed would be a much safer alternative to Port Vale as a cycl;ing route into town especially if the bridge on Port Hill could be opened as a safe crossing point	Alignment improvements to base map required to address mapping error on current version as this route has been identified as a secondary cycling route as far as Port Hill. Land ownership issues currently preclude utilising under-bridge route at Port Hill.
24444	Web	Hertford	Nelson Road	Vehicle	Please correct the signage at this junction and create impediments to drivers ignoring the	Outside of the scope of the LCWIP so no change to network. Refer to HLB/Fault reporting

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					Give Way lines as they drive straight across the junction if they see Nelson Street is clear, to beat traffic coming the other way - a raised surface?	
30011	Email	Hertford	Hartham Common	Walking/Cycling	Hi, I do have some concerns regarding the cycle paths, particularly over Hartham Common (Hertford) where I walk most days. I have witnessed aggressive cyclists paying no heed to walkers and have seen a number of arguments particularly between dog walkers and cyclists . With the peddle assist bikes becoming more popular the speed at which they travel has caused a number of near missed incidents, maybe one of your staff could visit the area on a Saturday morning to evaluate the situation	While current concerns are acknowledged, the LCWIP schemes would bring forward the best solutions for a shared-use scenario. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
30013	email	Hertford	Fore Street	Cycling	2. Travel along Fore St • Cycling from near the law court along Fore St to e.g. M&S • I can cycle up to the junction at the Corn Exchange • After this, it is one way in the opposite direction • So, I have to either walk my bike along the road or cycle on the pavement; neither of which is ideal • CONSIDER A BIKE LANE ALONG FORE ST, TRAVELLING TOWARDS TESCO; LOOK AT OTHER TOWNS WHERE A CYCLE ROUTE HAS BEEN INSTALLED THE OPPOSITE WAY IN A ONE-WAY STREET	This location is already included on the primary cycling network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
24436	Web	Hertford Heath	London Road	Walking	The Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Strategies as well as a 2023 survey carried out by Hertford Heath Parish Council.	Support noted and welcomed
24437	Web	Hertford Heath	London Road	Walking	The Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Strategies as well as a 2023 survey carried out by Hertford Heath Parish Council.	Support noted and welcomed

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24829	Web	Hertford Heath	London Road	Vehicle	Hertford Town Council would like to see traffic calming measures at this location. This aligns with a 2023 survey carried out by Hertford Heath Parish Council.	Support noted and welcomed
24830	Web	Hertford Heath	Woodlands Road	Vehicle	Hertford Town Council would like to see traffic calming measures at this location. This aligns with a 2023 survey carried out by Hertford Heath Parish Council.	Support noted and welcomed
18003	Web	Hertingfordbury	St Marys Lane	Walking	narrow road no safe footpath/cycle alternative to walking in road past church to old railway line	On priority walking network, but not audited, so scheme development would progress in due course, which would seek to provide safe access on this route
30009	Email	Hertingfordbury	St Marys Lane	Walking	CASTLE PLUS – L & M - TOP FOUR POTENTIAL MOVEMENT PROJECTS FOR CONSULTATION [3] Provide footpath between St Mary's church in Hertingfordbury and the Cole Green Way Why it matters. Currently pedestrians wanting to move between the centre of Hertingfordbury and the Cole Green Way are obliged to walk along a sometimes busy road. This can be a disincentive to walkers. Importantly, some local discussions (involving villagers and a key landowner) have already begun about an off-road path parallel to the road. This is potentially an example of a local initiative which could benefit from inclusion in the Neighbourhood Plan for Castle Plus.	This route is already included on the primary walking network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
30018	Email	Hertingfordbury	St Marys Lane	Walking/Cycling	There is no footpath along St. Mary's Lane Hertingfordbury. This is a particular problem from the playing fields to the bridge that carries the Cole Greenway as the road is narrow. There is a space in the tree/bush line to put a footpath. Better still, would be to make it a cycle path.	This route is already included on the primary cycling and walking networks. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.

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					At present the cycle route goes from the Old Coach to Hertingfordbury Road via the footpath/cycleway that was upgraded c5 years ago. It then continues through the village to the A414 to Hertford. It would be safer to go down Hertingfordbury Road, turn right at the church then on to a cycle way adjacent tp SML.	
30020	Email	Hunsdon	Hunsdon Village	Walking/Cycling	It is not clear how the proposals for Hunsdon, specifically, were arrived at. In any case they have not been given a high priority on the scoring method used and have not been assessed from an engineering perspective, but it is worth noting what is proposed, which is/was: "Hunsdon 1" - A mixed use (cycling/walking) enhancement from Fillets Farm entrance on the B180 through the village and up to Hollands Croft, cost circa £9,000,000. "Hunsdon 2" - An upgraded pedestrian route from Hempstalls, along Acorn St to the village. Cost circa £160,000. (Reference Appendix D for the costings and Appendix C for the outline of the proposals East Herts Local Cycling and Walking Infrastructure Plan | Hertfordshire County Council) I did speak to someone from HCC, before I read the detail and there is no money even for an engineering assessment and the priority is on the Towns. Whilst I would agree better pedestrianisation from Hempstalls would be welcome, what we really need is an upgrade from Hunsdonbury to the village and from Hunsdon to Widford. All of which I would think would be a higher	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course.

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					priority for the Village rather than the proposed "mixed route", which does not really go anywhere and is vastly more expensive and not practical. You might consider commenting on this, in order that any HPC views are on record in case anything happens subsequently.? The upgrade suggested above would be better value for money than the £9,000,000 outlined for Hunsdon 1, which would be of limited benefit and would be unlikely to be feasible in the local context, given the local constraints on space for improvement.	
30058	Email	Hunsdon	Hunsdon	Walking/Cycling	I would like to highlight the need for improvement for walking routes between Hunsdon and Widford especially given that the two schools in those villages have now merged. I have two young children one currently in a pushchair it is impossible to walk safely between the two. A walking route will ease the traffic/parking issues.	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course.
30059	Email	Hunsdon	Hunsdon	Walking/Cycling	I am writing as a resident of Widford with two young children both in Hunsdon School. We are being asked to walk or cycle to school as much as possible, but in all honesty this is not at all safe at the moment for children. We need the path between Hunsdon and Widford Improved drastically. There are areas where the concrete is simply falling apart, the fields are spilling onto the pathways with thick mud. In the summer, the bushes etc are so overgrown with nettles hanging into the path. The path is not wide enough for children to walk & it's certainly isn't wide enough for children to cycle safely. There is also a very dangerous crossing near the gas station, with cars coming round the bend at a minimum of 40 mph. Without huge improvements there is no way	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course. Footpath maintenance issues to be forwarded to Fault Reporting

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					we will be walking or cycling to school. The parking at Hunsdon school is also very very dangerous, with parents parking on corners, junctions & pathways making it very difficult on the mornings. Something needs to be done, before there is a really nasty accident.	
30060	Email	Hunsdon	Hunsdon	Walking/Cycling	We live in Widford and my son goes to school in Hunsdon. We would love to walk or cycle to school but the path is very narrow and feels unsafe with the traffic travelling at speed. We would live for their to be investment in improving this route to make it safer to walk or cycle between the villages.	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course.
30061	Email	Hunsdon	Hunsdon	Walking/Cycling	I understand that you are seeking proposals to improve local walking and cycling links. I would like to suggest some improvements to the walking/cycling links between Hunsdon and Widford schools, which have recently been merged. We have three young children and live in Hunsdon, but all of our children will need to attend the Widford site in their early years. The distance is feasible to walk and certainly to cycle, however we would not currently consider doing so as the pavement between the two villages is very narrow and poorly maintained. It would need to widened, re-surfaced, better lit, ideally railings installed at dangerous points and then generally maintained more regularly than it is at the moment. Consideration could also be given to extending the 30mph zones to cover the entire walking journey to keep the children safe, and installing a zebra crossing at the point where the path switches sides (which is currently in a 60mph area and on a bend in the road). All of this would improve safety and reduce traffic.	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course. Footpath maintenance issues to be forwarded to Fault Reporting
30062	Email	Hunsdon	Hunsdon	Walking/Cycling	Could I please put a request in for the pavement from Hunsdon village to Widford school to be improved and made safer and	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However,

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					more accessible for parents and children. As the schools are now federated getting children from one village to the other is currently only possible via a car. This is due to the pavement being far too narrow and unsafe for parents with small children to walk on. The bushes are usually significantly overgrown or unmanaged and the crossing is dangerous at best. The fact the majority of people are now commuting via cars to the school is also causing a lot of animosity between the residents of the village and the parents as it's almost impossible to get parking near either school. Any improvement would have a significant impact to the two villages and the schools.	consideration could be made in the future if a rural connectivity review is undertaken in due course.
30063	Email	Hunsdon	Hunsdon	Walking/Cycling	Following the recent plans supplied to upgrade Hunsdon's paths please receive feedback. The foot path between Widford and Hunsdon needs to be improved to make it safe to walk between the 2 schools. These paths also need to be clean once in a while and the hedges need to be trimmed regularly as they hang over and make the paths too narrow. It is dangerous to cross the road at the village hall from the car park on the opposite side of the road. Double yellow lines on corners of roads near the school to deter parents parking illegally. The narrowing road on Acorn Street should have traffic lights to avoid collisions as it is not	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course. Considerations for intervention types would be made at a later date when schemes are brought forward.

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					wide enough for 2 cars and drivers drive too fast here.	
30068	Email	Hunsdon	Acorn Street	Walking/Cycling	I understand that you are seeing views under the LCWIP on plans to include walking, wheeling and cycling across East Hertfordshire. As a resident of Hunsdon I would like to propose two improvements that should be considered here. Firstly, the footpath along Acorn Street (marked in green on your map attached), which joins Hunsdonbury to Hunsdon, is far too narrow to be walked along safely. The vegetation which grows beside the road has been allowed to intrude on the pavement to such a degree that it is impossible for more than one person to walk abreast in many parts. Safe use of a wheelchair or buggy would be impossible. This road is currently 40mph and the poor state of the pavement makes it very unsafe to use - particularly as the road is so narrow at the bend near Walnut Tree house that cars regularly mount the pavement to pass each other. The second improvement I would suggest is to the road which joins Hunsdon to Widford. Since the two schools federated there are many more families travelling back and forth between these two villages, and yet the state of the pavement is almost as bad as that along Acorn Street. This is untenable for the many families and children who need to use this route to get from home to school twice a day. I hope this has been of some use - I would be happy to be contacted to discuss this further if that would be helpful.	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course. Footpath maintenance issues to be forwarded to Fault Reporting

East Herts LCWIP – No Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
10403	Web	Labby Green	Old Coach Road Route	Walking	There is no footpath between Letty Green and Cole Green which passes the Cowper Arms - this is a very busy cut through road and it is dangerous and scary to walk this road. There are Council Tax payers who actually live in the Villages!	The neighbouring Cole Green Way already exists as an off road route. The remaining route referred to lies outside of the scope of the LCWIP
24405	Web	N/A	N/A	N/A	Traffic calming measures around both zebra crossings coming off the mini roundabout are needed - frequently cars do not stop even when it is clear that there are people waiting.	No location identified on the mapping, so unable to identify which area the comment relates to
24415	Web	N/A	N/A	N/A	N/A	No comment or weighting provided, so unable to identify what the point on the map would refer to.
24416	Web	N/A	N/A	N/A	N/A	No comment or weighting provided, so unable to identify what the point on the map would refer to.
24008	Web	Panshanger Park	Panshanger Lane	Cycling	Essential that the cycleways here connect to the network in Panshanger via quiet streets and there is no gap. Sadly the plans for housing on the areodrome site end the cycleway short of this junction.	This area lies outside of the scope of the LCWIP. Refer to DM for action in regard to emerging Birchall Garden Suburb scheme proposals
5206	Web	Sawbridgeworth	West Street	Walking	The junction needs to have formal crossings on all four points. Currently only a signalised crossing to the north	LCWIP proposals, which show this area as a large junction improvement, are high-level and will be subject to more detailed feasibility work going forward. This will determine the most appropriate scheme to benefit all users, in particular active travel. No changes proposed.
6005	Web	Sawbridgeworth	West Road	Walking	West Road Sawbridgeworth is extremely dangerous due to cars using the pavement	Deterrents to pavement parking can be assessed as part of the overall scheme when reaching the detailed stage to improve accessibility for users
8403	Web	Sawbridgeworth	Cambridge Road	Cycling	The river Stort footpath also needs ugrading to allow safe cycling to Harlow and also allow access to the Harlow cycle network.	The LCWIP is currently showing a Primary and Secondary cycling route option between Sawbridgeworth and Harlow on the base network.
14004	Web	Sawbridgeworth	Knight Street	Cycling	Make this route into a cycling route between the town from Fawbert & Barnard, Knight Street across Station Road along Bullfields passing Reedings School and onto Leventhorpe School via the path out onto A1184.	While not on the prioritised network, the route described is already a primary route on the network maps, so is included for scheme development in due course
14005	Web	Sawbridgeworth	London Road	Cycling	We support a cycle route here although there are better routes that avoid the main road - the cycle infrastructure needs to be separate to	Support noted and welcomed. Other routes are indicated on the route network as alternatives so user has choice for journeys

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					the car lanes, and on an even and level surface.	
14006	Web	Sawbridgeworth	Pishiobury Park	Cycling	Make Pishiobury Park accessible to cyclists (which would also provide a route for buggies and wheelchair users).	Pishiobury Park already benefits from a secondary route being included on the network, so no changes required
14008	Web	Sawbridgeworth	Station Road	Walking/Cycling	Support crossing here - currently very dangerous for commuters and others coming back from station to cross Station Road to walk up The Forebury and into the town centre.	Support noted and welcomed.
14009	Web	Sawbridgeworth	London Road	Walking	Support this.	Support noted and welcomed.
14406	Web	Sawbridgeworth	The Forebury	Cycling	Make this route into a cycle path from The Forebury to Forebury Avenue to Station Road - it is the best safe route from the town centre to the station.	Route is already shown as a secondary route on the cycling network, so no changes necessary
14408	Web	Sawbridgeworth	West Street	Walking	Support all the crossings proposed on West Road - extremely important for encouraging and enabling sustainable journeys to school.	Support noted and welcomed.
14409	Web	Sawbridgeworth	Station Road	Walking	Support crossing here - vital for safe crossing of road.	Support noted and welcomed.
17203	Web	Sawbridgeworth	High Wych Road	Walking	The footway on the south side of High Wych Road between Bonks Hill and Hand Lane is far too narrow to safely walk.	No change to network. Maintenance issue, path overgrown - refer to Fault Reporting
20403	Web	Sawbridgeworth	Church Street	Walking	Good solid evidence base. It makes sense to focus on the main prioritised routes in biggest urban areas. Church Street - is very lightly trafficked. Any improvements along Bell Street should be extended along Church Street. There'd be the potential to support spill out spaces and tables and chairs for local businesses there.	No change to network. Church Street is already on Primary network, but this stretch is not prioritised as impact for utility route change would be limited
20404	Web	Sawbridgeworth	Sheering Mill Lane	Walking	There is no footway at all. Pedestrians have to walk in the road. Some form of surface change or marking in particular to connect to the play area would be helpful for all.	No change to network - individual schemes will have bespoke solutions as schemes develop depending on their circumstances
21604	Web	Sawbridgeworth	Knight Street	Walking	Nightmare junction for pedestrians. Needs radical thinking. Parking needs to be severely restricted.	No change. Parking restrictions lay outside of the scope of the LCWIP
21605	Web	Sawbridgeworth	Bell Street	Walking	Bell St should have severe parking restrictions.	No change. Parking restrictions lay outside of the scope of the LCWIP

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22004	Web	Sawbridgeworth	Bell Street	Cycling	Cycling in Sawbridgeworth is hard because no routes run through town & Bell St is one-way; I would like more joined up thinking about making routes safe for cross-town short journeys	No change to network proposed. While it is recognised that historic street layouts add complexity to delivery, four cycling routes are shown as running through the town centre and Bell Street is on the primary route network and is also prioritised scheme
24010	Web	Sawbridgeworth	Harlow Road	Walking/Cycling	Whilst the website states HGGT active travel is a matter for developments, outlining/showing what provisions have been agreed for Gilston, particularly outside of the development areas facing towards Harlow (e.g. Eastwick, Roydon) would be helpful would be good to see more connection between Sawbridgeworth and Harlow	While it would be advantageous to show interlinkages with the Gilston development in a later iteration of the LCWIP, currently, the village masterplans are still under development so there are no fixed routes available currently
30003	Email	Sawbridgeworth	London Road	Cycling	In my opinion cycle paths linking Bishops Stortford to Sawbridgeworth would be a shameful waste of public money. There is already a cycle path between Spellbrook and Sawbridgeworth but unfortunately most cyclists just don't use it. They hold up traffic on the road unnecessarily. As it is not mandatory to use the cycle path it seems a total waste of resources which could be otherwise deployed.	Comment noted, but no changes as not agreed.
30026	Email	Sawbridgeworth	General	General	The Sustainable Sawbridgeworth Cycling Group have met to review the LCWIP and below are our comments: 1. We are concerned at the length of time it has taken to prepare the document. Its taken over 2 and half years and is not even finished. We are also very concerned at the cost incurred with external vendors. This could have been a very quick process with minimal costs. 2. We are very disappointed at the overall outcomes. Very little actual detail on exactly how the council is going to improve cycling in and around Sawbridgeworth. 3. We are also very disappointed that none of our previous suggestions seem to be taken	The process has taken longer than initially anticipated due to several factors, but importantly because this LCWIP introduced a new layer of informal public engagement to encourage feedback for consideration at an earlier stage than the actual consultation would have allowed for. All views at the engagement were considered even if suggested amendments could not all be accommodated. Sustainable Sawbridgeworth Cycling Group were invited to attend a meeting at the Council Offices, where views were discussed. External consultants were hired on a fixed cost commission, which was extended to allow for a greater amount of routes to be audited. Comments on web-based platform are noted and will inform future consultations. The consultants audited the routes in Sawbridgeworth but staff resources did not allow for individual on-site meetings as this could have proved

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					into account. We have made many comments on the map and sent detailed email proposals in but these appear to have been ignored. 4. We have not found the process user friendly. The map interface is only suitable for reporting minor issues, such as improved crossing, but does not aid wider infrastructure plans such as are required for the LCWIP. Most people have found it far too complicated to understand what was being shown. 5. We requested on several occasions for an officer to visit us in Sawbridgeworth so we could cycle the town and show them the actual routes we are proposing. We never got any response and not even aware if and when anyone came to survey the area. This would have been so useful to understand the cycling issues we face.	unworkable if replicated across the district where other groups or individuals also requested on site meetings.
30028	Email	Sawbridgeworth	The Forebury	Cycling	A cycle route from the Town to the train station across The Forebury (avoid the busy Station Road. There is ample room on the wide footpath and all cyclists would use this now as the preferred route.	The Forebury is already included on the primary cycling network, but is not currently a prioritised route. Implementation in due course should achieve what is being sought in representation
30030	Email	Sawbridgeworth	Twitchels	Cycling	• Allow cycling on the twitchels in the town (particularly the one that runs parallel to Bell Street. These are all currently used by cyclists and pedestrians should have first right of way.	Twitchels are too narrow for inclusion in cycling network as they would not pass a safety audit due to potential conflict with pedestrians and other users
30036	Email	Sawbridgeworth	Towpath	Walking	Sawbridgeeorth footpahhs and river walks are non viable. Footpaths slong river are not conducive to walking eith wheelchairs or pushchairs. Walks with potholes or very wet snd boggy. Locsl street paths are poorly lit. Paths have too msny uneven arrwas. Camber very hard to walk on if disabled.	Proposal already included on secondary walking network.
30044	Email	Sawbridgeworth	A1184	Walking/Cycling	Sawbridgeworth Town Council welcomes the opportunity to respond to the East Herts Local Cycling and Walking Infrastructure Plan (LCWIP) and wishes to express its support for	Support Noted and Welcomed

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					several key proposals outlined in the consultation documents. 1. Support for Proposed Shared Use Path (West Road Roundabout to Spellbrook via Leventhorpe School) The Council strongly supports the principle of a shared walking and cycling route running from the West Road roundabout along the A1184 to Leventhorpe School, continuing onward to connect with the existing cycle path to Spellbrook. This proposed route offers a valuable opportunity to improve sustainable travel options for residents, students, and commuters, and could ultimately form a continuous link to Bishop's Stortford. While we note that detailed design information is not yet available, we endorse the concept and urge East Herts to prioritise safe, accessible, and well-lit infrastructure in future planning stages.	
40018	Event	Sawbridgeworth	Knight Street/Fair Green/Church Street/Vantorts Road	Walking	Difficulties walking to/from school at peak times - narrow footways and cars parking/mounting pavements	Locations are already included on the network (part primary, part secondary) so footway issues will be addressed as schemes come forward in due course. Parking contraventions to be referred to East Herts Parking Team
5204	Web	Spellbrook	Spellbrook Primary School	Walking/Cycling	Full support for crossing at Spellbrook Primary School and improved crossing throughout Spellbrook. However, traffic calming should be extended from Thorley Wash through the entireity of Spellbrook to enable safe pedestrian and cycling routes. Additional crossing between Thorley Wash and Spellbrook Lane junction.	Support noted and welcomed. The current proposals would deliver shared use facilities that would be segregated from traffic so would not involve conflict of users. The crossing points would of themselves act as traffic calming in these locations. No footway exists on the opposite side of the road to where additional suggested crossing point has been requested, so not considered suitable. No changes proposed.
5604	Web	Spellbrook	Spellbrook Primary School	Walking/Cycling	Residents of Spellbrook have long wanted a crossing near the school to enable safe passage for pedestrians	Support noted and welcomed.
14007	Web	Spellbrook	Spellbrook Primary School	Walking/Cycling	Support having a crossing here for walking and cycling - this is really important for school children and parents/carers	Support noted and welcomed.
22003	Web	Spellbrook	Spellbrook Primary School	Walking	In a county where cars are given priority, pavement parking is endemic and vehicles are	Comments noted. Pavement parking is outside the LCWIP and would be dealt with at the county level

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					increasingly taking space from cyclists and pedestrians, the plans are good but not far-reaching or visionary enough. The crossings otuside this school are way overdue. But they also need to be coupled with a significant reduction in the speed limit outside the school - the drop from 40 to 30 to the south of the school is too short - and I would want to see 20mph	
30001	Email	Spellbrook	London Road	Walking/Cycling	We support the improvements but disagree it would make me feel safer - Traffic calming should extend from Thorley Wash to Spellbrook School, and an additional crossing between Thorley Wash and Spellbrook Lane junction - so people heading from this side of the lane towards Stortford have better access i.e. for the bus stops… Thank you for all your hard work in this we really appreciate it London Road is a nightmare to cross for pedestrians We regularly hear vehicles literally zooming past its getting really frightening how fast vehicles are travelling through this soon to be even more built up residential village We are currently envolved and supporting a Drive Safe scheme through Spellbrook and have walked with the police and our grandson to Spellbrook school this week	Area identified for prioritised walking & cycling routes so no change to status,
30045	Email	Spellbrook	Spellbrook Primary School	Walking/Cycling	2. Support for Proposed Pedestrian Crossings The Council supports the inclusion of new and improved pedestrian crossings as indicated on the consultation map, particularly those near Spellbrook School, West Road, and Station Road. These crossings are essential for improving pedestrian safety and encouraging active travel. Again, while specific crossing types are not detailed, we support the principle and recommend that designs	Support noted and welcomed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					consider accessibility for all users, including those with mobility impairments.	
30053	Email	Stort Navigation	Towpath	Walking/Cycling	As we have highlighted previously, the Stort Navigation would also need significant investment to bring them up to a good level of service for walking and cycling, with walking routes currently proving challenging in some areas particularly during winter months when the path can muddy and at risk of flooding in places.	Support noted and welcomed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
12005	Web	Walkern	ROW	Walking/Cycling	This proposal is a valuable link-up to the cycling infr. in Stevenage, avoids busy, narrow, nat. speed rural roads. An all-weather route from Walkern offers safer commuting & sch travel choices, & leisure links to Stev. Yes Please!	Support Noted and Welcomed
14803	Web	Walkern	Froghall Lane	Cycling	I'd like to be able to walk and cycle to meet my friends in Stevenage town, without relying on mum to drive me. (Buses aren't regular) - I'd really like this path to be built so I can travel independently by foot or Bike	Support noted and welcomed.
14804	Web	Walkern	Froghall Lane	Cycling	this link to stevenage would make bicycle journeys safer, much quicker and more convenient. Please build asap!	Support noted and welcomed.
22403	Web	Walkern	Walkern - Stevenage	Walking	ignores Walkern, we desperately need a footpath to Stevenaga , Too dangerous to walk along Stevenage Rd. As ever its aways about the towns never rural villages. all you talk about is the towns, nothing for rural villages. the village needs a footpath to stevenage, then at least we could catch a regular bus instead of the pathetic service in this village.	No change to network. Secondary route is already proposed between Walkern and Stevenage utilising rights of way network along Dovehouse Lane on both the walking and cycling networks.
24007	Web	Ware	Amwell End	Walking/Cycling	A safe way to get between the sections of National Route 61 from Broadmeads to the station is much needed.	
24434	Web	Ware	Burgage Lane Car Park	Cycling	Cycle access into town from the bridge and through Burgage Lane car park	Recognition that the bridge is narrower than would be preferred in this location so could be upgraded to wider facility if considered appropriate at a later date. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
						circumstances in each case when schemes are brought forward in due course.
24435	Web	Ware	The Carriages	Cycling	The right turn at the junction with The Carriages is a blind corner and needs some form of protection for cyclists	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24823	Web	Ware	Towpath	Cycling	NCR 61- Towpath needs resurfacing between Ware and New Gauge House, not a pleasant ride for anything other than mountain bikes	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. Refer surfacing to Fault Reporting.
24831	Web	Ware	Poles Lane	Cycling	Poles Lane would be a very useful route but needs resurfacing between Quincey Road and Hanbury Manor	Support noted and welcomed
30040	Email	Ware	Wadesmill Road	Walking/Cycling	Another point that would make Ware more cycling friendly would be to slow the traffic down on Wadesmill Road. Vehicles leaving the Watton Road roundabout travelling north are already significantly exceeding the 30mph speed limit by the time they pass the junctions with The Bourne and Kingsway. Similarly vehicles coming south into the town are also travelling much too fast on Wadesmill Road.	While this is a prioritised on the primary network route for upgrading for cycling, speed restrictions lie outside of the scope of the LCWIP, so comment to be referred on to Speed Enforcement via the Police
30115	Email	Ware	Burgage Lane	Cycling	Cycle access into town from the bridge through Burgage Lane car park	Recognition that the bridge is narrower than would be preferred in this location so could be upgraded to wider facility if considered appropriate at a later date. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
30116	Email	Ware	The Carriages	Cycling	The 'mixed traffic cycling' route from Ware Station Road through Crane Mead needs attention to the junction with The Carriages which is a blind corner	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
30117	Email	Ware	Poles Lane	Cycling	Poles Lane would be a useful route but needs resurfacing between Quincey Road and Hanbury Manor	Support noted and welcomed
30118	Email	Ware	Ware Park Road	Cycling	The route between Hertford and Ware via Ware Park marked as a 'Suggested Alternative Cycle Route' is impractical without a better surface	This route is provided as alternative as engagement with the landowner/s would be required to make any alterations

East Herts LCWIP – No Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
12006	Web	Watton-at-Stone	Station Road	Walking	I support a crossing on this road for the village and especially for school children. There is currently a lolipop lady during school times, which demonstrates the need for a formal crossing. There have also been requests from residents for a crossing.	Support Noted and Welcomed
12406	Web	Watton-at-Stone	Church Lane	Walking	Church Lane is a very popular circular walking route, esp for w/dogs. EHDC removed a bin, leading to major dog waste littering. I would like to see more consideration/provision to this route for walkers, i.e. bins & passing places, flood defence.	The LCWIP is primarily focused on utility routes. This location would fall outside the main area of the village and does not meet the requirements of the brief so no changes proposed to the LCWIP Network Maps. Consideration for rural routes may be made in a future review.
40016	Event	Watton-at-Stone	Footpath 017	Walking	Footpath 17 Watton-at-Stone improvements would help	Scheme already included within LCWIP proposals. Support noted and welcomed
30012	Email	Hertford	Hertford Castle	Cycling	I cycle around Hertford about 3 times a week and here are my comments: 1. Travel from Castle St to St. Andrew's St • The safest way to cycle from the crossing over Gascoyne Way at Castle St to St. Andrew's St is through the Castle grounds / St. Andrew's St car park • This is much safer than along the road up to Old Cross traffic lights • Crossing the bridge over the river to St. Andrew's St car park is very painful; there is a step, so cyclists have to dismount • I would imagine this would also be frustrating, if not impossible for those with buggies and wheelchairs • COULD THE BRIDGE ACCESS BE CONVERTED TO A RAMP?	Whilst a cycle route through the Hertford Castle Grounds would be aspirational, limitations with the site such as restricted hours and narrow entrances mean it is currently unlikely meaningful facilities can be delivered. The LCWIP does however acknowledge recent funding allocated for the development of the site and will continue to seek opportunities for collaboration.
30037	Email	Sawbridgeworth	Footpath 009	Walking/Cycling	6. We have already suggested these on multiple occasions, but these are the main areas we would like to see added to the LCWIP for Sawbridgeworth. • A joint cycle / pedestrian route going from Mandeville School to Leventhorpe but not on the main road - using existing footpath and the free land by Mandeville school.	Having revisited this option, it is currently believed that the route shown on the network and prioritised maps for footpath 009 using the quiet street of Woodward Avenue, is the most appropriate alignment.

East Herts LCWIP – No Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
30089	Email	Bishop's Stortford	Grange Road	Walking	o The route from London Road to Dunmow Road, via Grange Road, the Herts & Essex school site and Wilton Close	After consideration, it is not believed that a route on school land is currently viable. If circumstances regarding the status of this land were to change, we would look to reconsider this option.
30106	Email	Hertford	Cole Green Way	Walking	Beeston route - from the Cole Green Way to Hertford North Station area via old overgrown trackbed behind Mimram Road industrial estate	Whilst aspirational, various issues make this route unviable, including but not exclusively, land and asset ownership issues. If the situation was to change, we would look to reconsider this.
30107	Email	Hertford	Hertford Castle	Cycling	Route 61 Cycle access through Hertford Castle grounds	Traffic calming measures are already proposed in this area. 24 hour access is not available through the Castle Grounds so should not feature as the priority route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, as they are developed.
15608	Web	Bishop's Stortford	Rye Street	Cycling	Upgrade existing pedestrian crossing to Toucan crossing	Having reviewed the route of the Cycle Route North and the proposed infrastructure, no further changes will be made.
23210	Web	Hertford	Hertford Castle	Cycling	Essential that there are hard measures here to slow traffic and enable safe cycling on a narrow very busy road or that NCN61 is diverted via the Castle Grounds as a more direct and safer route, especially for children.	Traffic calming measures are already proposed in this area. 24 hour access is not available through the Castle Grounds so should not feature as the priority route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, as they are developed.
24427	Web	Hertford	Hertford Castle	Cycling	NCR 61- Cycle access needed through the Hertford Castle grounds from the town to Evron Crossing on the A414	Traffic calming measures are already proposed in this area. 24 hour access is not available through the Castle Grounds so should not feature as the priority route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, as they are developed.
24822	Email	Hertford	Cole Green Way	Walking	There is scope to create a route from the Cole Green Way to the A414 and on to Hertford North Station area via old overgrown trackbed behind Mimram Road industrial estate. Bridges would be required. Proposed by Steve Beeston	Whilst aspirational, various issues make this route unviable, including but not exclusively, land and asset ownership issues. If the situation was to change, we would look to reconsider this

East Herts LCWIP – No Changes to Report

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
30123	Email	Bishop's Stortford	General (Villiers-sur-Marne/ Cemetery Road)	LTN1/20	6. Permit cycling through all bus gates in accordance with LTN 1/20, including the one between Villiers sur Marne and the Cemetery Road area 9. Provide cycle tracks that are separate from pedestrian paths, and use shared routes only in accordance with LTN 1/20. 6. permit cycle access at all times through all bus gates in accordance with LTN 1/20. 15. design walking and cycling measures in accordance with LTN1/20, DfT's Inclusive Mobility and other best practice such as Manual for Streets a. The priority cycle routes identified by Cycle Stortford. Note these should be accompanied by on-road routes nearby in accordance with LTN 1/20 to ensure the desire lines on and near those routes are provided for at all times throughout the year.	LTN1/20 has informed the LCWIP along with other resources. Any scheme considered would be delivered in accordance with the most recent design standards including future iterations of LTN1/20. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30055	Email	General	General	Walking/Cycling	However, the total estimate for Hertford to Ware towpath is £4.5m over 6.3km; Ware 1 has an estimate of £10.5m over 4.5km, which may provide sufficient scope dependent upon what is specified to be delivered. The document refers to safety considerations, including provision of lighting, along routes and further discussion on this will be needed to balance safety concerns with ecological impact over long lengths of towpath. We are willing to continue to work with you and are happy to meet with you and discuss these points for clarity and to seek to work together towards a high-quality LWCIP that relates positively with the waterway network.	Support noted and welcomed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
30119	Email	General	General	General	I support the proposed priority measures in principles but am concerned that they are too limited in extent, do not follow LTN 1/20 nor best practice for pedestrians and are too reliant on shared paths in locations with substantial footfall. Reference should be made to LTN1/20 aiming to reach its recommended and desirable standards, not being satisfied with its minimum acceptable provision . Likewise I suggest refer to TfL's pedestrian comfort guidance - it is very important that pedestrians have a walking environment that is comfortable to use	LTN1/20 has informed the LCWIP along with other resources. Any scheme considered would be delivered in accordance with the most recent design standards including future iterations of LTN1/20. While the LCWIP seeks to ensure consistency across the district in its approach, individual schemes will be brought forward as resources permit, which may not involve all prioritised routes at the same time. The LCWIP is high level at this stage and individual schemes will have

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					and enables sociable side by side walking without repeatedly having to walk single file / step into the vehicular carriageway due to lack of footway width. Given the extent of identified cycle priority routes in Bishop's Stortford, area-wide measures are necessary. These will include measures to reduce the volume and/or the speed of motor traffic on the priority cycle and walking networks. The pedestrian network needs widespread improvements such as widening footways and tightening junction geometry to increase pedestrian comfort and safety, In addition please see below additional comments in respect of the current consultation on the East Herts LCWIP. The comments relate mainly to Bishop's Stortford and its surrounding area, although the general and strategic comments will be applicable throughout the East Herts district:	bespoke solutions depending on circumstances in each case
30120	Email	General	General	General	1. Introduce area-wide measures, including education and enforcement are required to reduce the volume and speed of motor vehicles and to improve driving standards. This comment applies to all of East Herts, especially urban areas. 20mph should become the default speed limit in urban areas with higher limits permitted only by exception. The HCC Speed Management strategy should be revised to support this approach. 30. Take a whole-route approach to walking and cycling	While the LCWIP seeks to ensure consistency across the district in its approach, individual schemes will be brought forward as resources permit, which may not involve all prioritised routes at the same time. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30075	Email	General	General	N/A	• We note the lack of reference to the very detailed and informed 2018 Sustrans report into cycling in Bishop's Stortford whereas an older document for Ware/Hertford is included.	The 2018 Sustrans report is included in the Background Evidence Report and has contributed to the development of the East Herts LCWIP.
24004	Web	Hertford	N/A	All	The dat used is unreliable - data from COVID is unrepresentative. The groups contacted are heavily oriented to cycling groups, with no business, trade or unaffiliated other groups like mums getting children to school. There is no cost benefit analysis. Pedestrians need to be signed to use the pavement with crash barriers to roundabout and not the slippery bank. Cross east to west traffic safest by	The data is derived from multiple accredited sources and is not solely confined to the period covering Covid impacts. The network map shows an aspiration for future upgrade of the surface on that routes and would not encourage any users to utilise a slippery bank

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					roundabout - a pavement in between the central reservation to cross the west to east traffic would be safe	
30047	Email	Hertford	Welwyn Road	Walking/Cycling	It's good to see that the Welwyn Road improvement is quite high on the priority list - this is such a key pedestrian and cycling route taking pedestrians in to the town and to Hertford North Station and also back up the hill to the three schools in Sele. I am surprised that it is not higher up the list, given the numbers of people using it and the fact that in places there is only one narrow pavement.	Support noted and welcomed. Priority list was determined on the basis of several factors including, but not limited to, buildability, potential cost and connectivity and utility benefits amongst other criteria.
24451	Web	N/A	N/A	All	Labelling in the report is confusing. Using terms like “Phase A” for Hertford and Ware suggests these interventions are prioritised, but this is not true. Clarify zone labelling to avoid misleading impressions.	Not agreed. Labelling is consistent with other LCWIPs in the the county.
24452	Web	N/A	N/A	N/A	This consultation refers to “Other improvements – for example, benches, artwork or signage” however there is no information in the LCWIP report pertaining to benches or artwork, only one reference to signage, and only 3 to wayfinding.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. This option allowed for proposals to be suggested that could feed into scheme development at such time. While not explicitly stated the LCWIP will have scope to provide seating & street furniture as part of some schemes brought forward in due course.

East Herts LCWIP – General Comments - No Change

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
14412	Web	Bishop's Stortford	North Street	Walking	I support walking and cycling improvements but don't want outdoor seating in a high street keep it at the square	LCWIP is high level at this stage, with details brought forward as the implementation of schemes progress
20004	Web	Bishop's Stortford	N/A	Cycling	I am interested in the proposed cycling routes and wonder how cycling around stortford could be improved. How can bicycles be encouraged on the A120 road to Little Hadham when there are no cycle lanes? There should be cycle lanes on main roads. In Bishops Stortford there should be far more cycle lanes to encourage cyclists in the town. I would like to see more cycle racks for leaving cycles in the main shopping centre market square.	Support for improved cycling welcomed. No specific scheme commented on. LCWIP proposes much of what is being sought across Bishop's Stortford and specific schemes will have bespoke solutions as they are brought forward in due course
20803	Web	Bishop's Stortford	N/A	Cycling	The plan is simply not radical enough. It will not get people out of their cars because it doesn't provide safe segregated best in class infrastructure that takes people from where they live (esp new estates on edges of towns) to school, station,work There are lots of existing quiet ways and wide pavements that could be easily converted to cycleways. We need to CONNECT Stortford housing to the centre and station	No specific route referred to in comments. The LCWIP offers modal choice to users and is based on balancing needs across the district. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, as they are developed.
25603	Web	Bishop's Stortford	Area Wide	Cycling	Given the extent of identified cycle priority routes in Bishop's Stortford, area-wide measures are necessary. These will include measures to reduce the volume and/or the speed of motor traffic on the priority cycle and walking networks.	Schemes will be brought forward as resources permit, which may not involve all prioritised routes at the same time. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, but where traffic calming can be considered as part design development
30069	Email	Bishop's Stortford	General	Walking/Cycling	Conclusion The current proposals represent a distinct improvement on earlier iterations, but we are concerned that some of the methodologies adopted appear to have produced skewed priorities that will achieve less in terms of modal shift for utility travel than smaller schemes within the town that will have a more significant impact by developing a coherent network for cycling and active travel.	The methodology follows that set out in DfT guidance Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities and has been utilised across Hertfordshire in previously developed LCWIPs so there is consistency across the county

East Herts LCWIP – General Comments - No Change

30125	Email	Bishop's Stortford	General	Cycling	8. Ensure all cycle routes are surfaced by paving machine to create a surface that is as smooth and free from unevenness and undulations as carriageways laid for use by motor vehicles. A number of cycle paths laid recently in Bishop's Stortford have poor surface quality characterised by ridges and unevenness which significantly degrades their attractiveness for cycling.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30127	Email	Bishop's Stortford	Areawide	Walking/Cycling	11. Undertake a town-wide programme of widening existing footways, particularly on routes used by large volumes of motor vehicles on the priority pedestrian network – for example London Road north of Station Road, London Road between Warwick Road and South Road, Hadham Road and Stansted Road south of Michaels Road, Michaels Road (entire length), Rye Street 12. Undertake a town-wide programme of junction entry treatments, particularly on the priority pedestrian network. 14. Undertake a town-wide programme of tightening junction entries/bellmouths to reduce distances pedestrians need to cross in the carriageway and to reduce speed of turning traffic – for example Stortford Hall Park junction with Dunmow Road, Southmill Road junction with London Road, Cannons Close junction with Stansted Road, Kings Court junction with Stansted Road, South Road junction with Southmill Road. 5. introduce raised entry treatments and tight radii at junctions throughout the town centres and on key walking routes to the town centres and to other key destinations. 12. generally make the road network more attractive and convenient for cycling with lanes, tracks, cycle contraflows priority for cycling, dedicated accesses and traffic speed reduction. 13. Generally make improve conditions for walking by creating wider footways, easier crossings, seating and planting and traffic speed reduction. 14. Ensure the cycle network meets the needs	While the LCWIP seeks to ensure consistency across the district in its approach, individual schemes will be brought forward as resources permit, which may not involve all routes at the same time. The LCWIP is a district-wide Plan and resources need to be spread widely. This would not permit treatment of every junction, but each would be looked at under scheme development as the occur. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case

					of experienced cyclists looking for quick, direct routes and the needs of those happy to use less direct but quieter routes - similar to the approach used elsewhere in the UK such as in London and Oxford.	
30139	Email	Bishop's Stortford	General	Walking/Cycling	31. Protect the legal status of bridleways and ensure they are suitable for use by cyclists and maintain pedestrian and cycle routes, including from encroachment by vegetation. 4. widen footways and remove vegetation that prevents use of the full footway width to make walking an enjoyable and positive experience. Design for pedestrian comfort as per Transport for London guidance, do not aim merely to meet minimum acceptable widths	The legal status of PROWs is not intended to be denigrated by any LCWIP scheme, but rather be supported and enhanced where appropriate. Any scheme improvements would take into account existing conditions and look to improve/carry out maintenance as necessary. Any specific issues prior to LCWIP scheme adoption can be addressed through the online Fault Reporting mechanism
30142	Email	Bishop's Stortford	Area Wide	Cycling	2. Introduce and suitably enforce a 20mph speed limit throughout the towns. This will include all A and B roads within the towns and all roads within and adjacent to the town centre including (in Bishop's Stortford) South Street, North Street, Bridge Street, Hadham Road, Link Road, The Causeway, Dane Street, Riverside, Adderley Road, Church Street, Station Road, Hockerill Street, Northgate End, Windhill, High Street, Bells Hill, Dunmow Road, Stansted Road, Newtown Road, Rye Street, Hallingbury Road, Great Hadham Road and South Road. These roads will be key components of a cycle and walking network that aligns with users' desire lines and serves numerous key destinations. This will significantly improve conditions for walking and cycling, particularly if supported by effective communications and enforcement. This will ensure whole cycle and walking journeys can be undertaken fully in an environment with speed limits that will be conducive to walking and cycling. Currently the close proximity of large volumes of motor traffic travelling at excessive speed very close to pedestrians and cyclists is a major deterrent to walking and cycling.	While some elements of schemes implemented may have a speed reducing effect, speed reductions per se lie outside of the scope of the LCWIP
30001	Event	General	General	General	Can Town and District use the LCWIP to apply for funds from Active Travel England?	ATE funding is not available to organisations outside of the Highway Authority; however, other funding streams may be available for external bodies to apply for and the

						utilisation of the LCWIP will be helpful in supporting such funding applications
10803	Web	Hertford	Hertingfordbury Roundabout	Walking	Fantastic	Comments noted and welcomed
14411	Web	Hertford	Welwyn Road	Walking/Cycling	People & the environment must come first, not vehicles. All improvements that promote safe walking/cycling are to be welcomed. People should not choose to take the car because they are scared that walking or cycling is unsafe!	Comments noted and welcomed
24841	Web	Hertford	West Street	N/a	N/A	No change - unclear what is being sought
25204	Web	Hertford	Welwyn Road	Walking	N/A	No change - unclear what is being sought
30008	Email	Hertford	Bus Station	Public Transport	CASTLE PLUS – L & M - TOP FOUR POTENTIAL MOVEMENT PROJECTS FOR CONSULTATION [2] Provide waiting room or cafe kiosk or other shared facility at Hertford bus station Why it matters. It is important to encourage people to travel by bus. It is a shame that the main bus station for Hertford (at Lea Wharf) currently has no facilities whatsoever. Even a mobile café would provide a human presence and a focal point for bus passengers – and perhaps even somewhere to commiserate with each other in the face of any difficulties. Obviously a waiting room would be even better but that may be pie in the sky.	While an admirable ambition, both East Herts & Hertfordshire County Councils have, to date, been unsuccessful in reinstating waiting facilities at Lea Wharf, which is in private ownership and outside of the scope of the LCWIP. Therefore, no changes proposed.
30015	Email	Hertford	Lea Wharf	Cycling	4. Cycle racks • Generally, there is a good selection • IT WOULD BE HELPFUL TO HAVE A CYCLE RACK IN LEA WHARF – NEAR BOOTS / SMITHS	While an admirable ambition, Lea Wharf is in private ownership and outside of the scope of the LCWIP. Therefore, while requests can be made to the owners. no changes proposed at this stage.
30016	Email	Hertford	Area Wide	Cycling	5. Rent a bike – like Boris bikes / Santander etc schemes in cities • A rental / hire scheme might encourage more cycling, particularly to and from both stations • I do not like leaving my bike at Hertford North as I have had 2 bikes stolen from there in the past • MAY NOT BE ENOUGH DEMAND FOR THIS	Rental bike provision lies outside the scope of the LCWIP, but may be considered elsewhere. Refer to Cycling Team
30017	Email	Hertford	Area Wide	Walking	6. Schools walking crocodiles • Organised walking buses • E.g. start at say Tesco or London Road car	Walking bus provision lies outside the scope of the LCWIP, but may be considered elsewhere. Refer to Schools Teams.

					park and walk up to Simon Balle, Abel Smith and Morgans • There will be lots of different opportunities to achieve this from different starting locations • This will free up rush hour congestion and encourage children to walk a bit more • LIAISE WITH ONE SCHOOL TO DO A TRIAL "	
24450	Web	Hertford Heath	N/A	N/A	The interventions outlined in the East Hertfordshire LCWIP do not, at this time, clearly and comprehensively address the concerns raised by Hertford Heath Parish Council and the residents of Hertford Heath.	No change to network or document as it is unclear what specific issues have not been addressed in the LCWIP to date
24842	Web	Hertingfordbury	St Mary's Lane	Walking	N/A	No change - unclear what is being sought
5209	Web	N/A	N/A	N/A	N/A	No specific comments made, no action required
5603	Web	N/A	N/A	N/A	Stevenage and to a lesser degree Harlow have the best cycle way and footpath in the county if not the country but people do not use the cycle ways for cycling. until we understand why no money should be wasted by this council	Comments relate to separate district, with distinctly different characteristics - no specific comments relating to the proposals in the consultation
7203	Web	N/A	N/A	N/A	N/A	No specific comments made, no action required
8404	Web	N/A	N/A	N/A	I walk alot around Harlow cycle tracks and never, ever seen anyone on a bike. Infact I hardly see anyone cycle around where I live in Sawbridgeworth. My husband who works in Stevenage, never ever sees anyone on their cycle tracks. total waste of money	Comments relate to separate district, with distinctly different characteristics - no specific comments relating to the proposals in the consultation
9203	Web	N/A	N/A	N/A	N/A	General disagree - No comments submitted
9603	Web	N/A	N/A	N/A	I strongly support reducing residential speed limits to 20mph	Comments noted and welcomed
14403	Web	N/A	N/A	N/A	N/A	No specific comments made, no action required
15203	Web	N/A	N/A	N/A	N/A	N/A
15614	Web	N/A	N/A	N/A	I think it is good to see that there is ambition to improve active modes in East Herts	Comments noted and welcomed
18804	Web	N/A	N/A	N/A	N/A	Support noted and welcomed
18805	Web	N/A	N/A	N/A	N/A	Support noted and welcomed
22804	Web	N/A	N/A	N/A	N/A	N/A
22807	Web	N/A	N/A	Walking/Cycling	I would like the Plan to go further in promoting more cycling and more walking routes and facilities	LCWIP routes have been confined to main settlements and group 1 villages at this stage, as resources have been restricted. Future iterations of the LCWIP will hopefully allow for greater coverage in due course
23208	Web	N/A	N/A	N/A	N/A	Support noted and welcomed
23606	Web	N/A	N/A	N/A	N/A	Support noted and welcomed
24006	Web	N/A	N/A	N/A	N/A	Support noted and welcomed

East Herts LCWIP – General Comments - No Change

24011	Web	N/A	N/A	N/A	N/A	Support noted and welcomed
24458	Web	N/A	N/A	N/A	The improvements do not cover areas between my home and bishops stortford. While I agree that they are needed to encourage use, they have no impact on me personally.	No change. Due to lack of information provided, unable to assess where the respondent is referring to.
25206	Web	N/A	N/A	N/A	will email comments	Comments in emails considered separately
30085	Email	N/A	N/A	N/A	• The whole process appears to have been overly complex which has undoubtedly increased costs and extended the timescales.	The process was extended to allow for a level of public engagement which had not previously occurred elsewhere. The additional feedback was invaluable in shaping the LCWIP at the public consultation stage as it was better informed by local knowledge. The timescales were also delayed due to unavoidable sick leave by one or more team members.
40019	Event	Sawbridgeworth	General	General	Did not support the LCWIP as thought everyone will continue to use cars so would be a waste of money. Used Stevenage as an example where it was perceived that dedicated off-road cycleways get little usage	Comments noted but not agreed as the LCWIP is intended to provide choice of mode to encourage healthier lifestyles
5205	Web	Stansted Mountfitchet	Stansted Mountfitchet	N/A	Stansted Mountfitchet, Birchanger and Bishops Stortford are being joined together as a single urban unit. The Infrastructure Plan should reflect that people will be wanting to travel between them.	Access between settlements is an important issue and has already been considered through the strategy where linkages are being sought, including cross-boundary, where appropriate. No changes proposed.

East Herts LCWIP Consultation Report

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1. Executive Summary

The East Herts LCWIP public consultation ran from 25 September – 5 November 2025, led by Hertfordshire County Council in partnership with East Herts Council. The following report provides an overview of the consultation process and outcomes.

Key findings

East Herts LCWIP consultation in numbers

- **Total responses:**
  - Survey responses: 269
  - Email responses: 149
  - Matters raised at events: 26
  - **Total Responses: 444**
  - **Unique Online respondents**: 96

- **Overall support:** Good support for the LCWIP aims, objectives and proposals
  - 63% of residents supported improvements to walking and cycling in the district
  - 63% of residents reported that the LCWIP proposals would definitely encourage them to cycle more often

- The East Herts LCWIP public consultation secured **good support for the LCWIP objectives and proposals overall**.
- Of those who said they were dissatisfied with the LCWIP overall, this was mostly associated with the need for additional, safe crossings, in particular around High Wych.
- **Social media and word of mouth were most effective** at reaching people with the consultation information.
- **63%** of respondents reported that the LCWIP would **support them to cycle more often**.
- Several locations received particularly strong support and were often mentioned in responses. These included:
  - Hertingfordbury Roundabout, Hertford
  - Welwyn Road, Hertford
  - Hertford to Ware Tow path
  - Hertford Heath
  - Dane Street, Bishop's Stortford
- The most common themes discussed in free text comments were a need for safe crossings, child safety and routes to school, maintenance of footpaths and a need for connected, continuous networks.
- There was underrepresentation of residents aged 34 and under and over 65.
- There was slight underrepresentation of Black and Asian communities
- There were 96 individuals who took part in the online survey, of which 44 were men and 43 were women.

2. Consultation process

Overview

The East Herts LCWIP consultation ran for a period of 6 weeks, from 25 September to 5 November 2025.

Stakeholders were offered information in a variety of formats:

- The full East Herts LCWIP Technical Report and Appendices
- Interactive maps and summaries on the East Herts LCWIP online hub

The LCWIP Technical Report and Appendices were available online and as a physical copy, available on request.

Stakeholders were then given several potential channels through which to submit their views and responses:

- By completing an online survey
- By emailing the East Herts LCWIP inbox
- At a range of in person LCWIP consultation events

Publicity of the LCWIP consultation

The consultation materials were publicised both in-person and online, through a variety of channels, such as:

- Posters and flyers in local community spaces
- Social media posts
- Email newsletters
- Community events and market stalls
- A press release
- Business Cards
- School engagement activities

A letter inviting stakeholders to view and respond to the consultation was sent via email to stakeholders, which included County Councillors, District Councillors, Parish/Town Councils, schools, walking/cycling groups amongst others.

In-person events

Several additional consultation events were also held to support the consultation process and reach a wider audience, including traditionally underrepresented groups:

- Saturday 27 September: Stall at Sawbridgeworth Travel Challenge Event
- Monday 29 September: Stall at Buntingford Market
- Saturday 4 October: Officer presence at Bishop's Stortford Town Centre (no stall due to amber weather warning)
- Saturday 11 October: Stall at Hertford Farmer's Market
- Sunday 19 October: Stall at Ware Local Produce and Craft Market

- Saturday 1 November: Stall at Bishop's Stortford Market

At in-person events, more than 200+ flyers were given out with a large number of conversations held with local residents and stakeholders. Each event was attended by both East Herts and County Council officers, and some councillors also supported events in person.

Photo examples

Figure 1 – Sawbridgeworth 1

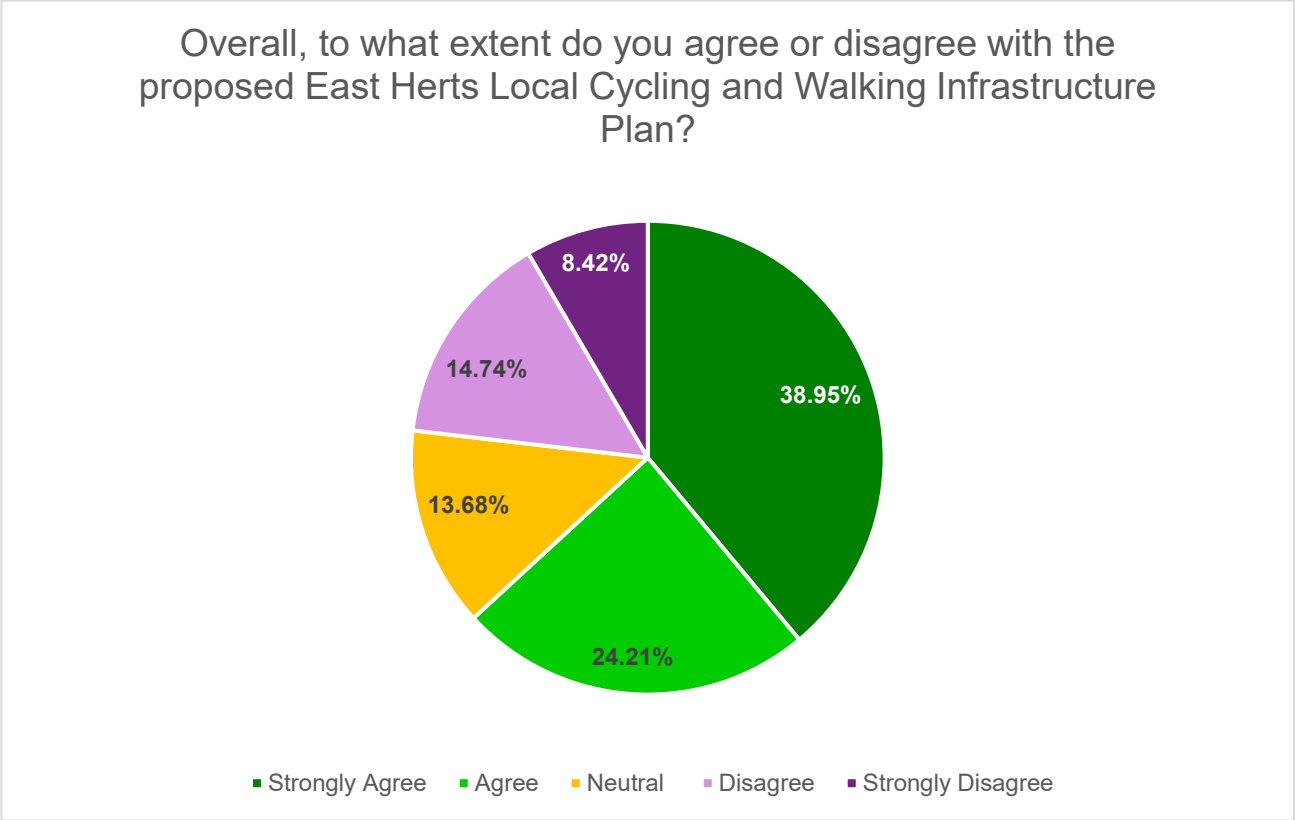
Figure 2 - Ware

Figure 3 – Sawbridgeworth 2

Figure 4 - Buntingford

3. Support for the LCWIP proposals and objectives (online responses)

3.1 To what extent do East Herts district residents agree overall with the LCWIP proposals?

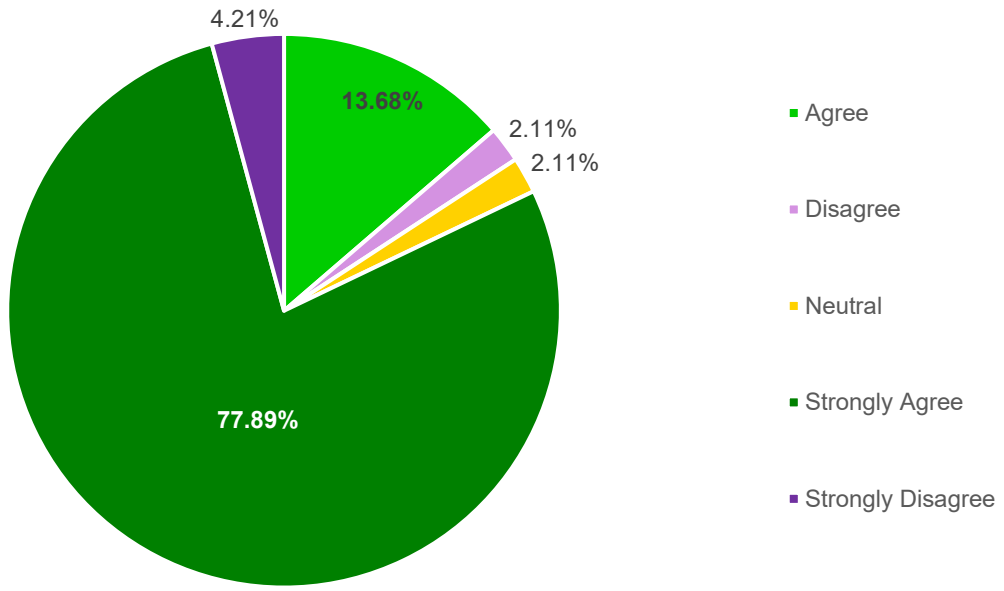


- **63.16% of online survey respondents strongly agreed or agreed with the LCWIP proposals** overall, with a further 13.68% responding that they were 'neutral' about the proposals and just over 23.16% responding that they disagreed or strongly disagreed with the proposals.

3.2 To what extent do East Herts district residents want to improve walking/cycling?

In the survey, respondents were asked to assess to what extent they agreed with the following statement: “I support improvements to walking, wheeling, and cycling in my local area.”

Figure 3: "I support improvements to walking, wheeling and cycling in my local area"



- As shown in **Figure 3,** 91.5% of survey respondents said they support improving cycling and walking in East Herts.

4. Comments and suggestions

4.1 What were the main themes mentioned in free text responses?

The top five themes emerging from the LCWIP free text responses (in emails, survey questions and map comments) have been collated and summarised below.

4.2 What were the key themes which caused disagreement or concern among residents?

A number of comments suggesting that the East Herts LCWIP does not go far enough and that Hertfordshire County Council does not deliver enough active travel improvements

Several residents from villages outside of the scope raised comments requesting walking and cycling connections to local towns.

Some communities raised that the East Herts LCWIP did not show priority to schemes that have previously been investigated. Changes to the report have been made to mitigate this concern.

4.3 What were the key themes associated with agreement?

Many residents supported the new/improved crossing points for all users. Respondents also suggested further locations to be considered for additional crossing points.

Many residents highlighted improving access and **safety around the schools** in the District.

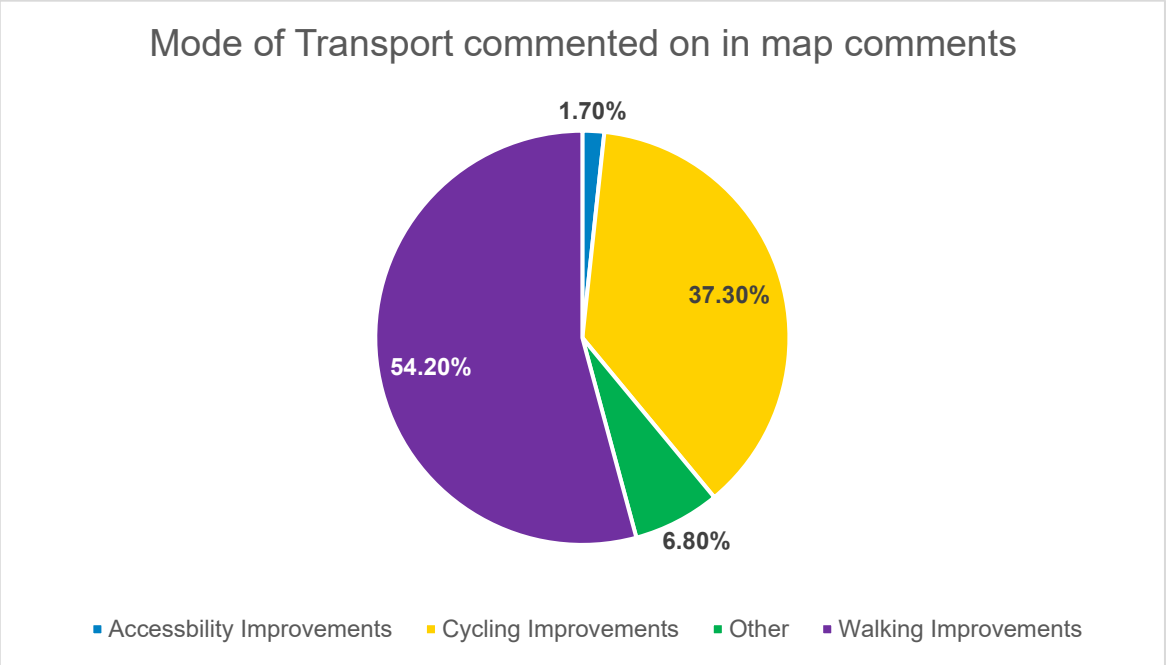
There was agreement by residents in the comments for traffic calming including the need for lower speeds where recommended.

5. Feedback on specific proposals and locations

As part of the online survey, respondents were offered the chance to drop a ‘pin’ on a virtual map of East Herts, allowing them to make comments on a specific location or specific part of the LCWIP network.

They were asked to specify what kind of comment they were making, and which mode it related to.

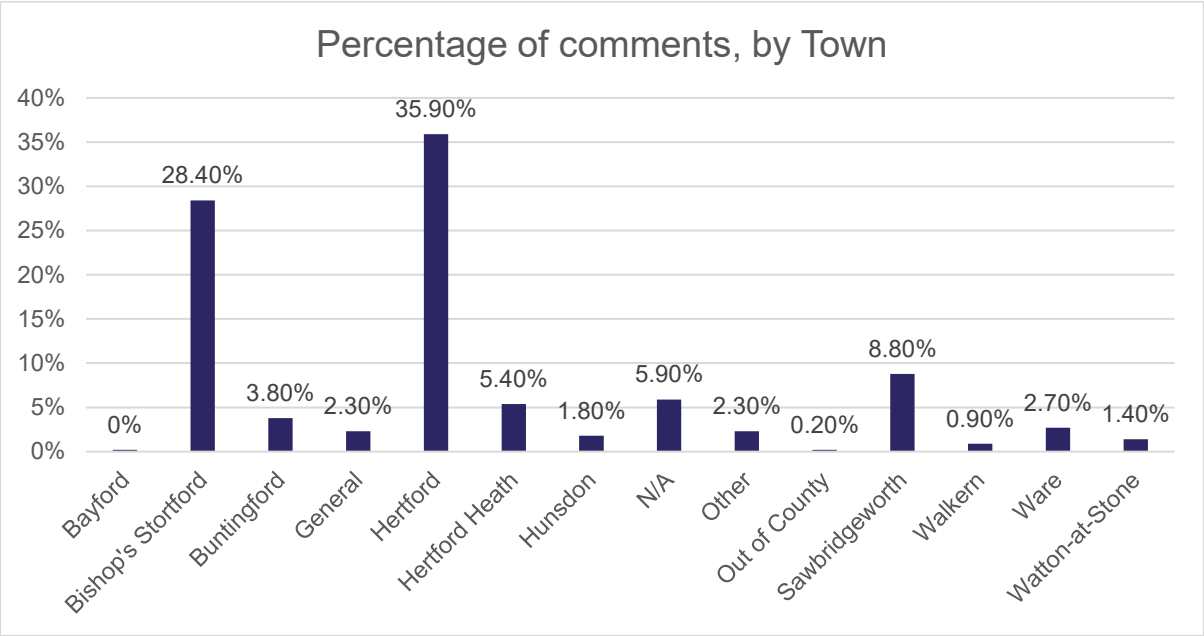
5.1 Which mode of transport did map respondents comment on?



- 54.2% of map comments focused on walking improvements such as wider pavements or crossings.
- 37% of map comments focussed on cycling improvements, such as a protected cycleway or cycle parking.
- 1.7% of map comments focussed on accessibility improvements such as barriers or missing dropped kerbs.
- 6.8% of comments focussed on other improvements such as benches, artwork or signage.

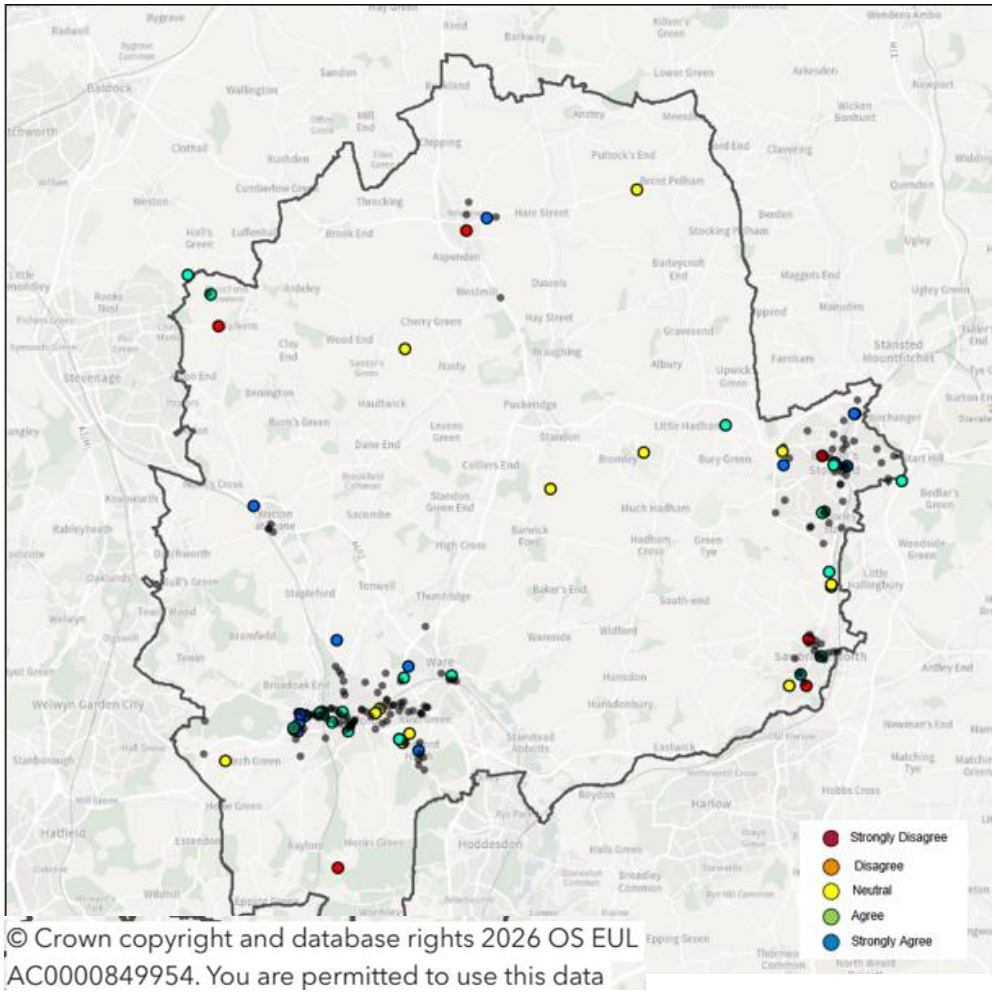
5.2 Which locations received most map comments?

Most comments left on the map using the online survey were in Hertford and Bishop's Stortford, with 35.90% of responses from residents in Hertford. 28.40% of responses were in Bishop's Stortford and 8.8% of responses were from Sawbridgeworth. Please note that comments received by email lie outside of these totals.



The location of pins dropped on the interactive map are shown in the map at Figure 3-1.

Figure 5-1 East Herts Local Cycling and Walking Infrastructure Plans: Specific Location Suggestions and Comments



- In Hertford, the location of comments was widely spread, with clusters around Hertingfordbury Roundabout, Rush Green Roundabout and Welwyn Road, all seeking improved walking and crossing facilities.
- In Ware, the majority of comments received were spread along the Hertford/Ware towpath, with requests for improved, all-weather surfacing, as well as increased width on the Hertford side.
- In Sawbridgeworth, there was a cluster of comments requesting improvements to connections with High Wych.

5.3 Which walking and cycling proposals were most strongly supported?

Several locations received a particularly high number of comments via the map, survey and email in support of the active travel improvements proposed in the draft LCWIP:

- **Hertingfordbury Roundabout, Hertford** was a location that received a high level of support for the proposed junction changes and addition of a controlled crossing. Many comments were made about how the A414 severed Hertingfordbury and the Cole Green Way from the West of Hertford. The speed and volume of traffic was the key current concern around this location.

- **Welwyn Road, Hertford** also received a cluster of supportive feedback. Respondents were pleased to see proposed footway improvements, citing the current width restrictions on a popular route to schools and the train station.

- **The towpath between Ware and Hertford** saw strong support for the shared used path improvements. The current issues raised were a lack of a good, all-weather surface, with width restraints near Hertford adding to current concerns between all users.

- The proposal to introduce pedestrian improvements to the **Hockerill Junction, Bishop's Stortford** in Bishop's Stortford were welcomed by residents. This location being vital for access to schools and shops was repeatedly highlighted.

- As part of the improvements between Sawbridgeworth and Bishop's Stortford the proposal to introduce a controlled crossing in **Spellbrook** was strongly supported. Survey responses highlighted how important this would be in activating active travel to the local primary school. Currently, there is no controlled crossing on the A-road that dissects the village.

- In the Group 1 village of Walkern, the response to the network plans for an upgraded Rights of Way cycle route to Stevenage was positive. They highlighted a long-desired connection with their nearest town for school and utility purposes.

- Whilst some minor alignment changes have been made post consultation, there was also support for the aspiration to connect **Bishop's Stortford** with the **Flitch Way** in Uttlesford. This is a shared aspiration with Essex and will connect Bishop's Stortford with place such as Takeley and Great Dunmow on a long-distance disused railway link.

5.4 Which walking and cycling proposals were most controversial?

The following locations received a mixture of comments both for and against the proposed improvements, or were associated with concerns about the potential impact of future designs:

- There was a mixed response to the approach taken to **Rush Green Roundabout** in the LCWIP. Respondents were pleased to see some focus to a location that is used by school pupils currently considered to be at risk in crossing, with some comments suggesting a more bold option should be considered. The LCWIP is indicating that both authorities are open to exploring any opportunity that may arise at this location in the future.

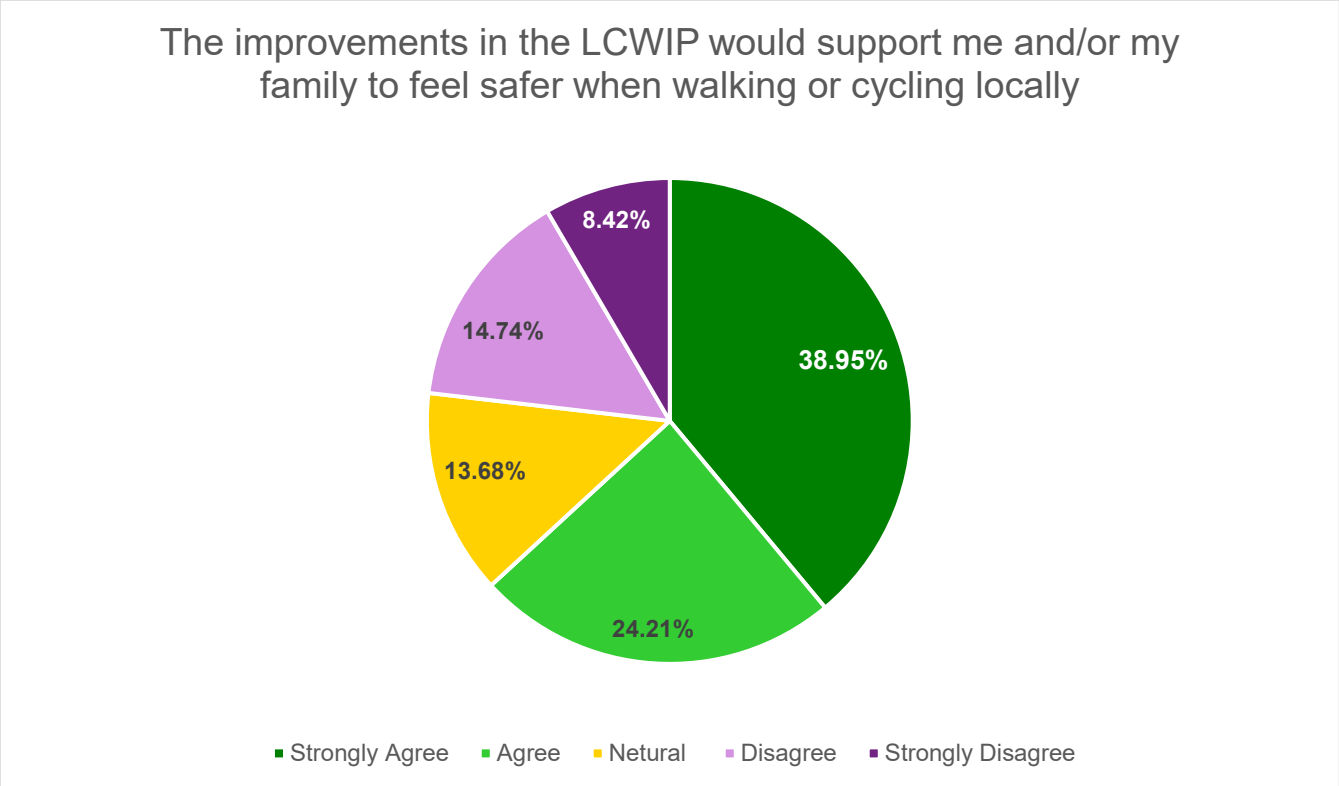
- Whilst there was support for action around **Bishop's Stortford**, in some locations there were some competing opinions offered, particularly around the Good Yard and station areas. Through careful review, some post-consultation changes have been made to incorporate these opinions.

6. Potential impact of the LCWIP proposals

Survey respondents were asked to detail how often they currently walk or cycle in the district, and which journeys they already walk or cycle.

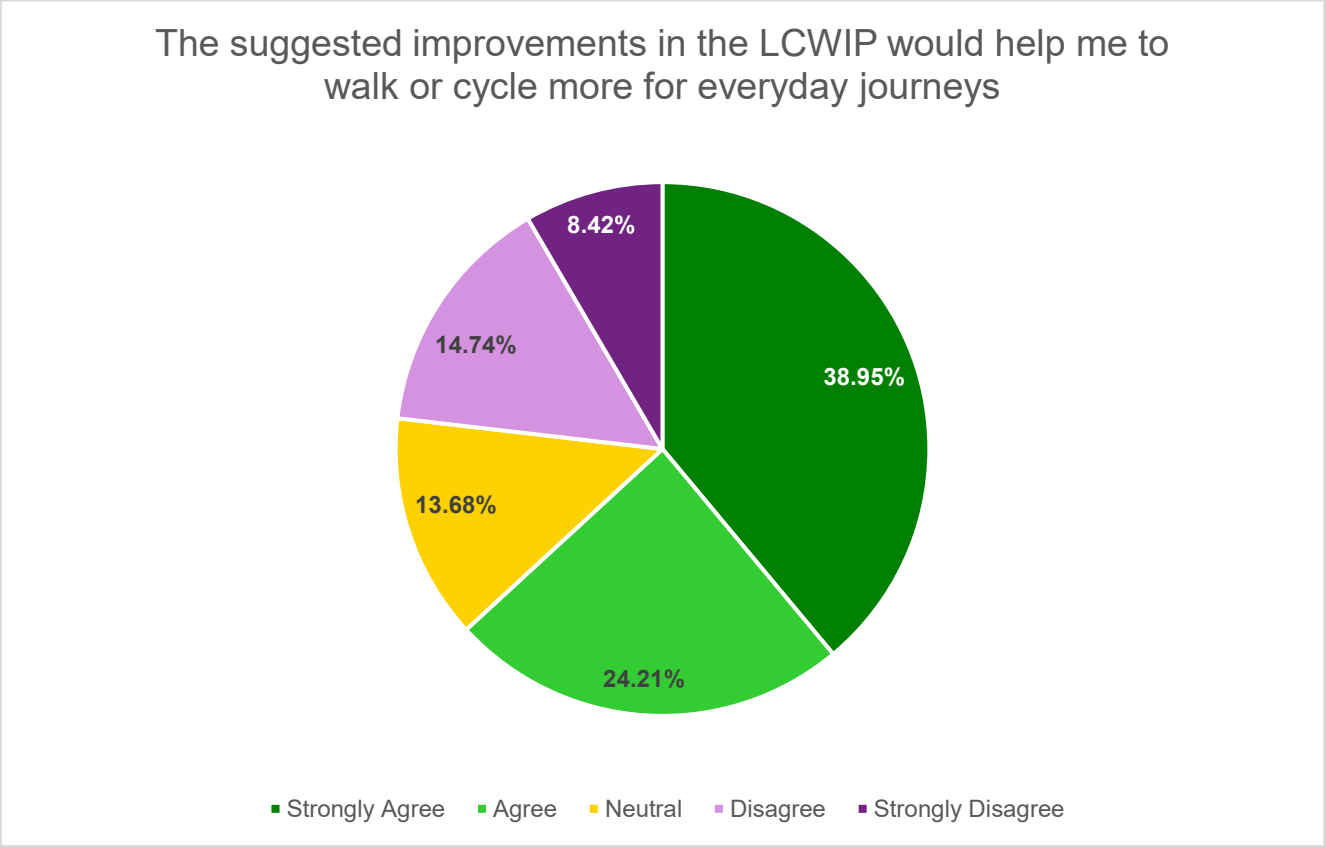
They were also asked whether the LCWIP proposals would encourage them to walk/cycle more often, or to spend more time in the area.

6.1 Would the improvements in the LCWIP support East Herts residents to feel safer when cycling or walking locally?



- **Over half of respondents (63%) stated they would feel safer when walking or cycling locally** following the suggested improvements in the LCWIP.
- However, 23% of respondents stated that they would not feel safer.
- This suggests that there are still concerns about safety when walking or cycling locally following the recommendations in the LCWIP.

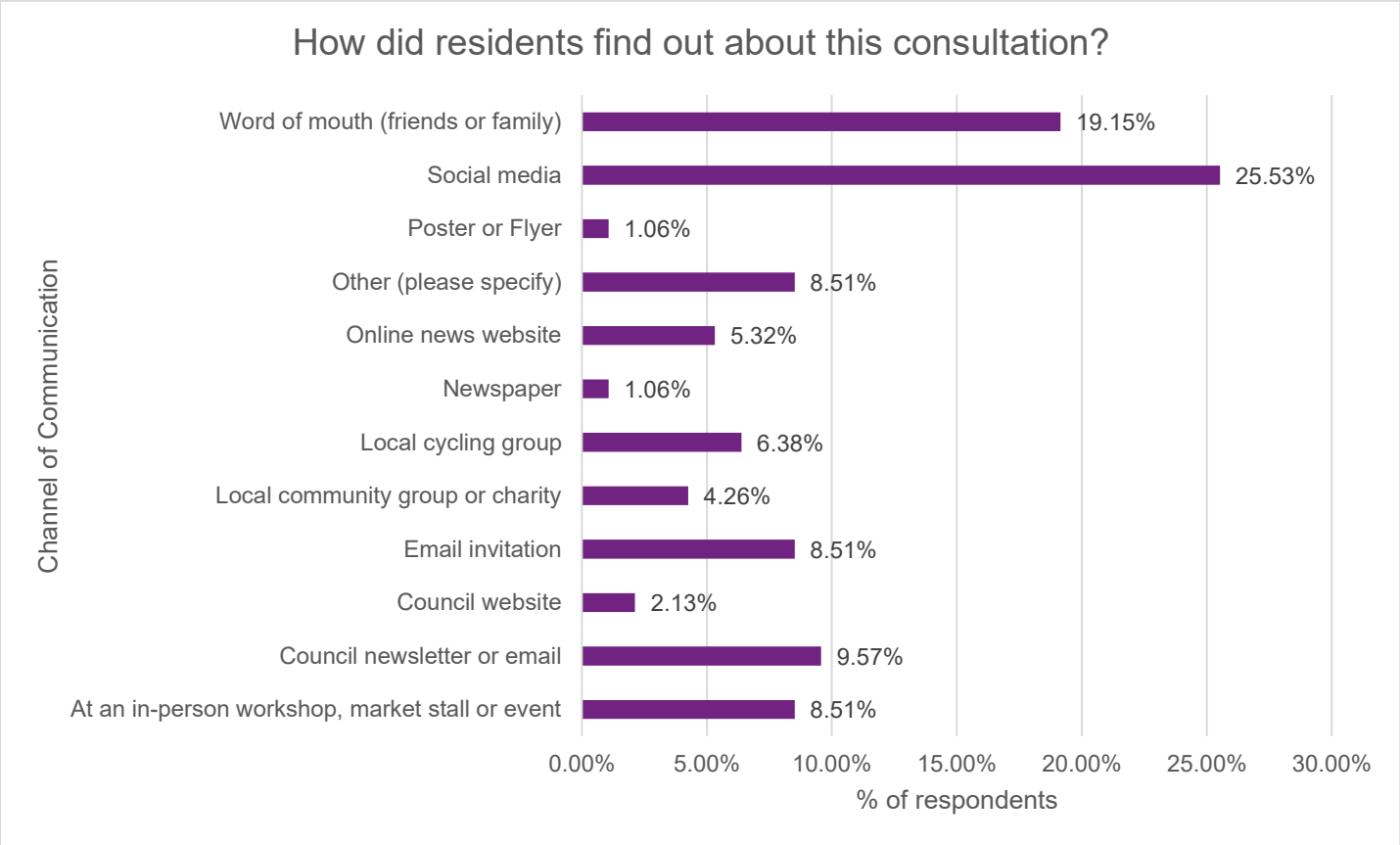
6.2 Will the suggested improvements in East Herts help increase walking and cycling for everyday journeys?



- **63.16% of respondents said that the suggested improvements in the LCWIP would help them to walk or cycle for everyday journeys.**
- However, 23% of the respondents stated that the improvements would not help them to walk or cycle more for everyday journeys.
- As highlighted in Figure 3, 63.16% of respondents expressed support for improving walking and cycling in East Herts. This indicates strong public interest in better active travel options. However, the proposed measures in the LCWIP do not yet appear to be enabling residents to walk or cycle more for everyday journeys.

7. Participation in the consultation

7.1 How did people hear about the consultation?



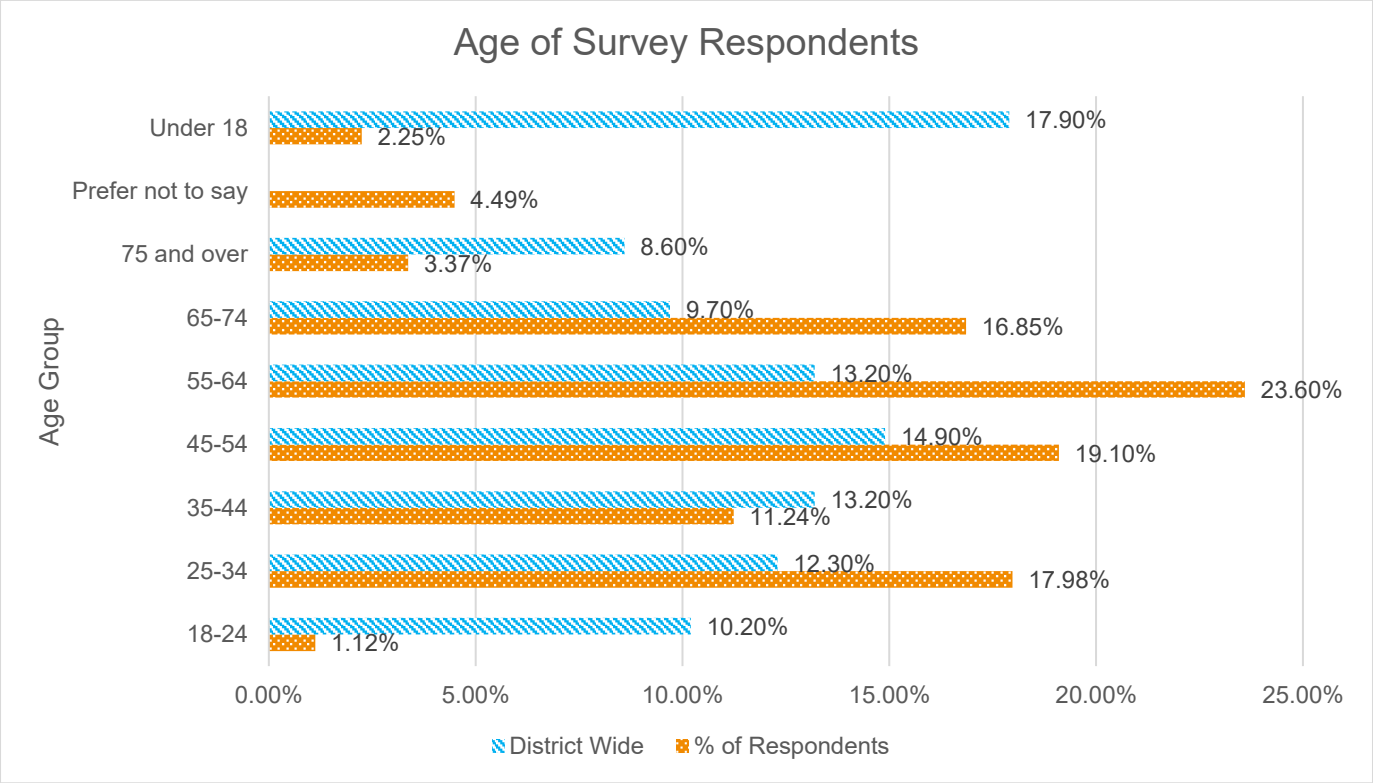
- Social media and word of mouth (friends or family) proved particularly effective in making respondents aware of the consultation, resulting in 45% of responses.
- Council newsletters and emails also proved effective, with nearly 10% of respondents finding out about the consultation in this way.

7.2 How did most residents access the LCWIP information?

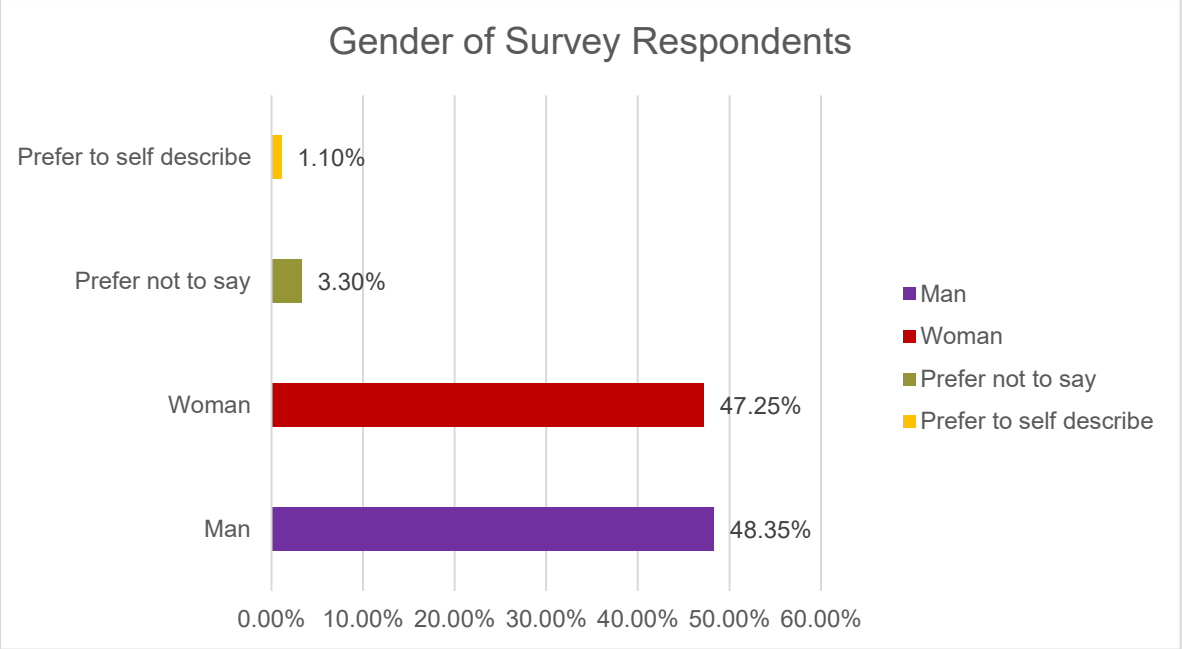
- 29.4% of respondents had read some or all of the Technical Report and Online Maps. Of these respondents, 64.28% agreed with the proposed East Herts Local Cycling and Walking Infrastructure Plan, while 14% disagreed and 16.84% remained neutral.
- 23.16% of respondents had looked at the Online Maps before filling out the survey.
- 17.89% of respondents reported that they had looked at none of the provided information before responding. Of those respondents who stated that they had not looked at any of the provided information before responding, 11.6% disagreed with the proposed East Herts Local Cycling and Walking Infrastructure Plan, while 17.6% remained neutral.

Note that these figures only show which information sources had been consulted by people filling out the survey; the data suggests that there were many people who used the Online Maps and left a comment on the map without filling out the survey, or who consulted the map after filling out the survey – respondents were prompted to leave any location-specific comments on the map and to avoid leaving this kind of information in the survey where possible.

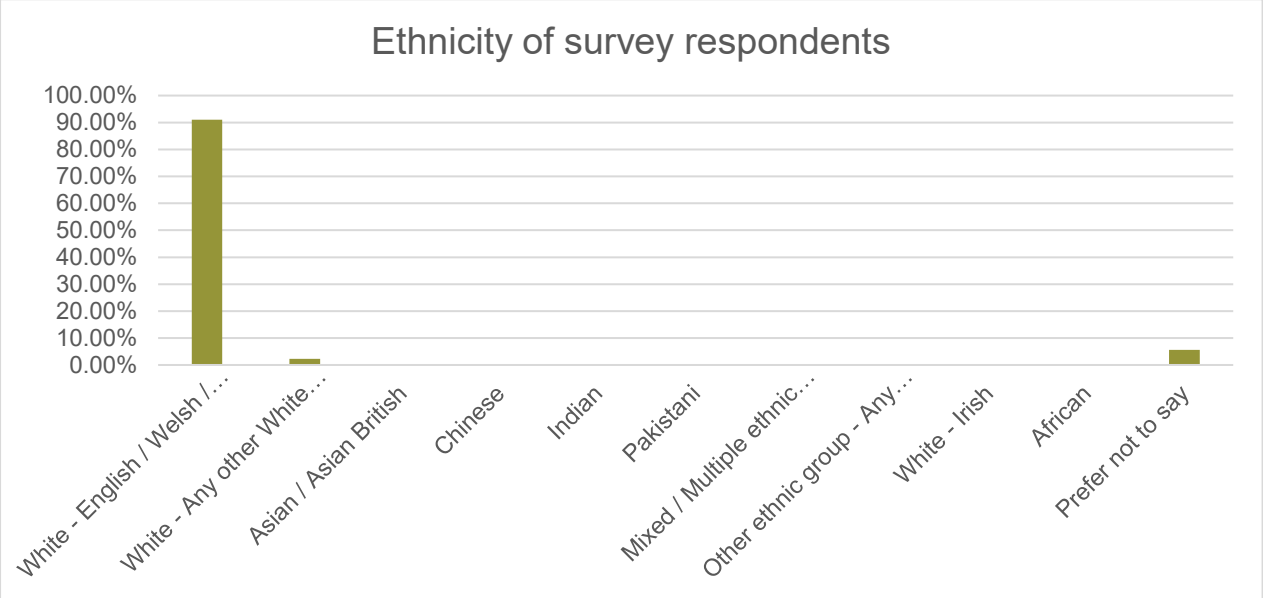
7.3 Who was reached through the consultation?



- The largest proportion of respondents were aged 55–64, accounting for 23.6% of responses, compared to making up 13.20% of the district population. This was followed by those aged 45–54, who made up 19.1% of respondents.
- Compared to other LCWIP consultations younger groups were well represented in the response rate. For example 25-34 year olds who make up 12.30% of East Herts residents contributed 17.98% of responses and 35-44 year olds response was close to their population proportion. Efforts were made to improve engagement from younger residents, including a focused social media campaign and targeted communication through schools.

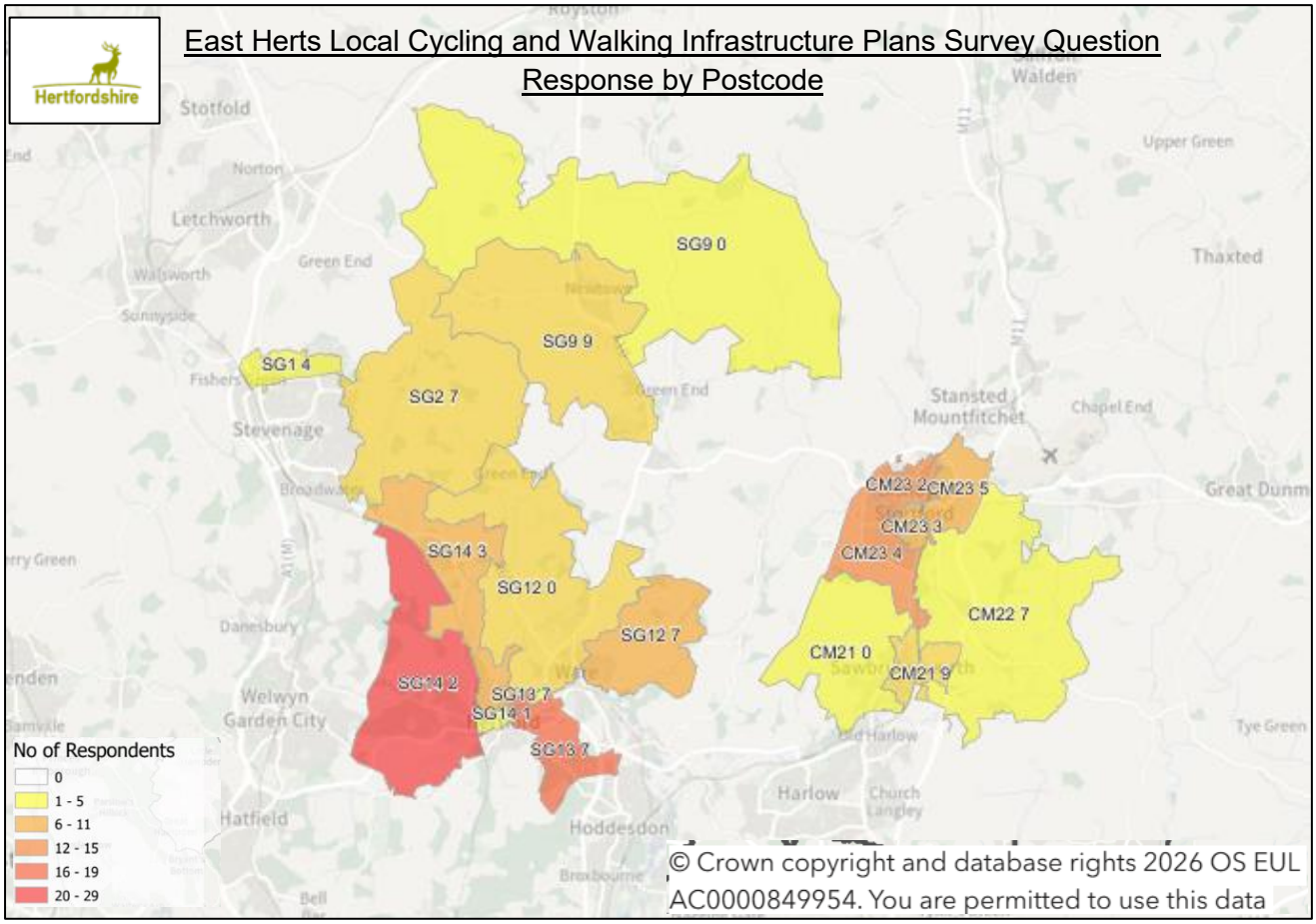


Both men and women were almost equally represented. Women made up 47.25% of responses, whilst men made up 48.35% of responses. A further 3.3% selected “prefer not to say” and 1% selected “prefer to self-describe”. According to 2021 census data, approximately 51.1% of East Hertfordshire residents were female and 48.9% of East Hertfordshire residents were male.



The majority (over 91%) of respondents were (White) British and represented a proportion of the population similar to that of East Herts overall. There was underrepresentation from some ethnic minority groups, particularly those from Black and Asian backgrounds.

Figure 7-1 Heatmap of survey responses, by postcode



8. “You said, we did”: consultation outcomes

After reviewing all comments individually and cross-referencing suggestions against the proposed infrastructure, a number of changes have been made to the LCWIP report and maps. Where it was not possible to make changes through the LCWIP process, comments were passed on to other relevant teams e.g. for maintenance and school travel planning.

Below is a selection of key changes made post consultation:

Area	What you told us…	What we did…
Bishop’s Stortford	That you were concerned that the cycling network around Dane Street was published with errors	Carried out a review of the mapping to ensure a more accurate reflection of the network at this vital location
	That you were concerned the network maps did not adequately show the desired connections into Essex	Carried out a review of the network to add or extend the proposed connections into Essex to ensure they are clear and correct
	That the Bishop’s Stortford Town Council sponsored Cycle Route North scheme was not shown with the most up to date routing option.	Carried out a review of the routing to marry up with the emerging scheme, as added text to the report to emphasise its importance to the local network.
	That the Spinney was incorrectly displayed on the network mapping	The routing around the Spinney has been reviewed and amended to reflect a more practical route.
Buntingford	That a connection to the schools on Bowling Green Lane were a key.	Conducted 1km of additional walking audits to look for opportunities to improve travel to schools for young people.
	That connections to Aspenden for walking were important for walking to school	Reviewed and extended the primary walking network to connect to Aspenden to aid walking to school.
Hertford	That Rush Green Roundabout was a walking barrier for trips to school and is currently being used by students even though conditions are not safe.	Reviewed the location, strengthening the network in the area. Added text to the mapping to reflect the desire to utilise future opportunities for improvement at this location.
	That crossing the A414 to Hertingfordbury is a local priority	Reviewed and amended the network to show a new and improved crossing at this location.
	That the walking network around the Kingsmead neighbourhood is more extensive than being shown	Reviewed the local network and added additional walking routes to improve connectivity
	That the Hertford to Hertford Heath connection was a high priority	Reviewed and added information of previous scoping works to the LCWIP report to strengthen the message that

		London Road is a key active travel route in need of improvement
Sawbridgeworth	That crossing the A1184 from High Wych is an obstacle to active travel for students and people with accessibility restrictions	Conducted 1km of additional auditing to connect Sawbridgeworth to High Wych, including a proposal for a new crossing at the junction with the A1184
	That the network mapping for walking and cycling around footpath 009 did not match what was shown on the prioritised networks	Conducted a review of the network mapping to realign the walking and cycling networks to match the audited prioritised network.
Ware	That the crossing facilities on Watton Road were insufficient	Added an additional upgraded crossing point on the LCWIP proposals.
Group 1 Villages	That footpath 017 was a key connection locally	Added footpath 017 to the walking network.
		Various minor network tweaks in numerous settlements

School Engagement Report – East Herts Local Cycling and Walking Infrastructure Plan (LCWIP)

1. Introduction

This report summarises the school engagement activities undertaken as part of the public consultation of the East Herts Local Cycling and Walking Infrastructure Plan (LCWIP) in September and October 2025. The engagement programme was designed to ensure that young people, parents, school staff, and wider school communities were informed of the LCWIP proposals and were able to contribute their views to the consultation. Schools are key stakeholders in shaping future active travel patterns, and their participation played an important role in highlighting barriers and opportunities for safer walking and cycling within East Herts.

2. Overview of Engagement Activity

A total of 81 schools across East Herts were engaged during the LCWIP development process. This comprehensive outreach encompassed all state schools within the district's boundary, with a focus on ensuring consistent messaging, accessible information, and opportunities to contribute feedback.

In addition to district-wide communications, **11 priority schools** received an enhanced level of engagement due to their proximity to proposed priority walking and cycling routes. Activities at these schools included:

- Hand delivered information packs
- Simplified mapping and visual plans
- Displays in school reception areas and communal spaces
- Materials prominently positioned for events such as parents' evenings, school plays and open days
- Newsletter content and tailored school communications

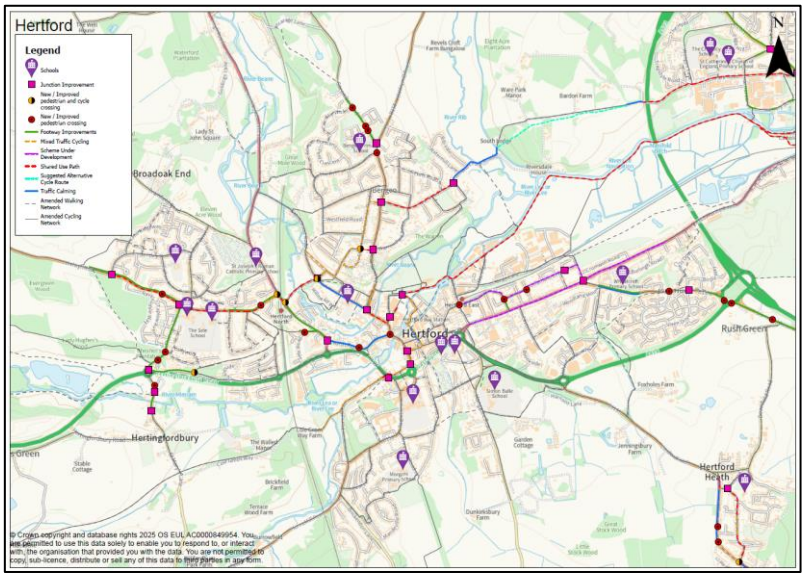


Figure 1 - Simplified Map of Hertford Proposals

Engagement was further strengthened through a suite of pupil centred initiatives such as a poster competition, links to Cycle to School Week, collaboration with Bikeability, and integration with School Travel Plans.

3. Schools Consulted

The consultation encompassed a diverse range of school types to ensure representation across all education stages. Schools engaged included:

- First schools
- Infant and junior schools
- Primary schools
- Middle schools
- Secondary and upper schools
- All-through schools
- Special Educational Needs and Disabilities (SEND) schools

This broad inclusion enabled the project team to gather perspective from younger pupils through to older students travelling independently.

4. School Communications

All 81 schools received a standard communication package to help promote awareness of the LCWIP. Materials provided included:

- A parent information letter
- A newsletter article for school bulletins
- A briefing email for staff
- Posters advertising the LCWIP proposals and consultation

Schools were encouraged to share these materials via newsletters, school websites, social media channels, and physical noticeboards.

5. Priority School Engagement

Eleven schools received deeper engagement based on recommendations from the core LCWIP project team, reflecting their alignment with key active travel corridors. These schools included settings in:

- Hertford
- Ware
- Hunsdon
- Walkern
- Much Hadham
- Sawbridgeworth
- Bishop’s Stortford

The priority schools were provided with simplified maps and visual proposals to aid understanding. These were displayed within reception areas, classrooms, and corridors, and in some cases uploaded onto school websites. This approach helped ensure that pupils, parents, carers, and school staff were aware of local walking and cycling improvements and encouraged broader community engagement.

6. Pupil Poster Competition

As part of the engagement programme, a pupil poster competition was delivered across seven schools.

Submissions were reviewed by a small judging panel and a winner selected, with a prize awarded to recognise their contribution. This activity fostered enthusiasm for the LCWIP while encouraging pupils to reflect on safe and sustainable travel.

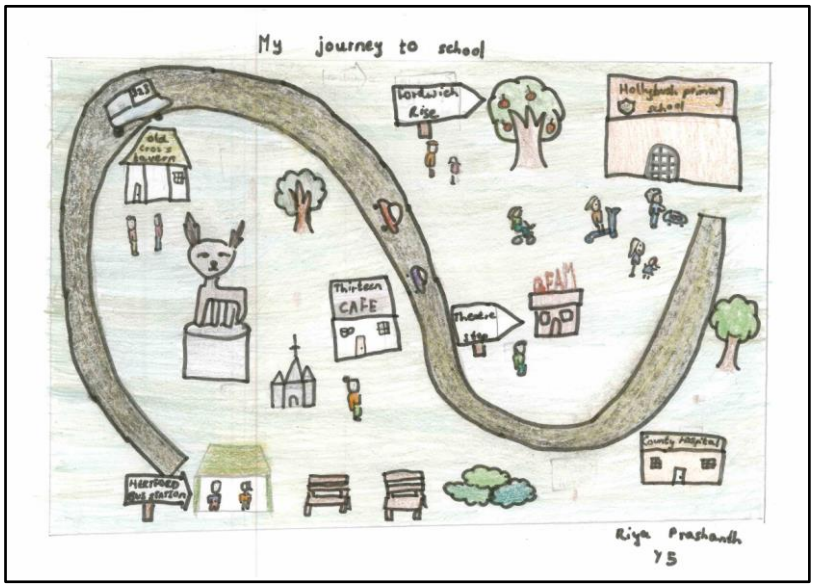


Figure 2 – Poster by Riya – Year 5, Hollybush Primary School (Hertford)

Figure 3 - Poster by Evelyn and Ava, Bengeo Primary School (Hertford)

7. Cycle to School Week Collaboration

During Cycle to School Week, several schools chose to engage with LCWIP materials, with Bengeo Primary School providing a particularly strong example. Pupils integrated LCWIP themed poster activities into the week's events, helping connect national active travel campaigns with local walking and cycling proposals.

Figure 4 - Bengeo Primary School, Year 2 and Year 6 pupils – EH LCWIP posters designed during Cycle to School Week

8. Bikeability Collaboration

At St Mary's Junior School, Ware, LCWIP engagement was linked with Year 6 Bikeability training. Pupils participated in LCWIP poster based activities alongside their on road cycling sessions, reinforcing key messages around active travel safety and route improvements.

Figure 5 - St Mary's Junior School Ware, Year 6 pupils - Bikeability pupils with EH LCWIP posters

9. School Travel Plan Integration

Engagement was carried out in partnership with:

- Hertfordshire County Council's ModeShift STARS Lead Officer
- Sustainable Travel Officers
- School Travel Plan Champions

Schools were encouraged to log LCWIP related activities within their **School Travel Plans**, helping embed the LCWIP into long-term travel planning and supporting accreditation through the ModeShift STARS programme.

10. Summary

The school engagement programme ensured that young people, parents, and school staff across East Herts were actively involved in shaping the LCWIP. Through broad communication, targeted engagement with priority schools, and child focused activities, the LCWIP development process captured a range of perspectives and supported increased awareness of local active travel opportunities.

This engagement will continue to play a vital role as the LCWIP moves into implementation, supporting behaviour change and encouraging safe, sustainable travel for school communities across East Hertfordshire.

~~East Herts Council~~East Hertfordshire

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Hertfordshire County Council / East Herts Council

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1 Introduction

1.1 Background

WSP has been commissioned by Hertfordshire County Council (HCC) and East Hertfordshire Council (EHC) to develop a district-wide Local Cycling and Walking Infrastructure Plan (LCWIP).

Local Cycling and Walking Infrastructure Plans, as set out in the Government's Cycling and Walking Investment Strategy (CWIS), are a strategic approach to identifying cycling and walking improvements required at a local level.

This LCWIP represents a first stage in the councils' aspirations for active travel network development across the district, with the LCWIP approach being brought forward across the rest of the county in stages. As such, and in line with the approach elsewhere in Hertfordshire, the East Herts LCWIP will be revisited periodically and updated as infrastructure is built throughout the district. This means that initially the areas and routes in the district being considered are those where the greatest potential for cycling and walking exists and therefore where targeted infrastructure improvements could help generate the greatest number and types of new active trips.

Key outputs from this LCWIP include:

- Primary and secondary cycle network
- Primary and secondary walking network
- Scheme concepts
- Prioritised list of interventions

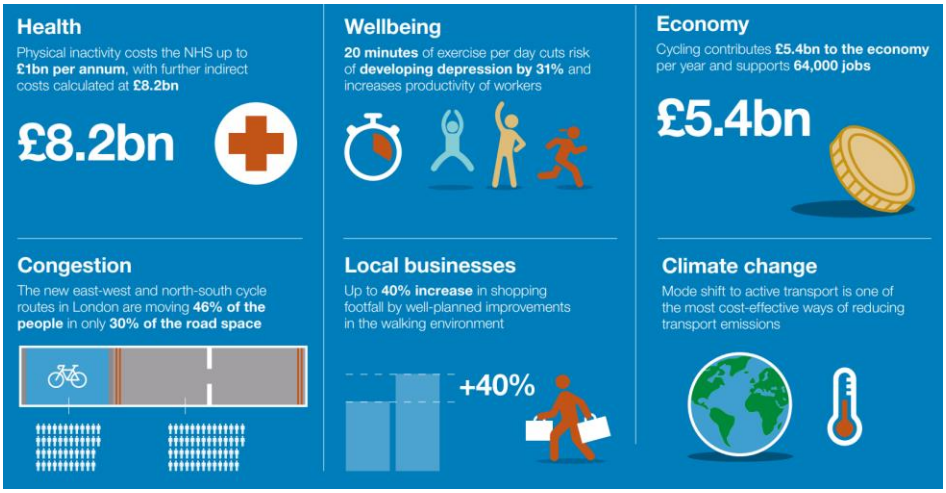

Figure 1-1 - The Benefits of Cycling and Walking Investment (Gear Change, DfT)

1.2 LCWIP Background

In April 2017, the Department for Transport (DfT) published the first National Cycling and Walking Investment Strategy[1].

The CWIS is based around the ambition to make cycling and walking 'the natural choices for shorter journeys, or as part of longer journeys' the strategy is seeking to support the transformation of local areas where the dominance of private motorised vehicle will be reduced to tackle congestion, support local economies and improve physical and mental health.

The CWIS identified short to long term objectives for cycling and walking with short term targets focusing on increased journeys by active modes including an increase in the percentage of children that walk to work. Short term safety targets have also been identified to reduce the rate of cyclists killed or seriously injured on England's roads.

[1] https://assets.publishing.service.gov.uk/media/5f622fade90e072bb68d5c74/cycling-walking-investment-strategy.pdf

Table 1-1 presents the long term DfT aspirations (by 2040) relating to cycling and walking.

Table 1-1 - DfT Cycling and Walking Aspirations

Government Ambition	Objectives
Better Safety – *'A safe and reliable way to travel for shorter journeys'*	▪ Streets where cyclists and walkers feel they belong and are safe ▪ Better connected communities ▪ Safe traffic speeds, with low-speed limits where appropriate ▪ Cycle training opportunities for all children.
Better Mobility – *'More people cycling and walking – easy, normal and enjoyable'*	▪ More high-quality cycling facilities ▪ More urban areas that are considered walkable ▪ Rural roads which provide improved safety for cycling and walking ▪ More networks of routes around public transport hubs and town centres ▪ Better links to schools and workplaces ▪ Technological innovations that can promote more and safer cycling and walking ▪ Behaviour change opportunities to support increased walking and cycling ▪ Better integrated routes for those with disabilities or health conditions.
Better Streets – '*Places that have cycling and walking at their heart'*	▪ Places designed for people of all abilities and ages ▪ Improved public realm ▪ Better planning for walking and cycling ▪ More community-based activities such as led rides ▪ A wider green network of paths, routes and open spaces.

1.3 The LCWIP process

1.2.1. In 2017 the DfT produced a technical guidance document to help local authorities develop LCWIPs. Figure 1-2 shows the five stages of the LCWIP process outlined by the DfT in the LCWIP technical guidance (2017) on which the six phases of this LCWIP closely aligns with.

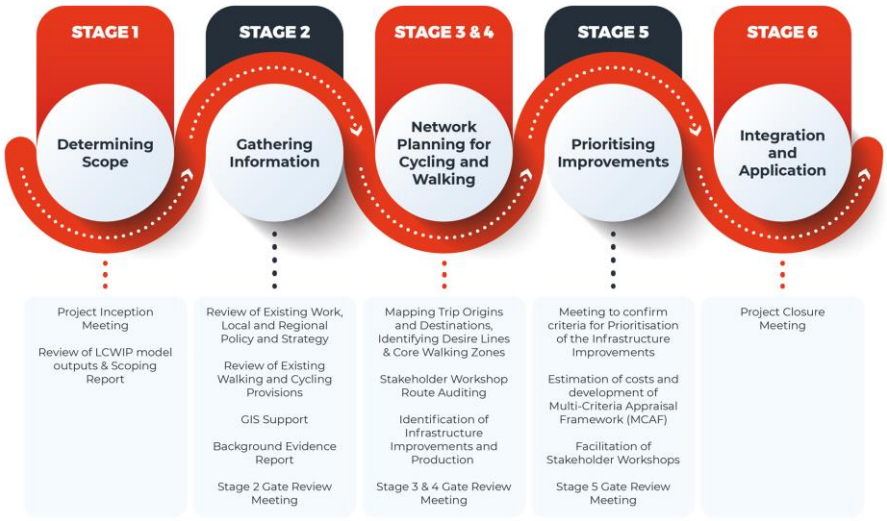

Figure 1-2 - LCWIP Process

1.4 Report structure

This LCWIP is structured into six phases which closely aligns with the first five stages of the LCWIP process outlined by the DfT in the LCWIP technical guidance (2017). This main report adopts this structure, with a summary of each chapter outlined below:

Section 2: Defining the approach

Outlines the methodology this LCWIP has adopted and its alignment with the DfT recommended process.

Section 3: Information Gathering and Baseline Analysis

Presents the background information collected as part of this LCWIP including the extent of existing infrastructure and analysis of potential walking and cycling desire lines. This chapter also outlines findings from public engagement.

Section 4: Network Planning

Presents the primary and secondary walking and cycling networks and outlines how these have been informed by the baseline analysis.

Section 5: Route Auditing and Concept Design

Summarises concepts for infrastructure improvements on the identified routes that are compliant with latest government guidance on walking and cycling infrastructure design.

Section 6: Investment Prioritisation and Cost Estimation

High level cost estimates for the infrastructure improvements proposed are provided.

Section 7: Integration and Application

Considers how the LCWIP should be integrated into local policy, strategies and plans, as well as possible practical application of outputs.

Table 1-2 - Report Structure

Section	Title	Associated LCWIP stage(s)
2	Defining the approach	1 – Determining Scope
3	Information Gathering and Baseline Analysis	2 – Gathering Information
4	Network Planning	3 & 4 – Network Planning for Cycling & Walking
5	Route Auditing and Concept Design	3 & 4 – Network Planning for Cycling & Walking
6	Investment Prioritisation and Cost Estimation	5 – Prioritising Improvements
7	Integration and Application	6 – Integration and Application

1.4.1 The appendices ~~after~~following the main body of the report contain additional information and LCWIP deliverables. The content of each appendix is listed in the report contents before this introduction. Of particular help to the reader may be the separate document Appendix A, which contains a list of acronyms used in this report.

2 Defining the Approach

2.1 East Herts LCWIP Study Area

2.1.1 The East Herts LCWIP includes the extent of the East Herts Council local authority area, with a focus on four geographical areas defined as Phase A-D. The LCWIP focus areas, identified as Phase A-D, includes the main urban settlement areas and eight villages identified as Group 1 Villages as defined in Policy VILL1 of the East Herts District Plan, 2018. It should be noted the purpose of Phase A-D is to manage the geographic scope of the East Herts LCWIP and is not attributed to delivery timeframes or priorities.

2.1.2 Figure 2-1 shows the geographical scope of this LCWIP, illustrating the East Herts district boundary and the Focus areas Phases A-D which include:

- Phase A: Hertford and Ware Cycling and Walking Network
- Phase B: Bishop's Stortford and Sawbridgeworth Cycling and Walking Network
- Phase C: Buntingford Cycling and Walking Network
- Phase D: Group 1 Villages Cycling and Walking Network
    - Braughing
    - Hertford Heath
    - Hunsdon
    - Much Hadham
    - Standon and Puckeridge
    - Stanstead Abbotts and St Margarets
    - Watton-at-Stone
    - Walkern.

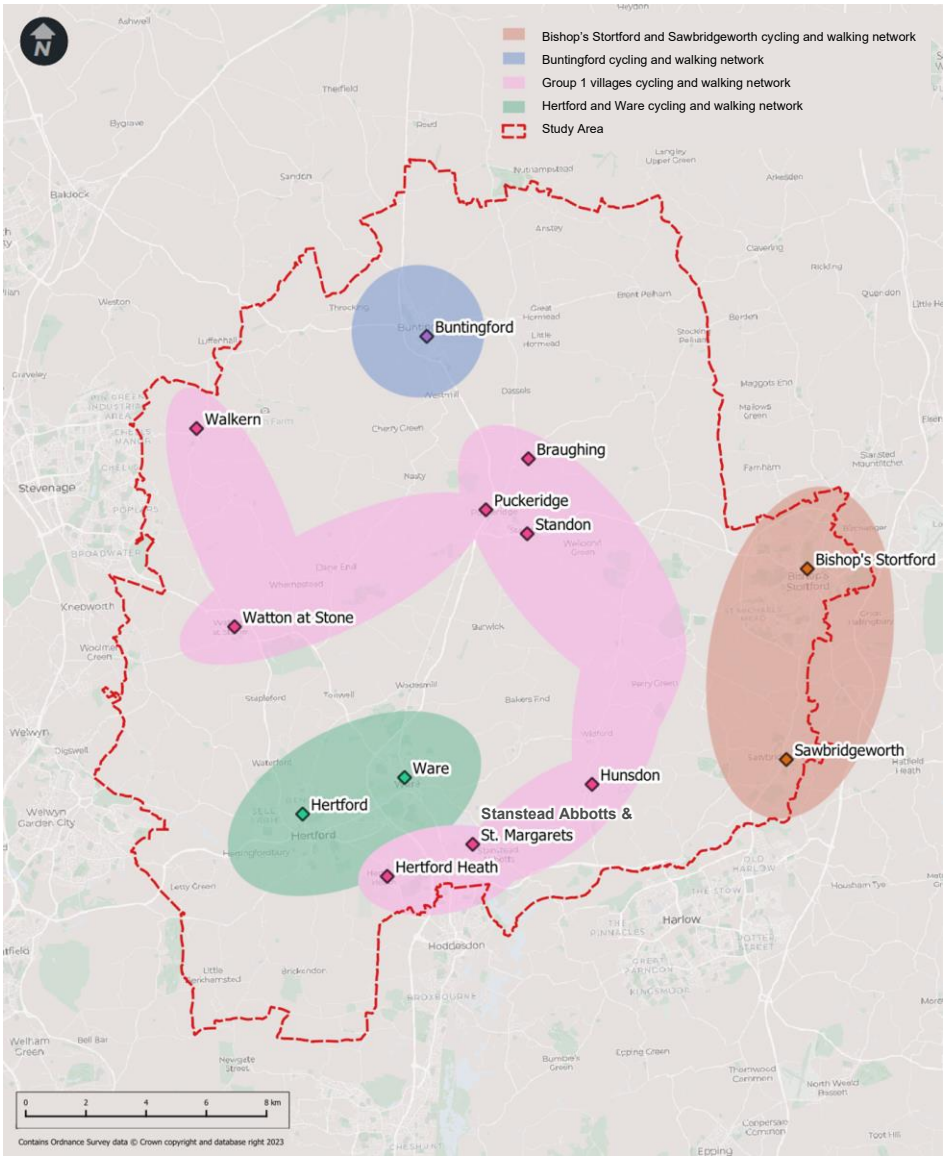

Figure 2-1 - Geographical Scope of the East Herts LCWIP

2.2 LCWIP Process

Defining the Approach

2.2.1 To develop this LCWIP a project schedule, governance structure and geographical scope were agreed during the inception stage in April 2023 whilst also considering potential for cross-boundary connections with neighbouring local authorities.

2.2.2 Key population centres within this boundary include Hertford, Ware, Buntingford, Bishop's Stortford and Sawbridgeworth in addition to a number of rural villages (which are classified as Group 1 Villages in the East Herts District Plan 2018) as shown in Figure 2-1, which illustrates a map of the study area.

2.2.3 The agreed methodology for this LCWIP is summarised on the subsequent pages and a flowchart of the process is shown in Figure 1-2. Appended to this document is a Stakeholder Engagement Plan which outlines the engagement process and consultation activities undertaken to guide engagement and consultation activities to best inform this LCWIP.

Section 2 (this section) aligns with Stage 1 of the DfT LCWIP process which is to:

"Establish the geographical extent of the LCWIP and arrangements for governing and preparing the plan."

Information Gathering and Baseline Analysis

This LCWIP has collated information and data that can inform the development of a walking and cycling network for East Herts.

2.2.4 Review, mapping and classification of existing infrastructure

Existing infrastructure considered as part of this process includes cycle infrastructure, severance issues, future development areas, public transport provision and road network access.

2.2.5 Review of existing policies and plans

To ensure the LCWIP aligns with other strategic objectives in the East Herts district, relevant polices such as the East Herts Climate Strategy, the East Herts District Plan and

the Environmental Sustainability Action Plan have been reviewed alongside plans for future active travel routes.

2.2.6 Identifications of desire lines

A GIS model has been developed to identify potential new journeys that could be walked and cycled. Census data and information on large developments have been used to determine trip origins (where trips start), whilst destinations incorporate employment sites, schools, supermarkets, hospitals, GPs and leisure centres. The outputs of this model have been presented alongside the DfT's Propensity to Cycle Tool to show key desire lines for walking and cycling.

2.2.7 Engagement with communities

To understand user needs, travel pattens and harness local knowledge, the LCWIP process draws on general feedback on the walking and cycling network shared publicly online through the Widen My Path website and engagement with key stakeholders.

Widen My Path allows members of the public to place comments on an interactive map. The site asks respondents to locate where issues are present, and where they felt investment in walking and cycling infrastructure would be valuable. Data was extracted from this website to further understand key issues and user needs on the walking and cycling network to support the LCWIP process and network planning stage.

Four engagement workshops were held through this project – two during the network planning stage and then two during the infrastructure improvements stage. The workshops involved local elected members, with external stakeholders being involved separately. Representatives from several external stakeholder groups were invited to and participated in the workshops, including representatives from cycling groups, adjoining authorities, equestrian groups and environmental groups to name a few.

Section 3 aligns with Stage 2 as defined in the DfT LCWIP guidance:

"Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes."

Network Planning

2.2.8 Using the background data collected, a walking and cycling network for the district was developed that:

- Fills gaps in the existing network / infrastructure in the Phase areas
- Serves key desire lines not currently served, as identified by our spatial analysis
- Considers feedback received during the public engagement

2.2.9 The primary walking and cycling networks were developed to establish core links along desire lines where high active travel flows were forecasted. Secondary routes were added to enhance overall network connectivity and where they had been identified by stakeholders and considered appropriate.

2.2.10 ~~The~~Priority rated primary walking and cycling routes were then audited in person by a team from WSP alongside HCC and EHC staff, using the Department for Transport Route Selection Tool (RST) and the Walking Route Audit Tool (WRAT). A few additional route sections were also audited in person following comments received at the public consultation stage.

Scheme Concept Development and Definition

2.2.11 The outcomes from the route audits were used to produce high level active travel infrastructure options consistent with the latest government guidance contained within Gear Change (2020) and Local Transport Note (LTN) 1/20.

2.2.12 The outputs of this exercise resulted in the development of summary plans for each of the identified primary routes, with consideration given to suitable improvements at a high level that appear achievable given on-site constraints.

Sections 4 and 5 aligns with Stages 3 and 4 as defined in the DfT LCWIP guidance.

Stage 3 is defined in the guidance as:

"Identify origin and destination points and cycle flows. Convert cycle flows into a network of routes and determine the type of improvements required."

Stage 4 is defined in the guidance as:

"Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required."

Investment Prioritisation and Cost Estimation

2.2.13 High level cost estimates were calculated for the infrastructure proposals contained within the scheme concepts. These were fed into a Multi-Criteria Appraisal Tool (MCAT), which ranked the schemes according to their alignment with agreed criteria, including:

- Forecast increases in walking and cycling
- Catchment populations
- Stakeholder support
- Existing infrastructure conditions
- Alignment with existing network
- Road safety
- Proximity to schools, employment and railway connections
- Rural severance
- Carbon/air quality
- Cost effectiveness

Section 6 aligns with Stage 5, which is defined in the DfT LCWIP guidance as:
"Prioritise improvements to develop a phased programme for future investment."

2.3 Engagement Approach

2.3.1 Stakeholder engagement is important to inform the development of the LCWIP, ensure ownership in the process and to secure buy-in of the process and proposals arising from it.

2.3.2 The East Herts LCWIP scoping report, prepared by HCC and EHC, sets out a long list of key stakeholders to be included in project workshops. Stakeholders engaged with and invited to participate in the development of the East Herts LCWIP include~~s~~ but ~~is~~are not limited to:

- Councillors, including District, County, Town and Parish Council representatives
- HCC transport ~~and public health officers~~
- EHC officers
-
- Local walking groups

- Local cycling groups
- Environmental groups
- Representatives of other user groups, such as transport operators and schools
- Businesses (including large employers) and Bishop's Stortford Business Improvement District (BID) groups~~, such as SmartGO Maylands~~
- Local Enterprise Partnership~~s~~ (LEP~~s~~), while in operation, and Hertfordshire Chamber~~s~~ of Commerce
- Health Services and other health representatives

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Section 4.5 provides greater detail on the engagement process and timeline followed.

3 Information Gathering and Baseline Analysis

3.1 Vision Statement and Objectives

Overarching Vision

3.1.1 Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements required at a local level. They enable a long-term approach to developing networks and routes and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. LCWIPs are instrumental in leveraging funding from the Cycle Infrastructure Fund along with other national and local funding streams, which may not be open to application without an LCWIP in place.

3.1.2 An overarching vision will help to determine how the East Hertfordshire LCWIP can define desirable and achievable outcomes from an active travel and sustainable mobility perspective.

3.1.3 This vision will guide the development, implementation and evolution of this LCWIP and support the UK Government's target that 50% of all journeys will be made on foot or by cycle by 2027 (Gear Change, 2020), and East Hert's commitment to achieving carbon neutrality by 2027.

3.2 Active Travel Context

Climate Emergency

3.2.1 The transportation sector is the second largest source of greenhouse gas (GHG) emissions in the UK, behind only the energy supply sector. Decarbonising our transport network is fundamental to ensure the country is working towards its target to be net zero by 2050.

3.2.2 The DfT's Decarbonising Transport (2021) paper states that passenger cars and taxis were responsible for 55 per cent of domestic greenhouse gas emissions in 2019, a share that remains almost unchanged from 1990. The paper also sets out a path to Net Zero, citing a reduction in emissions from domestic transport as essential to meet the UK's net zero targets. One way of achieving this is by facilitating a mode shift away from passenger cars towards zero emission modes like walking and cycling for shorter journeys.

3.2.3 Emissions from all road transport make up 42 per cent of East Herts District's total emissions (East Herts Climate Change Strategy, 2022), bookmarking transport as a key

industry to target. The council made a Climate Change Declaration in 2019 and have since produced a roadmap to achieve their goals of zero net carbon emissions by 2027.

The Case for Walking and Cycling

3.2.4 A key component of the DfT's transport decarbonisation plan (2021) is ensuring that public transport, cycling and walking is the natural first choice for all who can take it. This strategic priority is to be achieved by delivering a world class cycling and walking network in England by 2040.

3.2.5 Embracing new modes of sustainable transport, such as e-cycles and other emerging technologies will create opportunities to access longer journeys using active transport. LCWIPs are an important component of using the built environment to promote health and wellbeing.

3.3 Policy Review – National Policy Context

3.3.1 Decarbonising Transport (DfT, 2021)

Sets out the Government's commitments to reduce carbon emissions through investing in walking and cycling networks with the aim of half of all journeys in towns or cities to be walked or cycled by 2030. This will support their overall vision to achieve a NetZero transportation sector by 2050.

3.3.2 Gear Change: A bold vision for cycling and walking (DfT, 2020)

Sets out Government's vision for delivery of far higher quality cycling infrastructure, focusing on segregated cycle routes with local authorities being expected to deliver a step change in the Level of Service for cycling and walking. It establishes "Active Travel England" that will assess local authorities' performance on active travel, with findings influencing the funding authorities receive across all transport modes. The accompanying Local Transport Note 1/20 Cycle Infrastructure Design sets out new ambitious cycle design standards.

3.3.3 Cycling and Walking Investment Strategy (DfT, 2017)

Sets out the government's ambition for walking and cycling to become the de facto choice for shorter journeys or stages of longer journeys, with ambitious targets of doubling cycling trips to 1.6 billion by 2025.

3.3.4 Cycling and Walking Investment Strategy 2 (DfT, 2022)

Sets the ambition that 50% of all journeys in towns and cities should be walked or cycled by 2030. The strategy sets out how the government intends to target investment in active travel through to 2025. The strategy supports locally targeted investment identified via LCWIPs to connect people with places – creating vibrant, healthier and productive places and communities.

3.3.5 Future of Mobility: Urban Strategy (DfT, 2019)

Nine principles to address the challenge of transforming towns and cities to meet current and future transport demands. Includes the principle that 'walking, cycling and active travel must remain the best option for short urban journeys.

3.3.6 Everybody Active, Every Day (Public Health England, 2014)

Indicates how the built and natural environment impact on the travel choices people make and highlights the necessity for effective urban design and transport systems which create 'active environments' to promote walking, cycling and more liveable communities.

3.3.7 Clean Air Strategy (DEFRA, 2019)

Outlines how achieving modal shift is key to delivering emissions reduction. LCWIPs have a part to play in tackling the climate emergency by reducing emissions through the delivery of walking and cycling options for journeys.

3.3.8 Inclusive Mobility (DfT, 2021)

This document outlines best practice on inclusive design of pedestrian and transport infrastructure. Inclusive design requires that the needs of all disabled people are considered from the outset of any transport and pedestrian infrastructure. LCWIPs identify improvements to build active travel networks and key routes fit for all users.

3.3.9 Net Zero Strategy: Build Back Greener (DBEIS, 2021)

Outlines the government's aims to transition the UK to a net zero economy by 2050. Notably, the document highlights a commitment to build 'hundreds, then thousands' of segregated cycle lanes alongside an increase in low traffic neighbourhoods.

3.3.10 National Disability Strategy (DWP, 2021)

Outlines the government's commitment to removing the barriers disabled people experience across everyday life and highlights the support of active travel and reduction in vehicle journeys in clearing carriageway space for those that need to travel.

3.3.11 Inclusive Transport Strategy (DfT, 2018)

Outlines the government's plans to increase the accessibility of the transport system, principally in the promotion of appropriate infrastructure, guidance for staff, and the provision of more accessible vehicles to cater to a wider range of user types. The key objective is ensuring the public realm is made more suitable for all user types.

3.3.12 Local Transport Note (LTN) 1/20: Cycle Infrastructure Design (DfT, 2020)

Provides a suite of design principles and guidance to facilitate the creation of high-quality, safe, and effective infrastructure. LTN 1/20 provides for five core design principles which should be required on all schemes: coherent, direct, safe, comfortable and attractive.

3.3.13 Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities (DfT, 2017)

Outlines the framework for undertaking strategic walking and cycling network developments, including the six-stage process that LCWIP's follow and the nature of data used as part of the process.

The Figure 3-1 below shows the core design principles regarding accessibility for all.

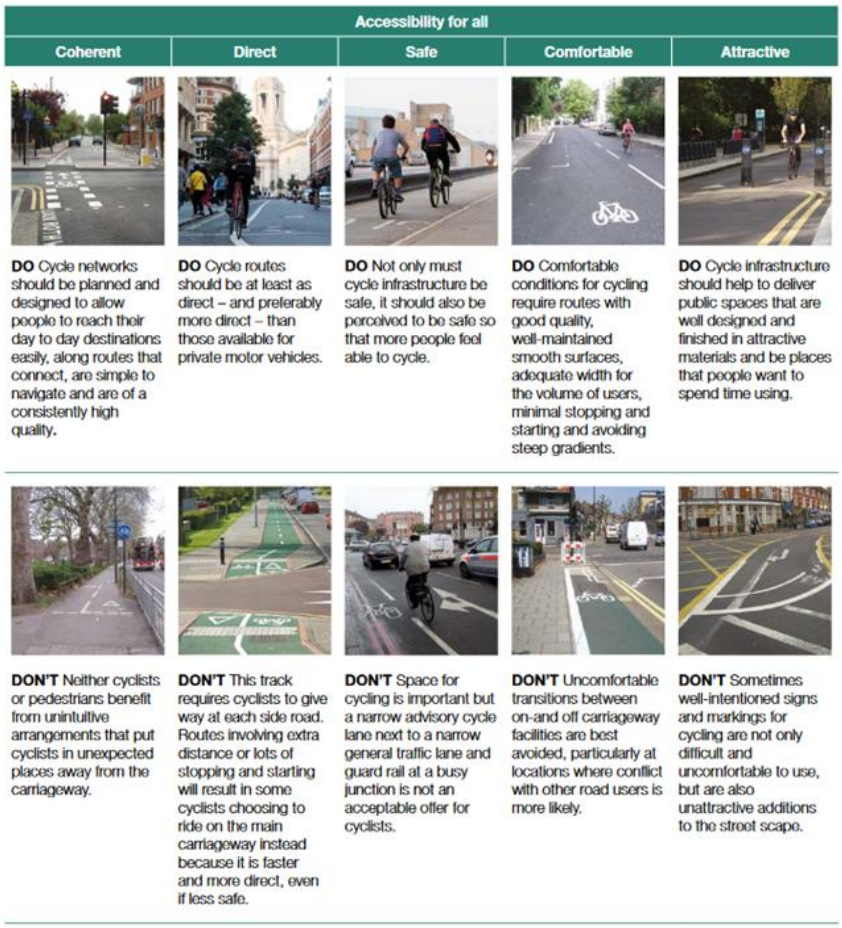


Figure 3-1 - LTN 1/20 Core Design Principles

3.4 Policy Review – County Level Policy Context

3.4.1 Local Transport Plan 4, 2018-2031 (HCC, 2018)

Hertfordshire's fourth Local Transport Plan, LTP4, provides the vision for future transport across Hertfordshire, covering a period of substantial expected growth and development across the county and the necessary mitigations to facilitate these developments within the existing network.

The plan recognises the considerable potential for mode shift in terms of cycling, with the 2015 County Travel Survey showing a 1.7% share for trips less than a mile, 4.8% 1-3 miles, and 3.1% 3-5 miles. Barriers recognised include concerns over safety and security and in general a lack of infrastructure provision to enable end to end journeys. Of specific importance are policies 1, 7 and 8 which refer apply to active travel.

3.4.2 South Eastern Area Growth and Transport Plan (SEGTP) (HCC, 2022)

This plan consists of a suite of area-based transport strategies which support LTP4. The area covered by SEGTP includes East Herts (Hertford, Ware and linkages to Broxbourne and Welwyn Hatfield) and Broxbourne. The SEGTP recognises the large amount of development proposed which will increase demand on an already constrained highway network unless a significant shift towards walking, cycling and public transport is achieved.

3.4.3 Eastern Area Growth and Transport Plan (EAGTP) (HCC, 2022)

The area covered by EAGTP includes East Herts (Bishop's Stortford, Sawbridgeworth and linkages to other areas in Hertfordshire and Essex). The EAGTP recognises the large amount of development proposed which will increase demand on an already constrained highway network unless a significant shift towards walking, cycling and public transport is achieved.

3.4.4 Intalink Hertfordshire Bus Strategy (HCC, 2020)

Though predating both the establishment of the Enhanced Partnership (April 2020) and the severe impact on passenger transport numbers seen as part of the coronavirus pandemic, the Intalink Hertfordshire Bus Strategy remains a valid document with a clear focus and ambition to increase bus patronage across the network.

The strategy recognises the importance of connection with other modes, both as a policy under LTP4 but additionally due to the importance of a well-connected network where sustainable modes can suitably interface and share available network capacity. Transport interchanges are recognised in the LCWIP guidance as being common destination points to be considered, and as such the LCWIP has a role to play in supporting the connectivity of bus infrastructure to facilitate end to end journeys and providing high quality facilities for users of all modes.

3.4.5 Bus Service Improvement Plan (BSIP) (HCC, 2021)

This plan outlines the ambition of Hertfordshire County Council to improve bus services within the County and how that ambition will be delivered through the Intalink Enhanced Partnership. The BSIP will be critical when the Government is deciding how new funding is allocated.

It acts as the vision for how bus services will be developed and enhanced across Hertfordshire in the coming years. Key corridors with gaps in the bus network across Hertfordshire have been identified; these corridors would benefit from increased frequencies and enhanced connectivity particularly during the weekday peak and interpeak periods.

3.4.6 ~~Emerging~~ Highways Place and Movement Planning Design Guide ~~– Draft~~ (HCC, ~~2021~~2024)

This is a technical approach to highway design which recognises the needs of different road users in Hertfordshire and the interfaces between them. It intends to provide a way of looking at the appropriate function of any section of highway and a basis for deciding which activities should be prioritised. In doing so, it aims to provide a means to translate LTP4 policies into practice.

3.4.7 Sustainable Hertfordshire Strategy (SHS) (HCC, 2020)

The strategy principally recognises that the council has three levels of influence – to lead, to enable, and to inspire. The provision of active travel infrastructure and other surrounding mechanisms to support mode shift is seen to operate at all levels and is noted numerous times within the strategy as being key to introducing and supporting a low (and, eventually, zero) carbon transport network. The SHS is ambitious, but there are three particular targets of relevance to the LCWIP:

- A net zero carbon county ahead of 2050,
- Ready for Future Climates, and
- Clean air for all by 2030

3.4.8 Accessibility Strategy (HCC, 2019)

The Accessibility Strategy promotes the county council's vision: "To have a reasonable standard of access for all by appropriate transport to the key services of health, learning, work, food shopping and leisure".

Principally, the document serves as a strategic analysis of existing accessibility within Hertfordshire, based around distance to services using the TRACC software to isolate distance and access via travel modes. The methodology is extensively documented within the strategy, but the key recognition is that fourteen of the sixteen recognised services are accessible to 95% of the population within the upper journey time thresholds

3.4.9 Speed Management Strategy (SMS) (HCC, 2020)

The SMS recognises the link between lower vehicle speeds and the uptake of active travel modes (now expressed in LTN 1/20), recognising that 20mph speed limits in key locations such as residential roads can reduce the perception of car dominance and support journeys by other modes where dedicated infrastructure may be difficult or impossible to install.

3.4.10 Maintenance for Active Travel Strategy (HCC, 2019)

The Maintenance for Active Travel Strategy (MATS) outlines how routine or ad hoc highway maintenance programmes may contribute to the uptake of active travel, by ensuring that existing infrastructure is kept to the appropriate standards and new infrastructure suitably maintained to ensure a long, efficient lifecycle.

3.4.11 Air Quality Strategy (HCC, 2019)

The Air Quality Strategy provides the county position on air quality, including both the strategic vision and the aims and objectives that will contribute to delivering this vision. It is heavily aligned with the sustainability strategy but provides an additional layer of policy support for both air quality monitoring and air quality improvements across the network.

3.4.12 Roads in Hertfordshire: Highway Design Guide (2011)

The Highway Design Guide for Hertfordshire provides information on the two different approaches to highway design, dependant on the character and function of the road. It outlines the different recommendations in terms of speed, visibility and layout, with different design codes. This includes carriageway width, road curvature, and gradients. This guide aims to “ensure the quality and consistency in highways works, which is considered vital to ensuring that developments in the county remain sympathetic to their surroundings, and sustainable in their use of natural resources.” The document encourages a holistic approach to street design and a reduced dominance of motorised traffic through design objectives that promote alternative modes of transport.

3.4.13 Sustainable Travel Towns (HCC)

The strategy provided an analysis of the national and local policy context and associated evidence, to identify the key challenges and issues that people living and working in Hertfordshire face when making decisions to replace car journeys, or generate new trips, through more walking and cycling.

It identified a list of possible interventions to help deliver the strategy, including physical measures such as traffic calming and improved crossing facilities, as well as policy measures such as incorporating active travel into air quality management plans.

3.4.14 Rural Transport Strategy (HCC, 2019)

This strategy is to assist in the delivery of LTP4 policies within the context of rural transport, recognising that for rural residents (roughly 12% of the Hertfordshire population) there are often transport-related barriers to accessing services which mean the motor car remains the dominant transport choice.

Primarily, the document serves to translate what may otherwise appear more urban-centric strategies and policies included within other documents – such as the LTP4 ambitions for active travel – into the rural context, recognising the unique barriers and opportunities presented to rural communities and additionally the distances involved in travelling to access core services.

3.4.15 Rights of Way Improvement Plan (RoWIP) (HCC, 2017)

The RoWIP provides the framework for the changes, enhancements, and improvements to Hertfordshire's extensive Right of Way network, aiming to provide better provision for walkers, cyclists, and equestrians regardless of ability level or familiarity with the network.

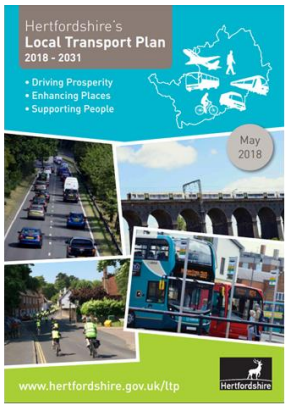
The plan recognises that the majority of users of the Hertfordshire Right of Way network are walkers, cyclists, and horse riders; the reasons for usage ranging from leisure and exercise through to desiring off-road routes and a network more suitable for the usage case than mingling with higher speed vehicles or busier traffic. Barriers identified include access, lighting, wayfinding, poor surface conditions, obstructions caused by structures or vegetation, and a lack of promotion of the network that may hinder or prevent usage by those that would otherwise benefit from access to the network.

3.4.16 Hertfordshire Active Travel Strategy (HCC, ~~2013~~2023)

Hertfordshire's ~~2013~~ 2023 Active Travel Strategy was an ambitious document which set out how the County Council and its partners would identify, deliver and promote interventions to increase the numbers of people walking and cycling in Hertfordshire. ~~It is currently being updated to include more recent best practice active travel policy~~. This plan intends on improving the wellbeing of residents through helping them to walk and cycle where possible. It seeks to enhance economic growth, improve public health, and reduce carbon emissions, as currently vehicular transport represents 33% of emissions. The strategy seeks to target short journeys, urban congestion, active travel for schools, and poor health 'hotspots.

The Figure 3-2 shows some of the published documents.

HCC (2017): Rights of Way Improvement Plan



HCC (2018): Local Transport Plan

HCC (2020): Speed Management Strategy

Figure 3-2 – Country Level Policy Documents

3.5 Policy Review – District Level Policy Context

3.5.1 East Herts District Plan, 2011-2033 (EHC, 2018)

This framework identifies a number of challenges facing East Herts and sets out a vision to address them through its development strategy and policies, to create and maintain a high quality, successful, environment for the district. The plan is divided into three parts: the development strategy, the development management policies, and the delivery and monitoring. It contains specific policies about sustainable development and promotes sustainable transport including making appropriate provision for pedestrians and cyclists.

3.5.2 Infrastructure Delivery Plan (IDP) (EHC, 2017)

The purpose of the IDP is to identify the infrastructure requirements arising out of an authority's Local Plan over the entire plan period, considering the cost, timing, potential funding mechanisms and responsibilities for delivery. Improvements to the district's existing green travel infrastructure network and the provision of new green travel infrastructure, will be crucial in supporting the levels of development identified in the District Plan.

3.5.3 Neighbourhood Plans (Various Town and Parish Councils, 2017-2025)

Neighbourhood Plans supplement the District Plan and set out planning policies for development and the use of land in a local area. They must be in general conformity with the District Plan. Once adopted a Neighbourhood Plan forms part of the statutory documentation that is used to determine planning applications in the neighbourhood area. These plans identify priorities and policies to guide future development in their areas and cover a wide range of topics including the environment, local character, transport, housing, employment and community facilities. This may include preserving historically important sites of interest, improving car parking facilities to reduce on street parking, and ensuring housing grows organically to meet local needs. Currently, there are ~~15~~16 adopted 'made' Neighbourhood Plans in East Herts and 24 ~~4~~ in development. Details about the adopted and emerging neighbourhood plans can be viewed on the Council's website (Neighbourhood Planning Activity in East Herts | East Herts District Council).

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3.5.4 Environmental Sustainability Action Plan (EHC, 2023)

The Environmental Sustainability Action Plan is a working document which is continually developing, assisted with input from a range of sources including third sector organisations and the local community. Going beyond carbon, it includes specific, measurable projects including supporting local households to become energy efficient and implementing a Local Cycling and Walking Infrastructure Plan.

3.5.5 Masterplanning Frameworks (Various)

In order to ensure that the development outlined in the District Plan provides a well-designed, high-quality, environment and does not occur in isolation, East Hertfordshire District Council is committed to ensuring that all new allocated sites in the District Plan undergo a "master planning" process. This involves working with the various councils, local

interest groups, the main site promoter, and other landowners, to achieve a vision for the overall development of the site and ensure key important elements are achieved in a way that will contribute to a great place for people to live, work and study. Key strategic development sites within the district have published their own Masterplan Framework, each responding their specific local context and site features, to use creative place-making skills for new developments.

3.5.6 Sustainability Supplementary Planning Document (EHC, 2021)

The District Plan incorporates a suite of policies to help ensure that new development in East Herts reduces its environmental impact. The Sustainability Supplementary Planning Document (SPD) supports the implementation of the District Plan policies by providing technical guidance on how schemes can both meet and exceed policy requirements across a range of topics, including transport provision.

The SPD is structured by the different topics that must be covered to protect environmental assets, mitigate the impacts of climate change, and adapt to its impacts. This includes:

- Holistic approach
- Energy and Carbon
- Sustainable Transport

3.5.7 East Herts Climate Strategy, 2022-2026 (EHC, 2022)

In July 2019, East Hertfordshire District Council unanimously approved a Climate Change Declaration which committed the council to take action to address the causes and impacts of climate change across the district. The Climate Change Strategy lays out a route map for the council itself to achieve a net-zero carbon position by 2030 while at the same time working with residents, community groups and other public and private sector partners to encourage the whole district to achieve the same position by that date.

The Figure 3-3 below shows some of the published documents.

EHC (2022): East Herts Climate Strategy, 2022-2026 EHC (2018): East Herts District Plan

Figure 3-3 - District Level Policy Documents

3.6 Hertford and Ware Cycling Study 1994

Purpose of Study

3.6.1 The purpose of this study is to promote a shift away from the reliance on the car given that at the time three-quarters of all journeys were less than 5 miles. This study includes ways that planning can popularise cycling as a more sustainable mode of travel, especially for shorter journeys, by addressing concerns over the dangers of this mode of transport. Figure 3-4 shows the location of casualties from cycling, proving the need for this study to improve safety and perceived safety of cycling.

3.6.2

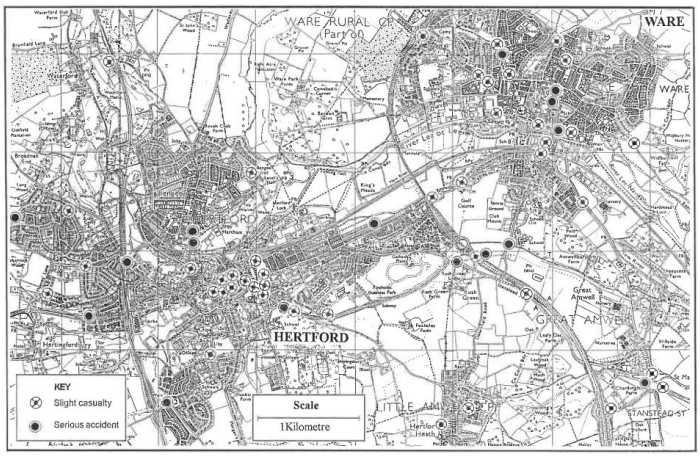

Figure 3-4 - Cycling Casualty Sites

3.6.3 The key messages within the appendices of this study are:

- Emphasise alternative sustainable modes of travel to car
- Reduce driving, especially for shorter journeys
- Improve cycling infrastructure on both commuter and leisure routes
- Improve urban cycle links
- Prioritise suburban cycle links
- Provide an alternative to cycling along major roads used by high volumes of drivers
- Create recreational routes to improve the confidence and ability of beginner cyclists, and to improve the accessibility and safety of cycling.

Key Routes and Infrastructure

3.6.4 As shown in the Main Report, within Phase 1 there were two key sets of routes to focus on. The first aims to improve connection between Hertford and Ware along the River Lee Navigation towpath. The purpose of this link is primarily for commuting to school and work. Within the study, found in Appendix B, we learn that in 1994 the key employment centre in Ware was the Glaxo site, and the leading employer in Hertford was the county council with offices in County Hall and Goldings.

3.6.5 The second set of routes to focus on are those connecting Ware and Hertford to suburban areas around them. These routes are intended to improve connectivity for recreational purposes.

3.6.6 For this LCWIP, this means the network should revisit these routes, focusing on the inter urban links and outer suburban connections.

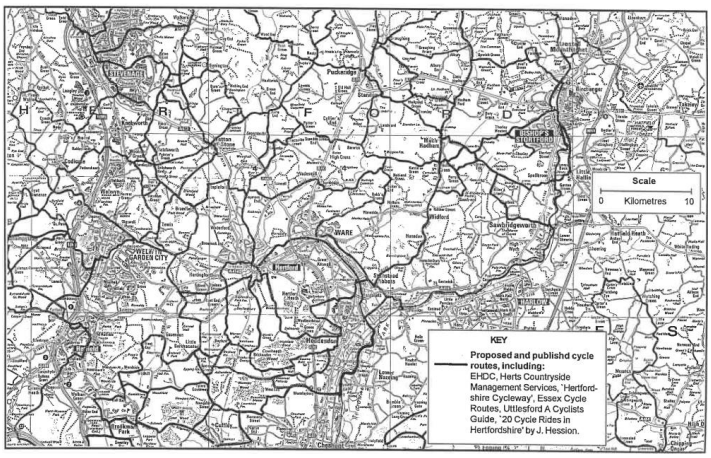

Figure 3-5 - Proposed Cycle Routes

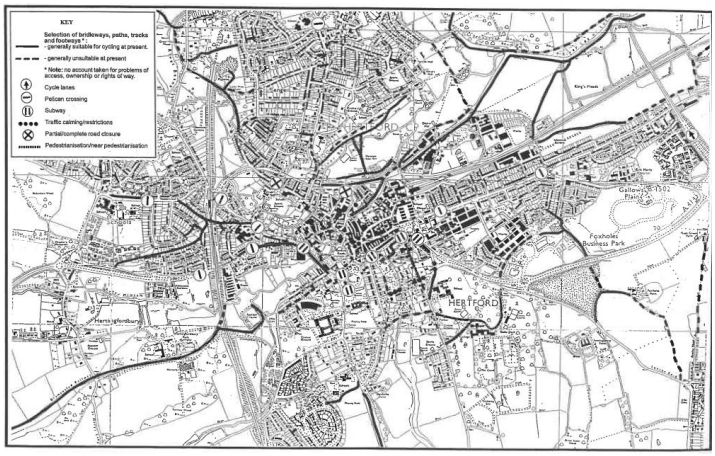

Figure 3-6 - Suitable Cycling Routes

3.6.7 Figure 3-5 shows cycle routes that have been proposed in the past, and Figure 3-6 shows the routes which were seen to be more suitable for cycling which were used to influence the chosen proposed routes.

3.6.8 The infrastructural improvements which this study focuses on, with specifics found in Appendix 9 of the study (found in Appendix B), centre around coherence, directness, attractiveness, safety, and comfort. Some examples of the types of changes this refers to are as follows:

- Dropped kerbs
- Cycle gaps in road closures
- Two-way streets for cyclists
- Bus and cycle lanes
- Signal-controlled cycle crossings
- Advanced stop lines
- Mapping and signs

For Hertford and Ware this will be revisited in Phase 5.

3.7 Future Developments

3.7.1 There are numerous Neighbourhood Plans within East Hertfordshire. Of these documents, several of them include plans for Future Developments that will be taking place soon. The location, land size, and density of these sites is important to consider in the network planning process because it will impact the travel patterns within the district, along with the destinations that residents are travelling to and from.

3.7.2 As of 20/10/2023, the Neighbourhood Plans which have allocated sites for housing are:

- Braughing: 5 sites
- Hunsdon: 1 site
- Much Hadham: 4 sites
- Standon and Puckeridge: 1 site
- Watton-at-Stone: 4 sites
- Stanstead Abbotts and St Margarets: 3 sites

3.7.3 ~~Certain future developments~~Some site allocations will have a lower impact due to their scale, such as the sites in Much Hadham. The largest of these is H5, shown in Figure 3-7, and this only consists of 9 new dwellings.

3.7.4 Conversely, there are two strategic developments allocated in the Watton-at-Stone Neighbourhood Plan (amounting to 120 dwellings) shown in the north-west of Figure 3-8 below, which will have a greater impact on travel patterns and desire lines.

Figure 3-7 – Much Hadham H5 Future Development

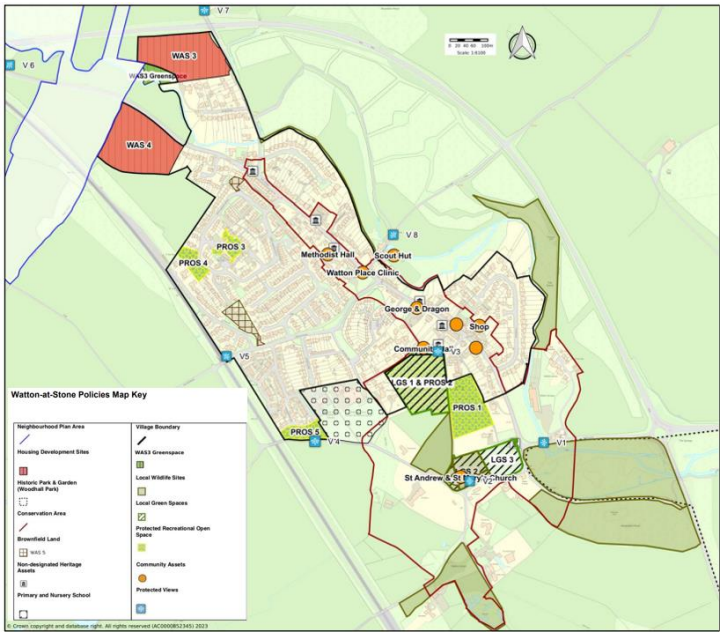

Figure 3-8 - Watton-at-Stone Neighbourhood Plan 2017-2033

– Watton at Stone Neighbourhood Plan Policies Map

3.8 Transport Studies

20 mph Zone Study

3.8.1 In 2021, Hertfordshire County Council announced a programme which identified over 500 areas that are suitable for 20mph speed limits. The programme aims to improve road safety and create calmer streets which will support increased walking and cycling. Local environments assessed as appropriate for 20mph zoning are generally residential roads, town and city centres, high streets and local commercial areas. The majority of which currently have 30mph speed limits.

3.8.2 The shaded areas of Figure 3-9 show the 20mph zones within the study area and adjoining areas proposed by Hertfordshire Country Council, which are mostly located towards the south of the district. There is a hub around ~~Ware,~~ Hertford, and Stanstead Abbotts, as well as to the east with Bishop's Stortford and Sawbridgeworth. Most of the proposed zones are the major towns, which suggests that the current travel habits and patterns within towns have the highest potential to create positive change by reducing speeds. In 2026, the 20mph programme policy was updated to focus on area wide schemes and deliver road markings and signage prior to speed calming measures.

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LCWIP Context

3.8.3 The 20mph zones will support the LCWIP process as they will create street environments that are more suitable for cycling and walking. Especially in Phase A-D in core urban centres where higher vehicle volumes, and in turn greater number of conflict points with vehicles, are expected.

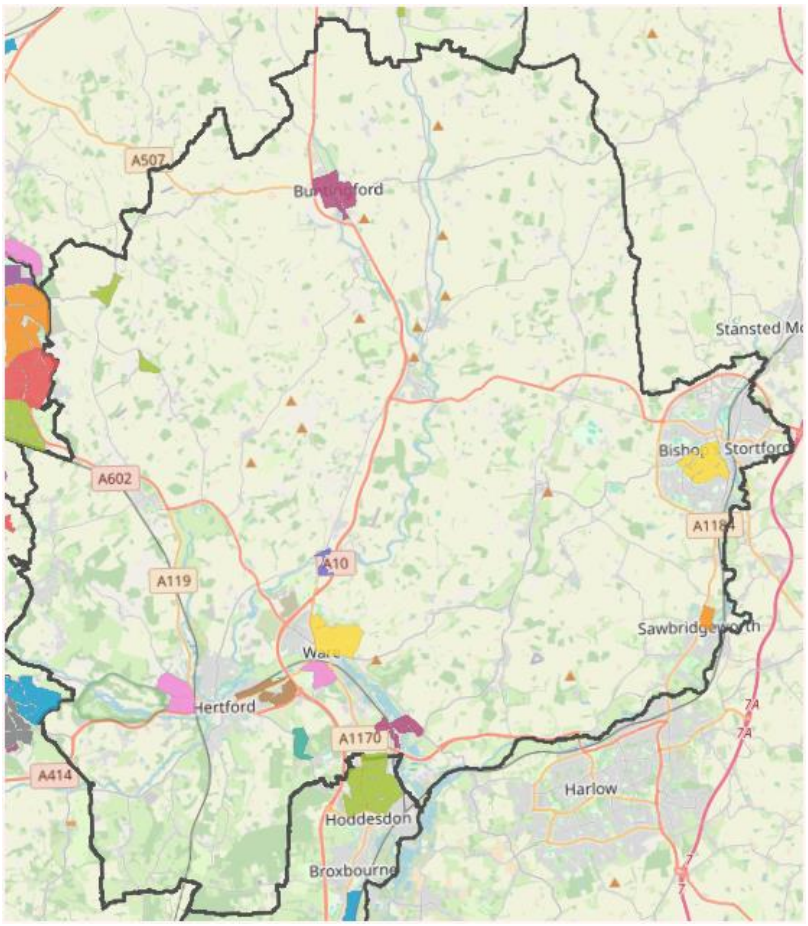

Figure 3-9 - HCC Proposed 20mph Zones

(N.B. Colours in figure 3-9 have no significance other than to differentiate between 20mph zones)

3.9 Socio Demographics

Experian mosaic

3.9.1 Figure 3-10 gives an idea of the demographics and typical lifestyles of residents in East Herts by segmenting the population into groups with shared characteristics. This dataset, from Experian Mosaic 2022 data, shows that there is significant variation in the populations

found in urban centre areas compared to villages and more rural areas. A summary of the dominant mosaic group ~~catteries~~categories is provided overleaf.

3.9.2 Within and around the larger urban centres, such as Bishop's Stortford and Hertford, there are clusters of both Prestige Position and Suburban Stability residents. These are typically home-owners of an older generation with older children, who tend to have above average household incomes. This population is likely to have high car ownership levels and be retired or retiring soon. This population may be less receptive to cycling for commuting due high car ownership and limited trip demands as they may be comfortable with their current ways of travel. These groups may be more receptive to localised walking and cycling uptake, especially for recreational trips

3.9.3 According to the dataset in rural areas, including villages such as Puckeridge, the dominant group is Country Living closely followed by Rural Reality residents. According to Experian Mosaic, these groups are a combination of well-off owners living comfortable country lives, alongside householders in inexpensive village communities. Whilst those in the Country Living group tend to have high car ownership, Rural Reality residents are more likely to benefit from the scheme as they are less likely to own multiple vehicles and might now own their own bikes and therefore more receptive to change their behavioural patterns to walk and cycle more.

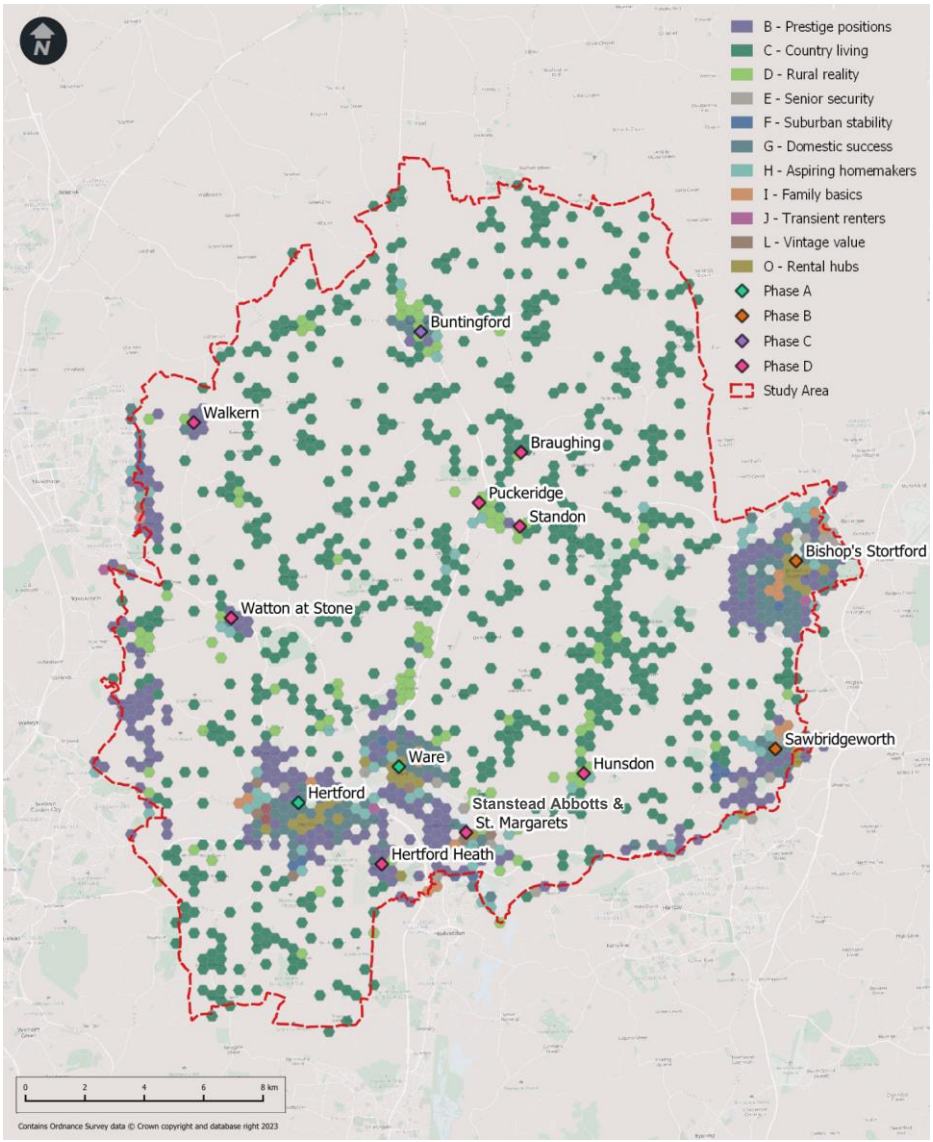

Figure 3-10 - Dominant Mosaic Group, Experian Mosaic

Experian Mosaic Definition

3.9.4 Country Living – Well-off homeowners who live in the countryside often beyond easy commuting reach of major towns and cities. Some people are landowners or farmers, others run small businesses from home, some are retired, and others commute distances to professional jobs.

3.9.5 Prestigious Positions – Affluent married couples whose successful careers have afforded them financial security and a spacious home in a prestigious and established residential area. While some are mature empty-nesters or elderly retired couples, others are still supporting their teenage or older children.

3.9.6 Domestic Success – High-earning families who live affluent lifestyles in upmarket homes situated in sought after residential neighbourhoods. Their busy lives revolve around their children and successful careers in higher managerial and professional roles.

3.9.7 Rural Reality – Households who live in rural communities and generally own their relatively low-cost homes. Their moderate incomes come mostly from employment with local firms or from running their own small business.

3.9.8 Aspiring Homemakers – Younger households who have, often, only recently set up home. They usually own their homes in private suburbs, which they have chosen to fit their budget.

Table 3-1 - Mosaic Group Distribution

Mosaic Group	East Herts LCWIP Study Area	UK Average
Country Living	52%	7%
Prestige Positions	19%	7%
Domestic Success	9%	9%
Rural Reality	8%	7%
Aspiring Homemakers	5%	10%
Rental Hubs	3%	8%
Family Basics	1%	8%
Senior Security	1%	7%

Mosaic Group	East Herts LCWIP Study Area	UK Average
Suburban Stability	1%	5%
Vintage Value	1%	5%

Indices of Multiple Deprivation

3.9.9 The English index of deprivation combines 7 domains including income, employment, education, health, crime barriers to housing and living environments which are weighted to create the Index of Multiple Deprivation. These indices can be used to compare small areas across England to understand relative deprivation amongst areas which may lack access to the 7 domains.

3.9.10 Within East Herts all the key urban towns, including Bishop's Stortford, Hertford, Ware, Buntingford, and Sawbridgeworth, are amongst the least deprived areas. As shown in Figure 3-11, they score 90-100% on the indices of deprivation with pockets of 80-90%.

3.9.11 These towns are generally concentrated to the south of the district, except for Buntingford. However, the only pocket where levels of deprivation are at 20-30% is between Hunsdon, Sawbridgeworth and Bishop's Stortford which is most rural. This area falls into Phase D and includes the rural villages of Much Hadham.

3.9.12 This shows that there is a high disparity between the levels of deprivation in rural and urban areas and demonstrates the importance providing good connectivity between rural and urban towns. Areas with low deprivation scores will benefit from improved active travel infrastructure as it provides an alternative means for connectivity.

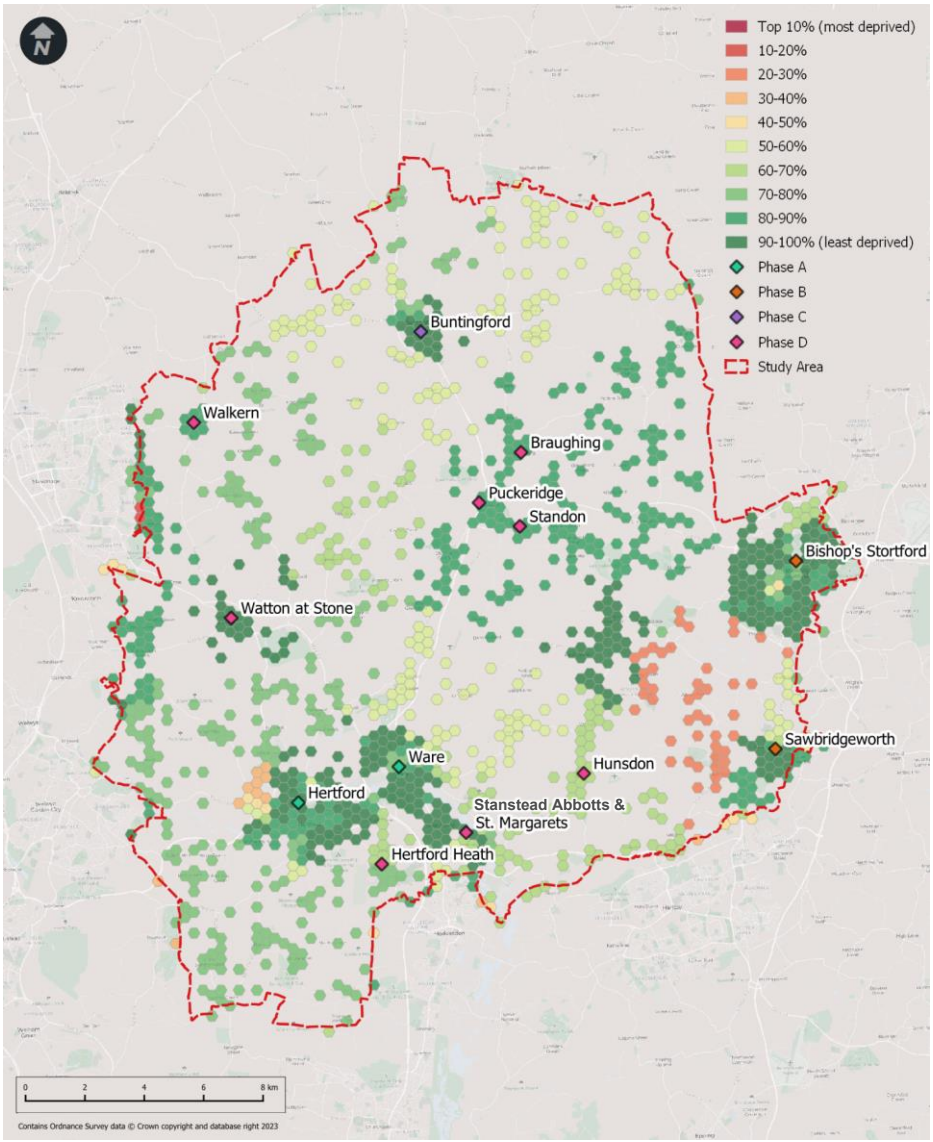

Figure 3-11 - Indices of Multiple Deprivation, Experian Mosaic

3.10 Characteristics and Constraints – Review of Existing Conditions

Road Network Hierarchy

3.10.1 Hertfordshire's Active Travel Strategy published May 2025, (subject of public consultation which concluded in May 2023) identified that Hertfordshire's highway network comprises around 5,100km of roads, this includes 705km of A Roads, 335km of B Roads, 829km of C Roads and 3,200km of unclassified roads.

3.10.2 Traffic data from the DfT shows that, annually, there are around 8 billion vehicle miles travelled across the county. Apart from 2020 which showed a substantial decrease in vehicle miles to 6.5billion due to successive lockdowns and the overall impact of the coronavirus pandemic, this has been increasing since 2010.

3.10.3 Figure 3-12 shows East Herts' existing main transport connections. Whilst there are no motorways within the district, there is a network of primary roads connecting each town in Phases A-C, along with a network of A roads around the periphery and B roads throughout the district that provide access to most villages in Phase D. The A roads are typically located around the railway stations, whereas the B roads connect the rural areas to the larger town centres.

3.10.4 While these major roads may provide the most direct vehicle and cycle access between towns and to rural villages, it is important that walking and cycle access considers traffic volumes and posted speed limits. In some instances, it may be appropriate for the walk and cycle networks to consider nearby alternative routes on less trafficked roads, where safe infrastructure can be provided.

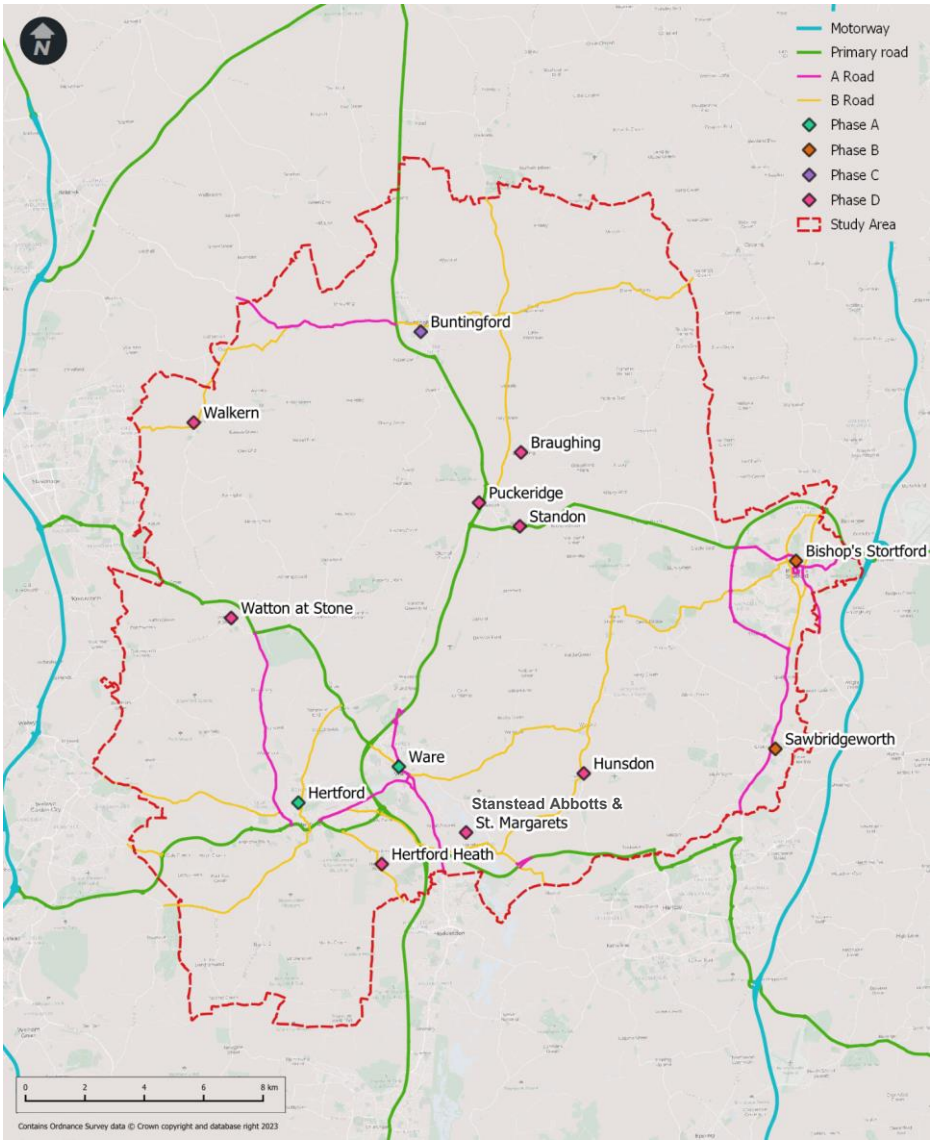

Figure 3-12 - Road Classification

Rail and Bus Stops

3.10.5 Figure 3-13 shows the locations of public transport bus stops and rail stations within the district. The railway stations are all located around the south and eastern part of the district, connecting the urban centres in Phase A and B including Hertford, Ware, Bishop's Stortford and Sawbridgeworth. Watton-at-Stone and Stanstead Abbotts & St Margarets are the only Group 1 villages in Phase D which are connected by railway stations.

3.10.6 There were two others rail routes serving rural communities until they were discontinued in Dr Beeching's cuts in 1964-5. A line connecting ~~Ware,~~St Margarets ~~Hadham and~~ to Buntingford ~~and~~ ran from Herts~~f~~fordshire to London, and also a line between Welwyn ~~to Harpenden~~and Hertford. The large section of the Welwyn to Hertford line has since been converted for active travel use as The Cole Green Way and forms part of National Cycle Network Route 61.

3.10.7 The network should aim to provide direct connections from surrounding destinations to the~~se~~ remaining railway stations and local bus stops.

3.10.8 In the centre and north of the district there are no railway stations or railway lines. Instead, these areas are services by the bus network, predominantly along the major road networks.

3.10.9 Bus stops are more spread throughout rural areas, which can be expected given population density in these areas. This highlights the importance of walking and cycling accessibility to bus stops in rural areas, or where railway access is limited.

3.10.10 HertsLynx is HCCs Demand Responsive Transport (DRT) service, launched in September 2021, and since expanded, which offers flexible bus travel for passengers within the county. The service does not follow a timetable or set route, but instead collected passengers from their choice of pick up and drop off location in the operating zones across Hertfordshire. The service helps to improve bus travel options and helps to address the sparsity of bus stops in rural areas.

3.10.11 A key focus area will be connecting areas with high deprivation scores to nearby urban centres, to improve access to services and nearby destinations and to promote sustainable forms of transport in these journeys.

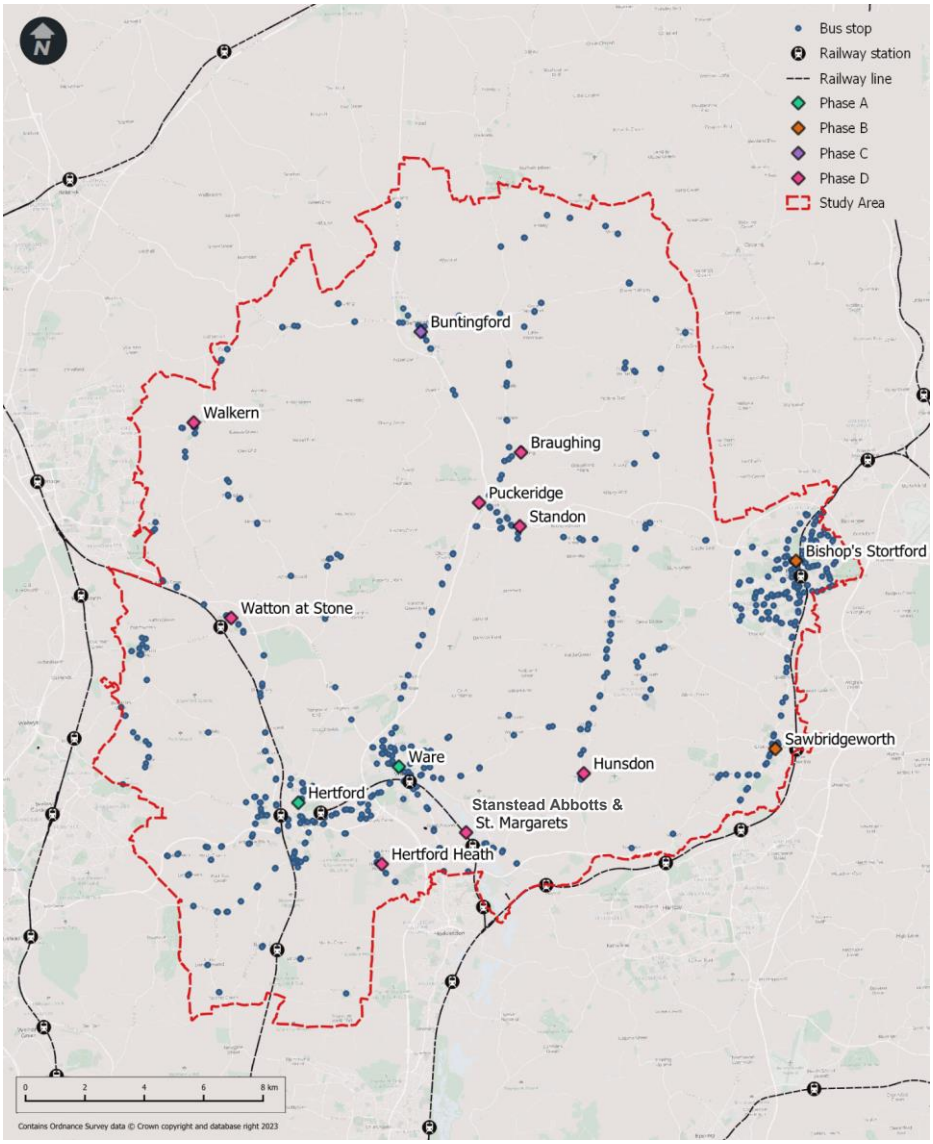

Figure 3-13 - Public Transport Infrastructure

Strategic Cycle Network

3.10.12 Figure 3-14 shows the current cycle network within East Herts, which is limited to local on-road routes to the north-east and south-west and the national off-road recreational route connecting Hertford and Ware.

3.10.13 The National Cycle Network (NCN) Route 61 runs in the south from Welwyn Garden City to Hertford and Hoddesdon via Ware. NCN Route 1 in Harlow runs just outside of the district, however this route has several gaps in it, so there is clear space for improvement. Additionally, part of NCN Route 11 runs between Sawbridgeworth and Bishop's Stortford. Again, this route is incomplete and can be improved to provide better cycling infrastructure in the district.

3.10.14 While this network connects key urban destinations and some smaller villages, these networks offer limited guidance to improving and encouraging cycling uptake across the district.

3.10.15 While the development of the East Herts LCWIP should consider the existing network, taking a district wide approach that considers demand, demographics, connectivity, directness, safety and cohesion is important to influence meaningful planning and investment decisions.

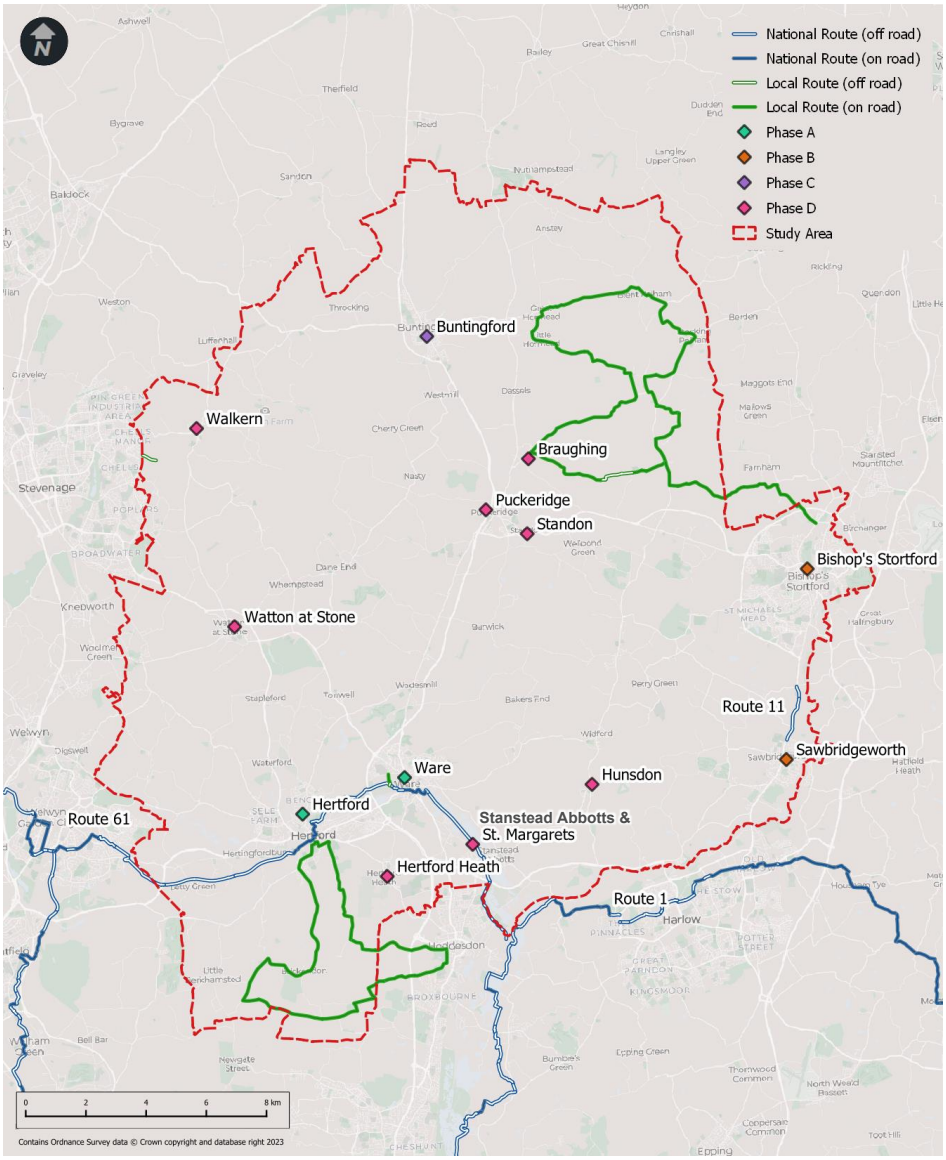

Figure 3-14 - Cycle Network, Sustrans

Cycle Count Data

3.10.16 Figure 3-15 identifies the Average Annual Daily Traffic (AADT) cycle count data for East Herts and the surrounding area in 2021. The data provides cycle count data on indicative cycle routes and key desire lines, to capture available data collected on nearby routes and roads.

3.10.17 Relatively low cycle count data is recorded across the District, with an average daily cycle volume count of 200 or less cyclist recorded along indicative desire lines – even through the key urban areas. This may be reflective of the predominant rural land-uses, and lack of cycle infrastructure in the district which may not accommodate or encourage a higher rate of cycling.

3.10.18 Based on the data available, it is clear there are existing cycle demands between key urban centres in Phase A-C and some rural villages in Phase D.

3.10.19 Cycle count data external to East Herts has been shown to understand key destinations users are accessing, and which routes they may take, in adjoining authorities. While the count data is relatively low, the desire lines demonstrate demands to external towns including Welwyn Garden City, Stevenage, Harlow, Hoddesdon and Royston, along with demand for Stansted Airport.

3.10.20 These counts demonstrate the current need for local and inter-urban cycle connections for East Herts, which should be considered in the development of the LCWIP.

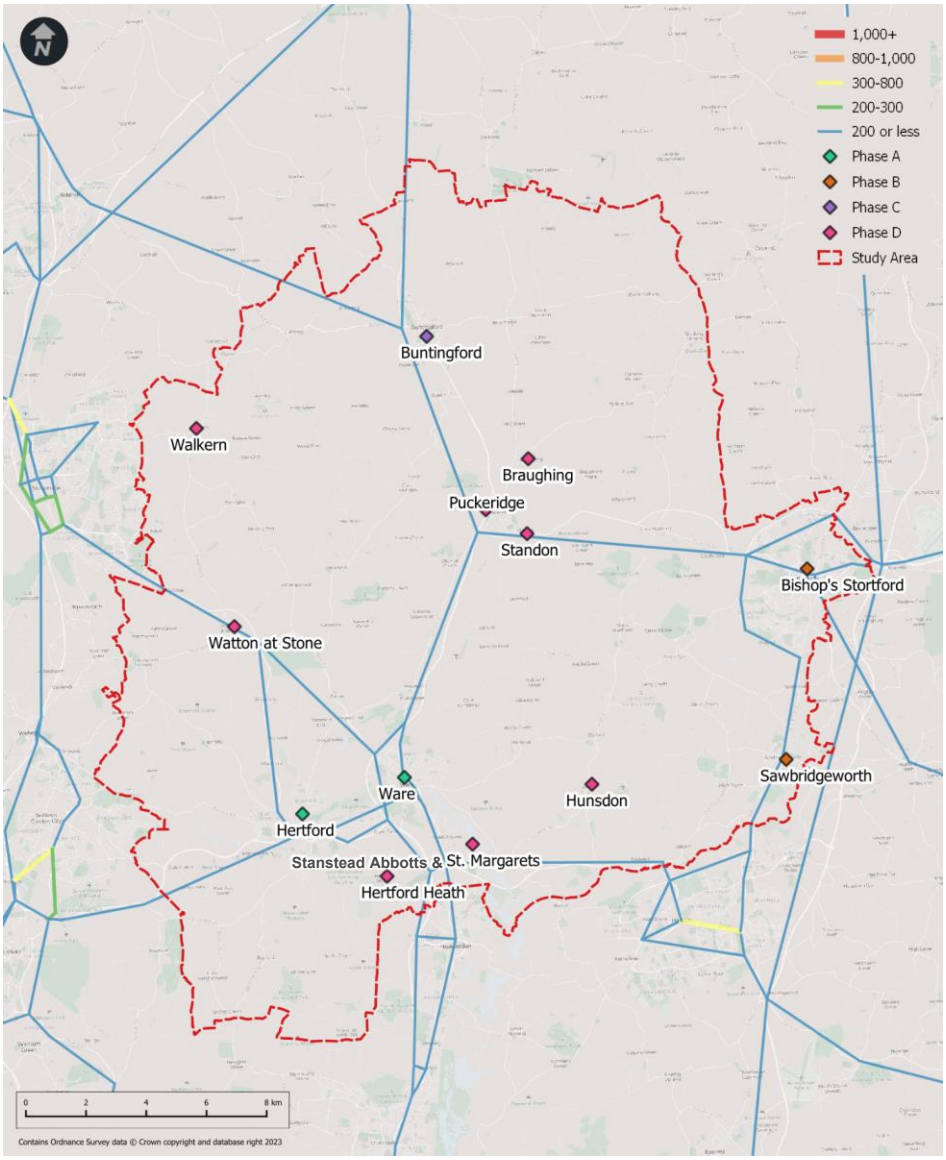

Figure 3-15 - AADT Cycle Volume Counts, DfT, 2021

Widen My Path

3.10.21 “Widen My Path” is an online website that allows anyone in the UK to suggest walking and cycle infrastructure improvements at specific points on a map. Data from this website has been used to provide an insight to the safety issues some members of the community may experience on the East Herts network.

3.10.22 Within the East Herts district area there had been 274 comments made on Widen My Path as of 20/10/2023 about improvements that could be made to improve walking, wheeling and cycling and encourage active travel. This information will be considered in during the LCWIP process as it offers additional information about where the public believes interventions would be most effective and needed.

3.10.23 Widen My Path data highlighted several key issues which impact people from walking or cycling in the study area. The three main issues for each location are shown in Table 3-2. Overall, the key theme is about the lack of adequate footways and cycleways. One key comment at each location was the issue of speeds around schools. It has been repeatedly noted that speeds should be reduced to 20mph on these roads, to improve road safety.

3.10.24 Note that the smaller villages had fewer comments so didn’t all have multiple issues noted, as reflected in the table.

Figure 3-16 - Widen My Path Comment Locations

Table 3-2 – Widen My Path Key Issues by Location

Location	Issue
Bishop's Stortford	Inadequate crossing facilities Unsafe cycle path provision Inadequate pedestrian infrastructure
Buntingford	Lack of segregated cycleway Unsafe, unsegregated footways Lack of public footpaths
Hertford	Unsafe cycle and pedestrian facilities on London Road Inadequate and inaccessible public footpaths Inadequate crossing facilities
Much Hadham	Lack of cycleway
Sawbridgeworth	Inadequate pedestrian infrastructure Infrastructure prioritises motor vehicles
Ware	Inadequate footways on High Street Extend cycleway to Ware Road Inadequate active travel infrastructure
Watton at Stone	Unmaintained footways A602 inadequate cycleway

Cycle and Pedestrian Collisions

3.10.25 Figure 3-17 indicates that there are fairly low levels of cycle and pedestrian collisions with vehicles within the district. The heat map shows that collisions recorded are typically concentrated in Hertford, Ware and Bishop's Stortford. The following pages provide further detail about the location and type of accidents recorded between 2017-2021. ~~It should be noted there were no fatal walking or cycle accidents recorded during this timeframe.~~

3.10.26 Ware shows low collision rates, whilst Hertford and Bishop's Stortford show darker spots surrounding the towns which demonstrates a higher number of recorded cycle and pedestrian accidents in these areas.

3.10.27 Safety and the perception of safety is one of the key reasons along with ability why people do not cycle. There is a strong consensus that cycling under mixed traffic conditions

presents a high personal risk to safety. Segregated cycle infrastructure helps to break down these barriers by providing separation from other road users on both links and junctions.

3.10.28 During the COVID-19 pandemic, cycling rates increased by 46 percent and a million more people started walking for leisure. With quieter roads came increased confidence to cycle. Building on this success, emergency pop up cycleways were rolled out in areas across the UK to safely accommodate active travel users and provide a greater perception of safety compared to mixing with motor traffic. The LCWIP provides an opportunity to build on this momentum.

3.10.29 Protecting pedestrians and cyclists from motor traffic movements through safe crossings, junction upgrades and protected facilities forms a key part of this LCWIP, contributing to road danger reduction. Collision data has also formed part of our appraisal of the active travel routes identified, with routes with high levels of accidents prioritised.

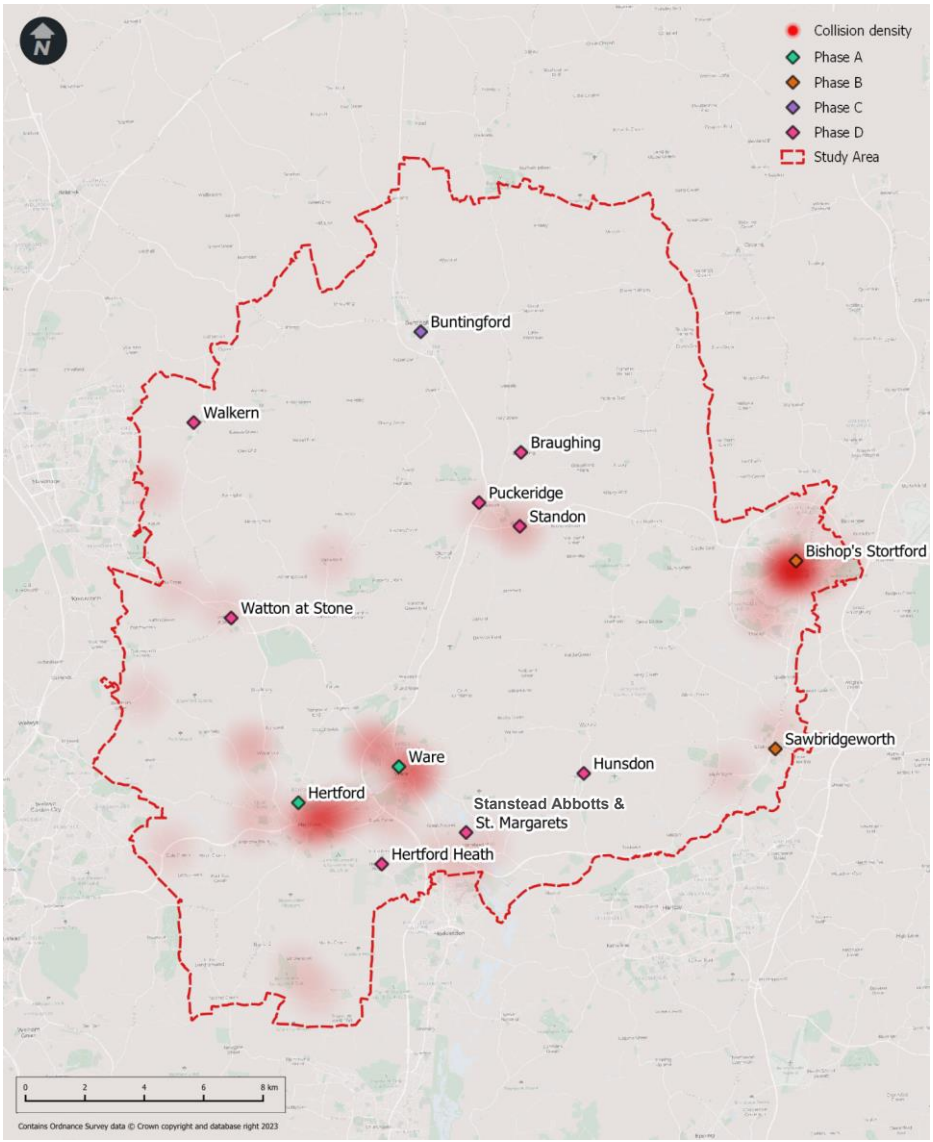

Figure 3-17 - Cyclist and Pedestrian Accident Heat Map, DfT, 2017-21

Collision Data – Hertford and Ware

3.10.30 Figure 3-18 shows that there have been several reported serious and slight incidents in both Hertford and Ware. There is also a serious accident recorded to the south of Ware.

3.10.31 The accidents are mainly located within urban areas along key routes, including several located along the route connecting Hertford to Ware. Most of the collisions visible on the map are along Ware Road, Hertford. This road has received many comments on Widen My Path, because the footpaths are poorly maintained, and there are no dedicated cycling facilities.

3.10.32 In consideration of crash data, it will be important to identify if there are viable and alternative walking and cycle routes available that limit conflicts with vehicle traffic. Where this cannot be avoided, high-quality and safe infrastructure will be required along these links.

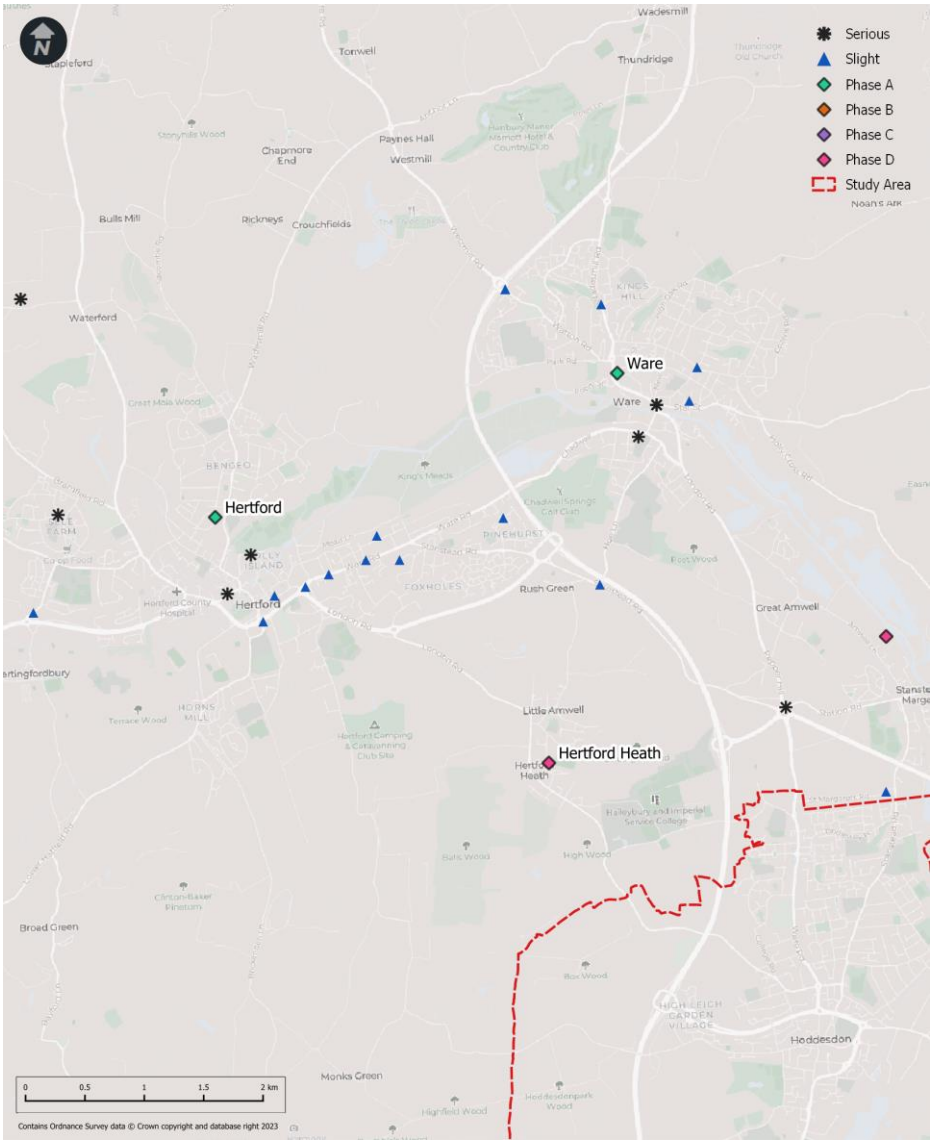

Figure 3-18 Hertford and Ware Collision Data, DfT, 2017-21

Collision Data - Bishop's Stortford

3.10.33 In Figure 3-19 there are several reports of serious accidents in the town centre of Bishop's Stortford, and many more reports of slight accidents both in and around the town. The distribution of collisions being weighted towards the urban areas is likely due to the closer proximity of motor vehicles and pedestrians/cyclists in the town centres.

3.10.34 Notably, the slight collisions have tended to occur within close range of each other, around the same roads in the town centre, which could suggest a pattern in the causes of collisions.

3.10.35 A number of these incidents are recorded on core roads that provide access to and within Bishop's Stortford, which are expected to be considered through the network planning phase. In consideration of crash data, it will be important to identify if there are viable and alternative walking and cycle routes available that limit conflicts with vehicle traffic. Where this cannot be avoided, high-quality and safe infrastructure will be required along these links.

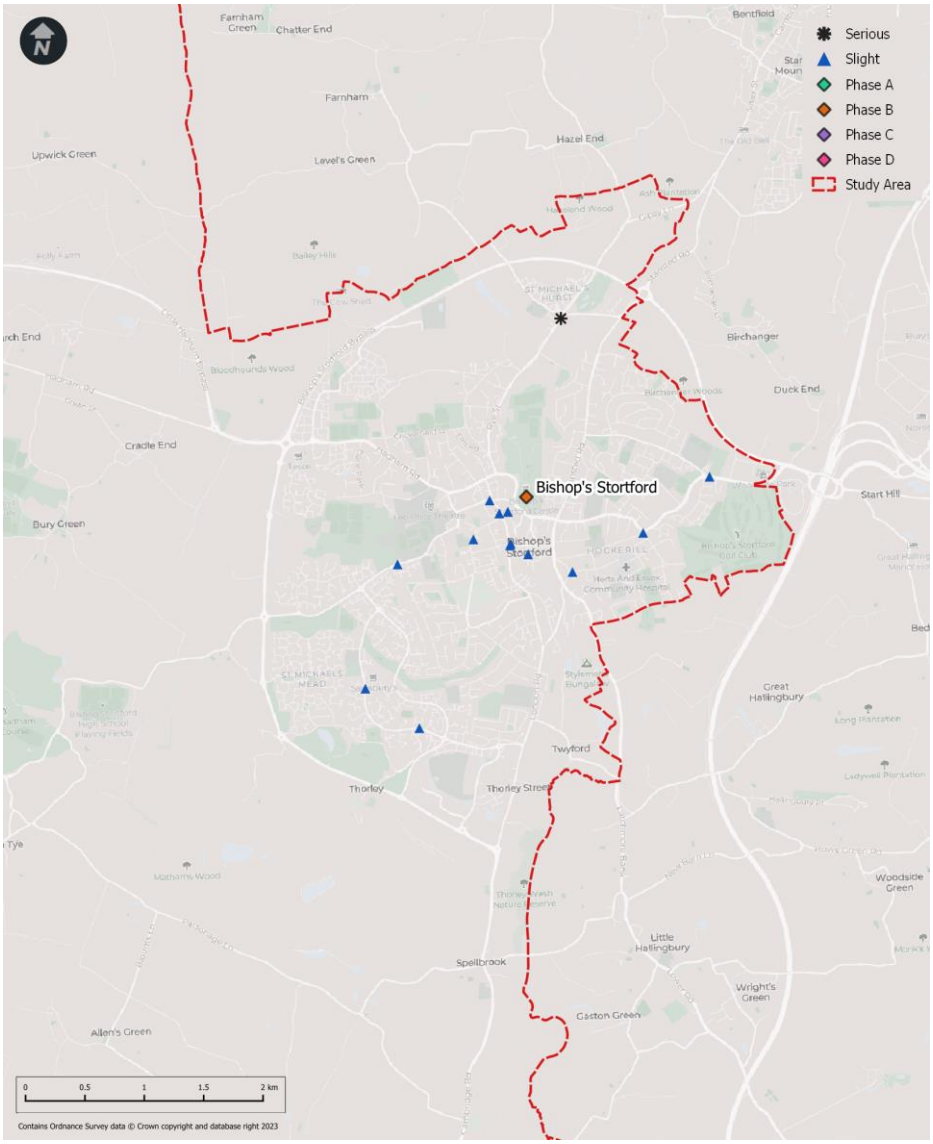

Figure 3-19 - Bishop's Stortford Collision Data, DfT, 2017-21

Collision Data - Rural Villages

3.10.36 As shown in Figure 3-20, there are limited recorded cycle and pedestrian collisions with vehicles in 2017-21 around the rural villages. This could be attributed to the low traffic volumes associated with rural land-uses in this area. This excludes Hertford and Ware, which were analysed earlier in this report.

3.10.37 Between Watton at Stone, Walkern and Puckeridge we can see that there have been approximately three serious and another four slight collisions.

~~3.10.38 Most of the collisions visible on the map are along Ware Road, Hertford. This road has received many comments about on Widen My Path, because the footpaths are poorly maintained, and the cycleways are inadequate and unsafe.~~

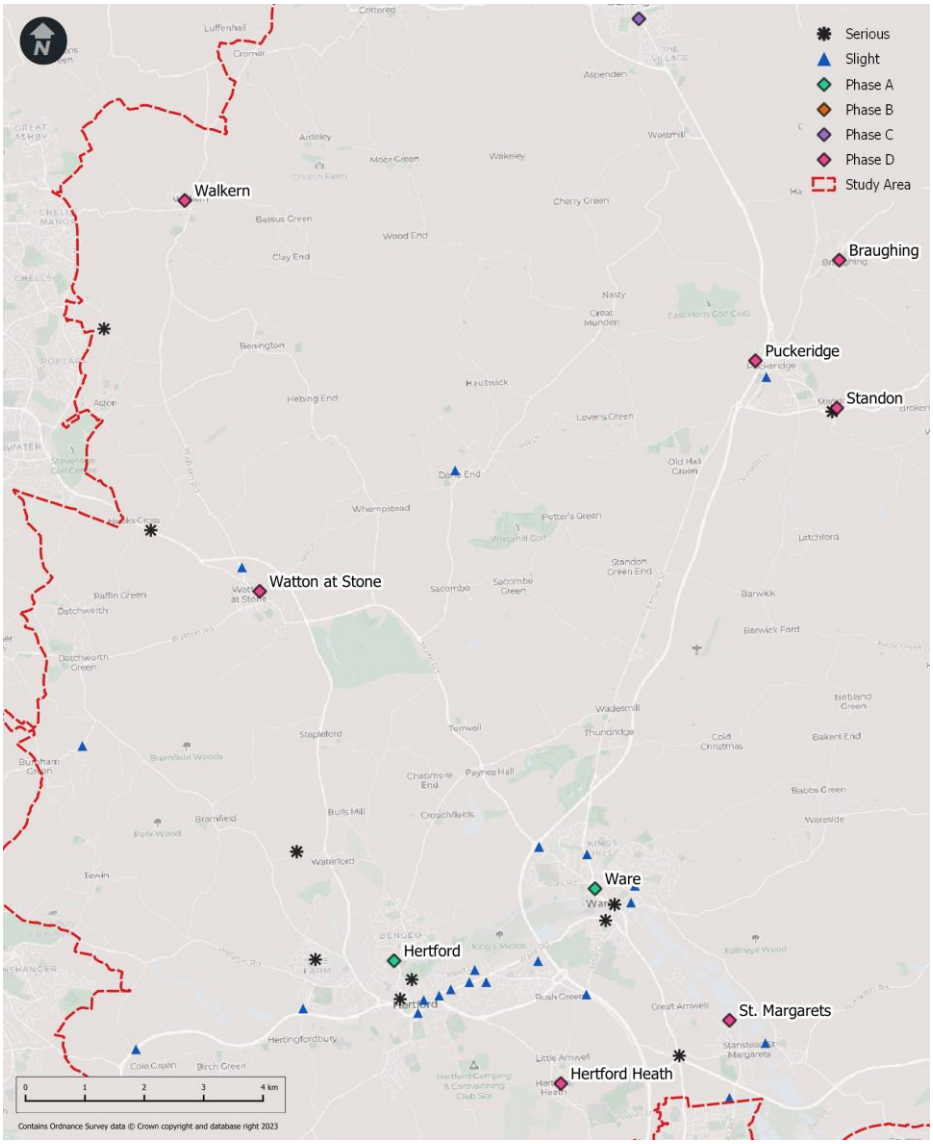

Figure 3-20 - Rural Villages Collision Data, DfT, 2017-21

4 Network Planning

4.1 Identifying Active Travel Potential

Overview and Methodology

4.1.1 DfT guidance advocates the usage of the Propensity to Cycle Tool (PCT), an online resource funded by the department to support the planning of cycle networks, to identify current and potential future distribution of cycling trips by making use of 2011 census data. It does this by reflecting existing data through several scenarios – including government targets, current (2011 census based), and a high uptake 'Go Dutch' framework – to better understand the potential growth routes for cycling, which may be then translated by planners and data analysts into corridors and schemes that may be a barrier to said uptake.

4.1.2 The PCT is itself limited, not solely because of the age of the data but due to limitations in relative scope of focusing almost entirely on commuter trips and excluding where there may be latent demand for other journeys not suitably served or accounted for.

4.1.3 HCCs approach, to mitigate this, has been to establish a GIS model that is instead built around origin and destination points to better assess – at a network level – where trips may be undertaken. This includes future development and employment sites, to ensure the LCWIP is catering both for expected growth and the needs of the existing network.

4.1.4 The GIS model has been developed by the consultant to interface with existing HCC owned and used systems and is intended for use on all LCWIPs across the county to ensure a consistent approach. More information on this model, including the outputs and data sources, are included later in this document.

4.1.5 Prior to establishing and running this model, HCC reviewed data from numerous sources to better inform existing patterns, potential areas of improvement, and whether key barriers are evident in the data. These data sets include:

- PCT data
- Widen My Path data
- Rapid Cycleway Prioritisation Tool Data
- 2021 census data
- County Travel Survey data

- Slow Ways

Analysis of this data and key findings are presented on the following pages, though it should be stressed that these are not representative of the full LCWIP at this stage.

Propensity To Cycle 'Go Dutch' Vs 'Government Near Market' Scenario

4.1.6 The Propensity to Cycle Tool (PCT) was developed on behalf of the DfT between 2016-2019. It is a web-based tool designed to help authorities plan cycle networks, with LCWIPs in mind. the PCT helps identify desire lines for cycle traffic for trips to work and to schools. It can also help inform network development, as its outputs can be configured to be applied to the existing network, giving 'heat maps' of indicative demand.

4.1.7 It is based on data from the 2011 Census, which is then manipulated and uplifted to represent a number of future scenarios, showing potential cycle demand patterns. Two scenarios, shown in Figure 4-1 and 4-2 respectively, were modelled in the study area for this LCWIP: "Government Target (Near Market)" and "Go Dutch". The latter looks at the distances between homes and workplaces and applies Dutch willingness to cycle to these, imagining how many additional trips could be cycled if there was Dutch-style cycle infrastructure in the UK and Dutch levels of willingness to cycle.

4.1.8 The parts of the network highlighted in orange and red in these figures show the routes with greatest potential for commuter cycle trips. There is greater potential shown in the "Go Dutch" output, as this scenario is more optimistic. These outputs show that the routes with the most potential are mostly within and between Hertford and Ware, and Bishop's Stortford. There is also a high potential link between Bishop's Stortford and Harlow and the inter-urban link between Hertford and Welwyn Garden City.

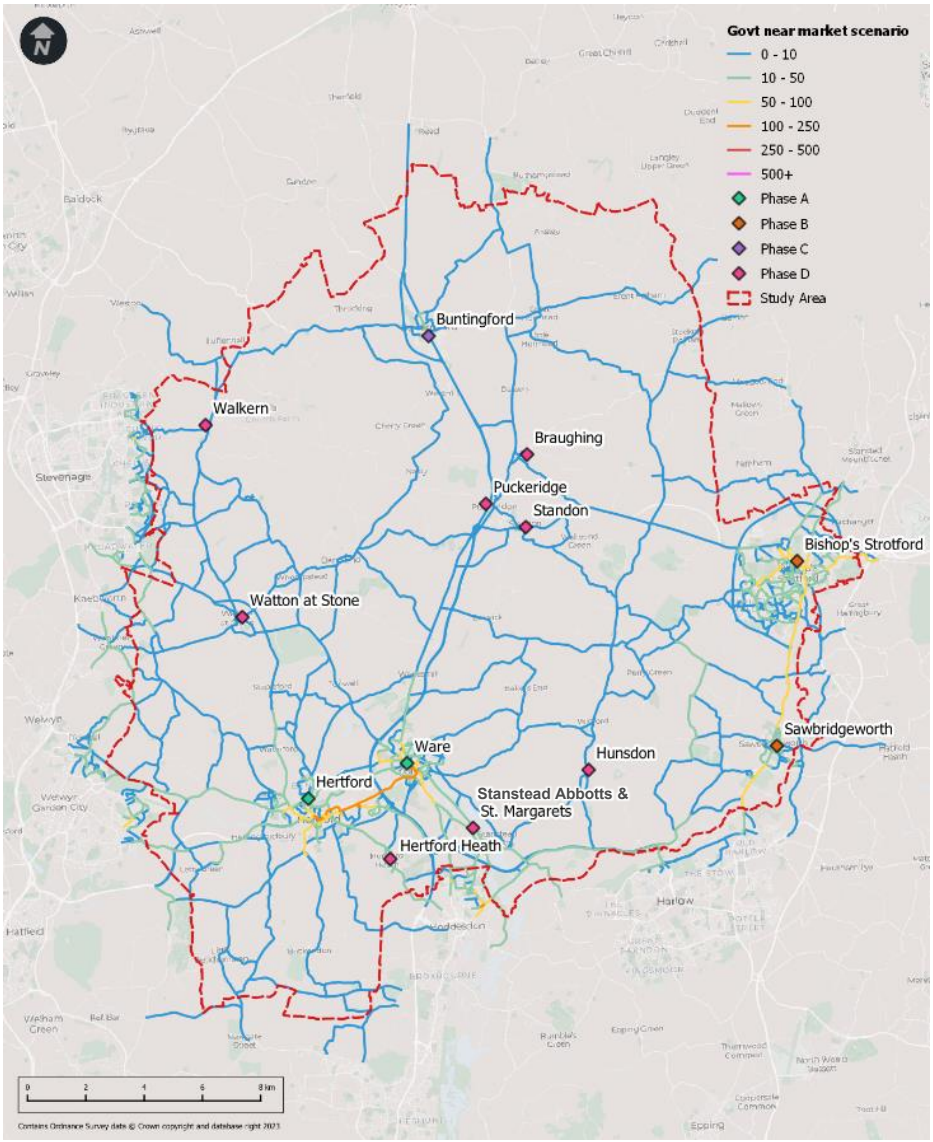

Figure 4-1 - Government Near Market Scenario

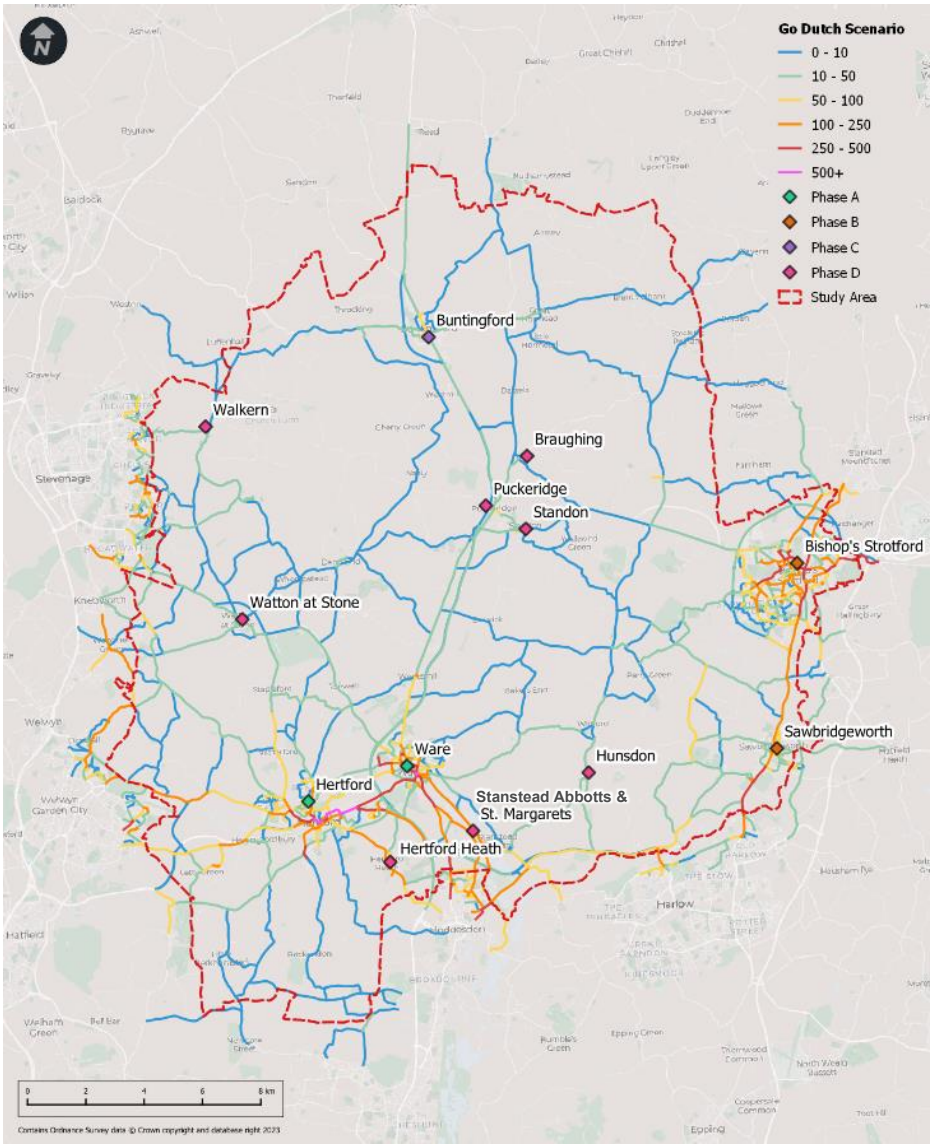

Figure 4-2 - Go Dutch Scenario

Rapid Cycleway Prioritisation Tool

4.1.9 The Rapid Cycleway Prioritisation Tool (RCPT) was developed at haste, in response to the Emergency Active Travel Fund. This was a means of allowing authorities without well-developed cycling strategies or network plans to identify potential cycling routes and corridors. Primarily built on data from the PCT, the tool ranks and selects roads based on:

- Cycling potential, estimated from PCT data and 2011 census information
- Spare space, those being roads that appear to be either overly wide or have spare capacity due to additional running lanes.

4.1.10 In addition, the tool generates what is termed the 'cohesive network' which is intended to show what an integrated cycle network could look like if more measures were able to be considered, up to and including one-way systems or full road closures, on roads with a high potential but without the expectation of spare carriageway space. This is recognised as being principally useful for long term planning.

4.1.11 The tool identified a number of potential routes towards the south of the District (Figure 4-3), both in terms of a cohesive network potential and section marked as being top ranked cycleways. It should be noted that the tool operates at a county level, and as such to score highly is much more significant. The cohesive network is shown in purple, potential new routes shown in blue.

4.1.12 The cohesive network broadly matches the findings of the PCT data, showing a concentration of cycling activity around Hertford and Ware. However, Bishop's Stortford is not seen in this dataset as a location with cycling potential. It is included neither in the cohesive network not in the top ranked new cycleways. Although the existing cycleways in Bishop's Stortford are seen on the map, as the largest towns in the East Herts District the absence of 'Top ranked new cycleways' and 'Cohesive network' routes, reflected by the purple and blue lines, is notable.

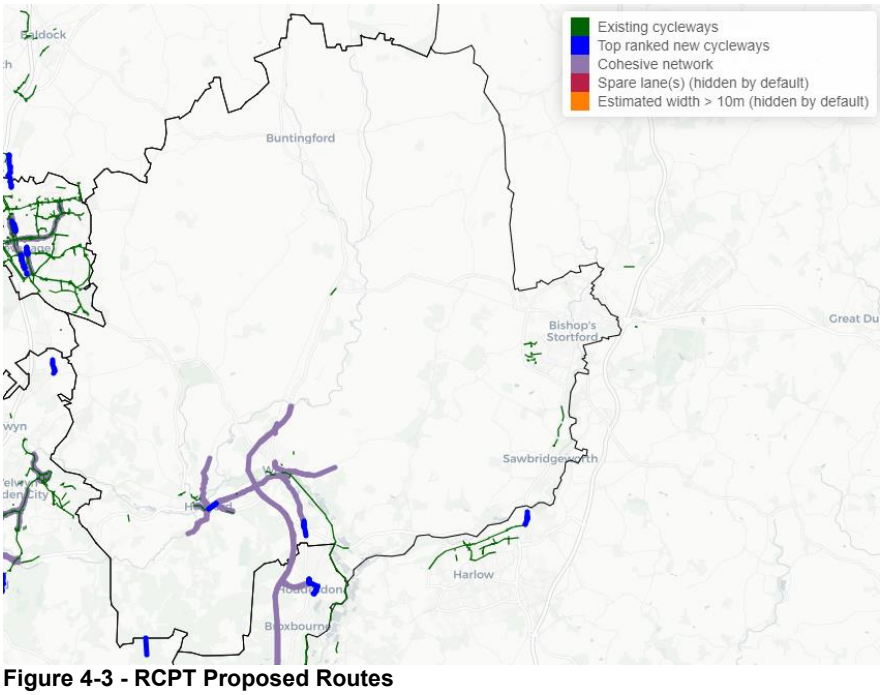

Figure 4-3 - RCPT Proposed Routes

Strava Data

4.1.13 Strava data is an aggregated dataset collected from users of the Strava platform – a popular means of tracking physical activity (specifically walks/rides/runs). The data is anonymous but does highlight routes and corridors based on route volume and as such can provide a key insight into mobility patterns.

4.1.14 There is an inherent bias in the data, favouring those that both possess a smartphone and have opted to install and use the application, but the resultant trends are still sufficient to show relative popularity of routes under existing conditions. Data can be viewed at various levels, from individual road and street units through to wider routes and corridors within or between settlements.

4.1.15 As part of preparation for this LCWIP, assessments were done at varying levels including Strava analysis on the below areas to understand existing cycling trips, both for commuting

and leisure. The following maps illustrate activities recorded on Strava across East Hertfordshire across July 2023.

Figure 4-4 shows Section 1: Ware Road (on-road between Hertford and Ware), the on-road connection between Ware and Hertford along Ware Road. It shows a total of 895 trips in July 2023. 87% of these trips are for leisure, compared to 13% for commuting trips. Most of these trips take place on the weekends between 7am and midday.

Figure 4-44 - Section 1: Ware Road

Figure 4-5 shows Section 2: River Lee Navigation, the off-road connection between Ware and Hertford, along the River Lee Navigation. Compared to Ware Road this route has slightly fewer trips at 835 throughout July 2023. Comparatively, a lower proportion of these trips are for leisure, at just 74%, with double the number of commuters choosing this route at 26%. Whilst the majority of trips are still taken on the weekends, a higher proportion of weekday trips occur on this route to the on-road link, with a peak during the middle of the week.

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Figure 4-55 - Section 2: River Lee Navigation Path

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Figure 4-6 shows Section 3: A119, the link between Hertford and Watton-at-Stone. This route has a surprisingly low demand given the relatively high populations in the two settlements. There were 545 trips in July 2023, with the majority taking place on the weekends between 7am and midday. 5% of these trips are made by commuters, likely contributing to the morning and evening peaks which are seen along this route. The speed and volume of motorised vehicles along this route, which is an A-road, may be a contributing factor to the low demand and low uptake of this route amongst commuters.

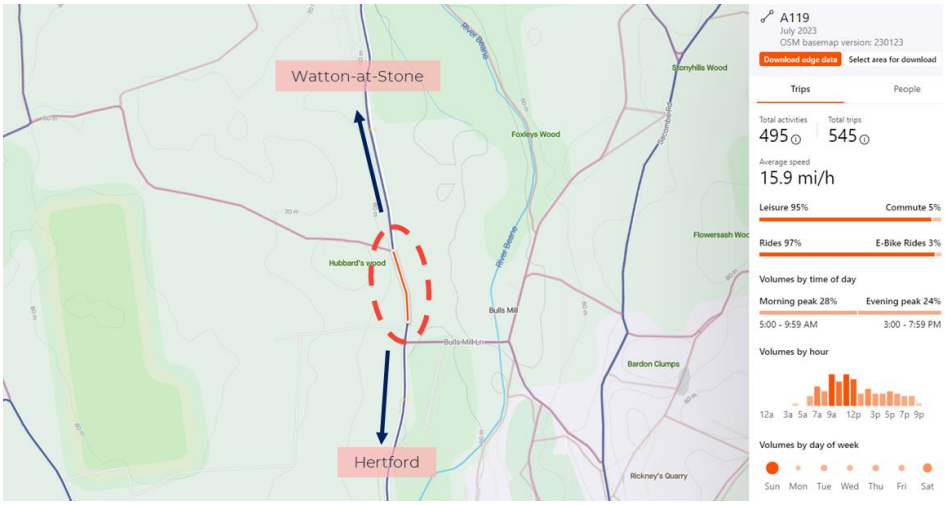

Figure 4-66 - Section 3: A119

Figure 4-7 shows Section 4: Walkern Road. It is interesting to note that there is a higher demand for routes out north from Watton-at-Stone towards Walkern, than there are for journeys south towards Hertford, given the relative size of the three settlements. This link had 965 trips throughout July 2023, with a higher proportion of commuter trips that for the link shown in Figure 22. The demand for this route could be because of the proximity to Stevenage, a much larger town to the west of East Hertfordshire. When we reviewed the Strava count for a link to Stevenage, however, the counts were notably lower than the connection shown here, likely because the volume and speed of motorised vehicles is relatively low, making it more comfortable to ride along.

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Figure 4-~~7~~7 - Section 4: Walkern Road

Figure 4-8 shows Section 5: Hay Street. This route can connect Buntingford to Braughing, and then on to Puckeridge and Standon. Whilst there is a more direct route along the A10, the infrastructure is not adequate for cycling, and as a result the Strava count shows there is no activity along this route. As the figure shows there is demand for this route, with 440 trips taken in July 2023, and there is a potential for mode shift if the infrastructure for active travel was improved. 99% of trips are for leisure, and there is a clear preference for weekend travel between 9am-1pm along this route.

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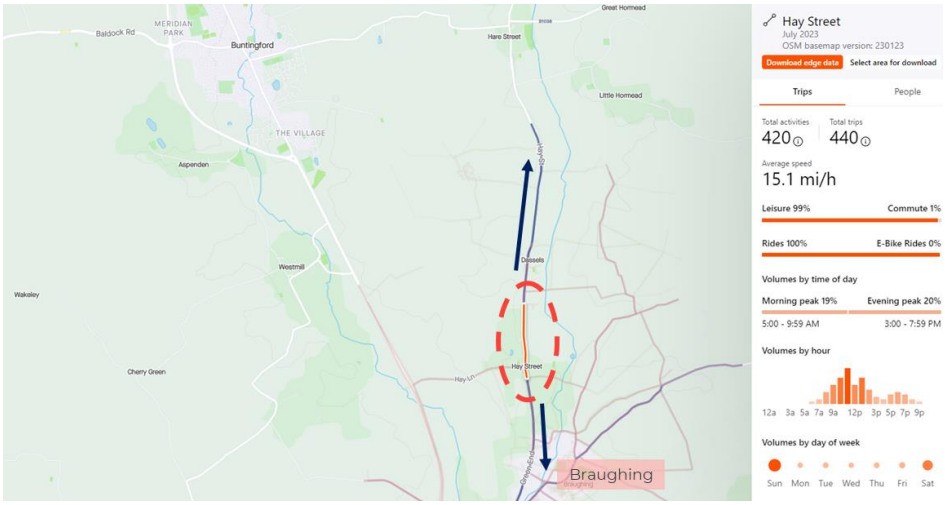

Figure 4-~~88~~ - Section 5: Hay Street

Figure 4-9, Section 6: Ford Bridge, shows the route south of Braughing connecting to Puckeridge. Despite the proximity to the route, this one has much higher demand, possibly because of the shorter distance between these two villages, or because of better infrastructure supporting active travel. This section had 995 trips in July 2023, with the same proportion of leisure to commuting trips as Hay Street, at 99% to 1%. The low proportion of ~~leisure~~ commuting and utility trips may be attributed to the lack of shops and a secondary school, limiting the number of trip generators in Braughing.

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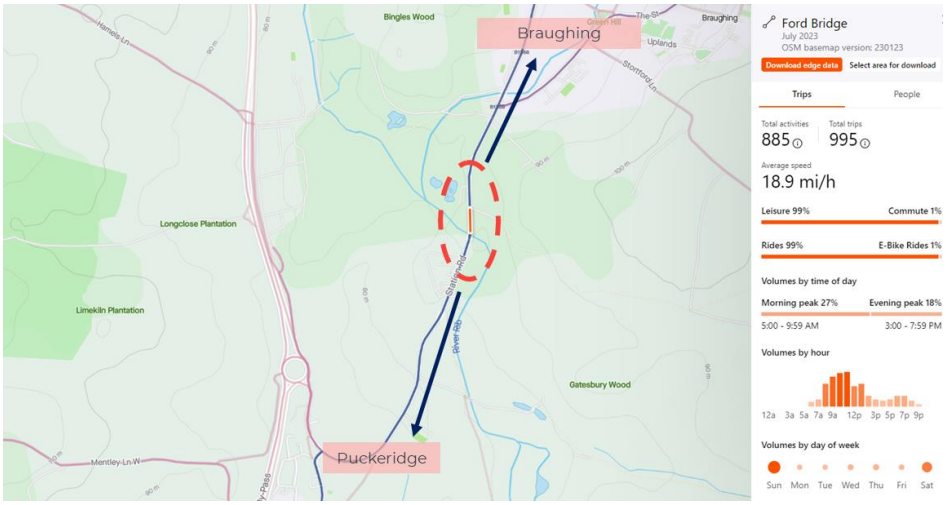

Figure 4-99 - Section 6: Ford Bridge

Figure 4-10, Section 7: New Road, which connects Little Hadham to Much Hadham, is a short route and there is a high demand. This demand is likely to be attributed to the short distance between the two villages. With 99% of the 880 journeys made in July 2023 being for leisure it is clear there is a high proportion of people using this route for recreational sport, in part because the only shop in both settlements is in Much Hadham. The indices of deprivation maps show that these areas are more deprived than other areas within the District. This means that it is important to connect these areas, capturing and building on the demand to improve access to active travel.

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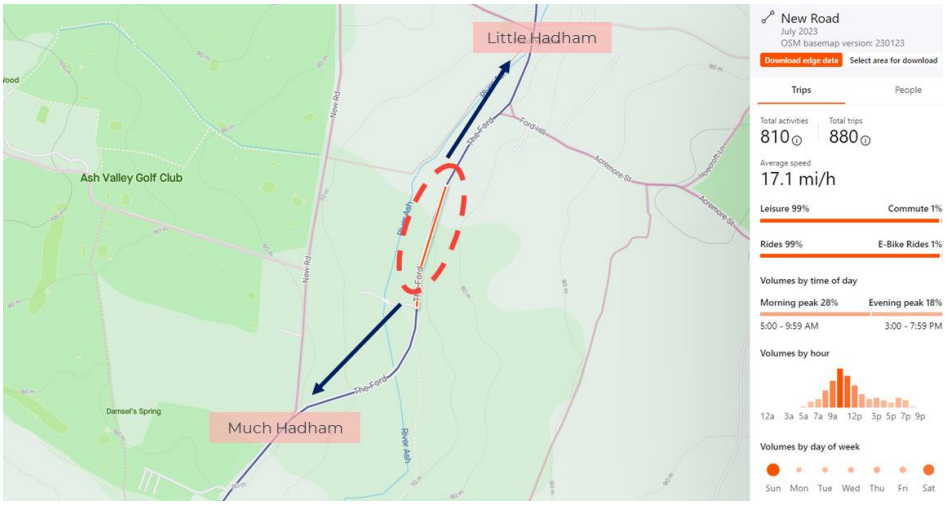

Figure 4-~~10~~10 - Section 7: New Road

Figure 4-11 shows Section 8: Widford Road. As with the above section, this connects two villages with high levels of deprivation, Much Hadham and Widford, along Widford Road. Consequently, this is an important corridor as it provides connections not only between these two villages, but also onto Ware, the closest major town. This route has extremely high demand, with 1,070 trips in July 2023. Only a small proportion of these trips were for commuting, at 2%, however there is the potential for mode shift given the existing demand and the proximity to Ware, a likely employment destination.

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Figure 4-1111 - Section 8: Widford Road

Figure 4-12 shows Section 9: B1004. The activity on the B1004, the road which connects Much Hadham to Bishop's Stortford. There is a level of demand for this route, with 530 trips in July 2023, and it is an important connection as Bishop's Stortford, the larger and less deprived of the two towns, has a higher population and is a likely employment centre. This is indicated partly with the fact that far more trips here, compared to other sites, are for commuting at 11%. The use of this route for commuting is also evident with the morning and evening peaks, because compared to other routes there is a far higher proportion of trips during the afternoon, from 5-7pm. Also, except for Sundays where travel is the most frequent, trips are more evenly spread out across the week.

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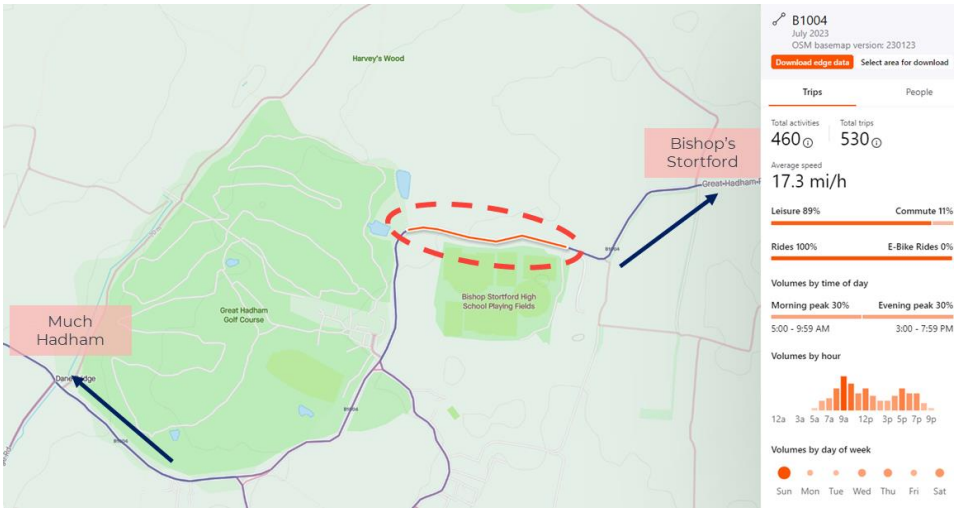

Figure 4-12 - Section 9: B1004

Figure 4-13 shows Section 10: Cambridge Road. The route between Bishop's Stortford and Sawbridgeworth along Cambridge Road is important as they are the two major towns to the East of the District. Whilst there is a low demand, with only 200 trips in July 2023, a high percent of these were commuter trips at 13%. This indicates that the route is an important one for both leisure and employment, and there is high mode shift potential given the affluence in these areas. The low trip rate is likely a result of infrastructure which is inadequate, dissuading people from active travel.

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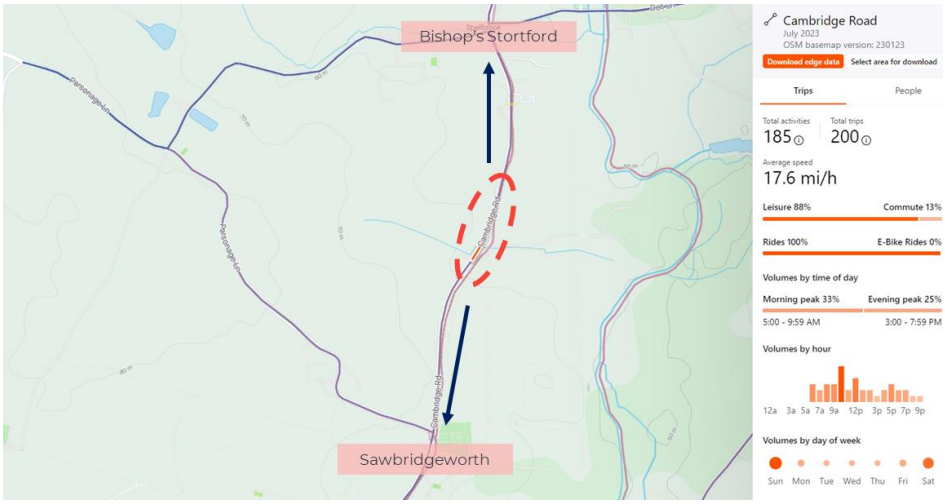

Figure 4-1313 - Section 10: Cambridge Road

Figure 4-14 shows Section 11: Harlow Road, the route between Sawbridgeworth and Harlow. Although Harlow is outside the East Hertfordshire District boundary it is an important route, because 31% of trips are used by commuters. Although the demand is not as high as some of the other sections analysed, with 265 trips in July 2023, there is a high potential for mode shift due to the affluence of the areas, and the existing demand amongst commuters, especially if issues associated to the high volumes and speeds of motorised vehicles are addressed.

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Figure 4-1414 - Section 11: Harlow Road

Figure 4-15 shows Section 12: Lower Road. The route between Ware and Stanstead Abbotts & St Margarets is in high demand for a mixture of both leisure and commuting, with 850 trips in July 2023. The combination of journey purposes is likely a result of the short distance between the two ~~towns~~ settlements and indicates that the infrastructure supports a variety of travel for different demographics. This route has one of the highest levels of commuter travel at 20%, showing that it is an important connection throughout the week. This is also evident given that the volume by hour is heavily weighted to the morning between 6-11am, and except for Sundays where travel is significantly higher, travel volume is spread evenly throughout the week.

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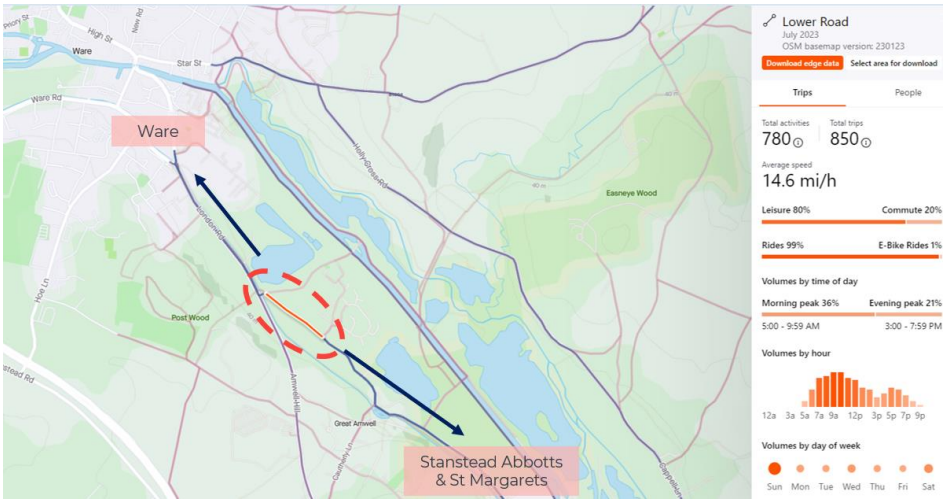

Figure 4-15 - Section 12: Lower Road

Census Data

4.1.16 Data from the 2021 Census includes data on home-work distance and modes of transport. This data provides valuable insight into current travel patterns for those living in the ~~borough~~ district and provides a high-level indication of the propensity for modal shift. However, note that this Census was carried out during the Covid-19 pandemic during a period of national lockdown, the associated guidance and furlough measures, which is expected to have had an impact on the data.

4.1.17 Distance travelled to work

Table 4.1 below provides an overview of current work travel distances in East Hertfordshire, translated into Figure 4-16~~3~~, where we can see that there is a mix of distances travelled to work across the district. In the northern and more rural areas of the district, where transport links are weaker, residents travel significantly longer distances to work, with less than 40% within 10km of work. Towards the southern part of the district, around the more urban areas, residents generally live much closer to their workplaces. In many of these areas between 60-80% of journeys are under 10km, and this rises to over 80% around Ware and Bishop's Stortford.

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Table 4-1 – Distance Travelled to Work

Distance Travelled to Work	East Hertfordshire
Less than 10km	23%
10km to less than 30km	16%
30km and over	6%
Works mainly from home	41%
Not in employment or works mainly offshore, in no fixed place or outside the UK	14%

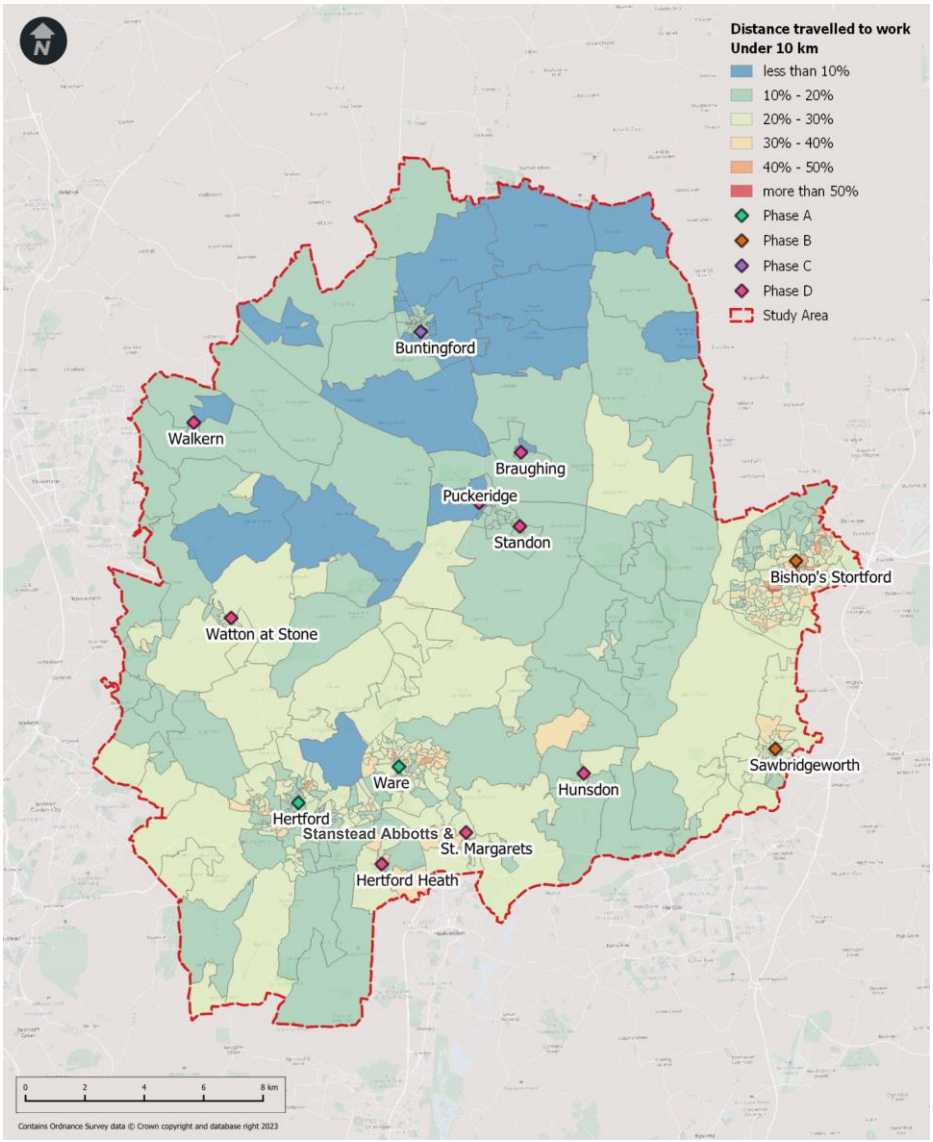

Figure 4-~~161613~~ - Distance travelled to work Under 10 km (Population %)

Mode of Travel to Work

4.1.18 Figure 4-174 shows that overall bike usage is low across the whole of the district, with bike share below 2% for most of the district.

4.1.19 The areas with the lowest usage ~~as~~are typically in rural areas, with pockets of use increasing to 5% in certain rural and urban areas, such as around Bishop's Stortford and to the West of Puckeridge.

4.1.20 Only a very small number of areas have bike usage above 5%. The key areas to note are around pockets around the East, West and South of Hertford, and a larger pocket to the South of Hertford Heath.

4.1.21 Looking at other modes used, over 42% of East Hertfordshire residents drive to work in either a car or van, with an additional 2% as a passenger. This amounts to nearly half the population; however, it is important to note that another 40% of residents work from home.

Table 4-2 - Mode of Travel to Work

Mode of Travel to Work	East Hertfordshire
Work mainly at or from home	40.8%
Underground, metro, light rail, tram	0.4%
Train	4.0%
Bus, minibus or coach	1.3%
Taxi	0.3%
Motorcycle, scooter or moped	0.3%
Driving a car or van	42.1%
Passenger in a car or van	2.4%
Bicycle	0.8%
On foot	6.6%
Other method of travel to work	0.9%

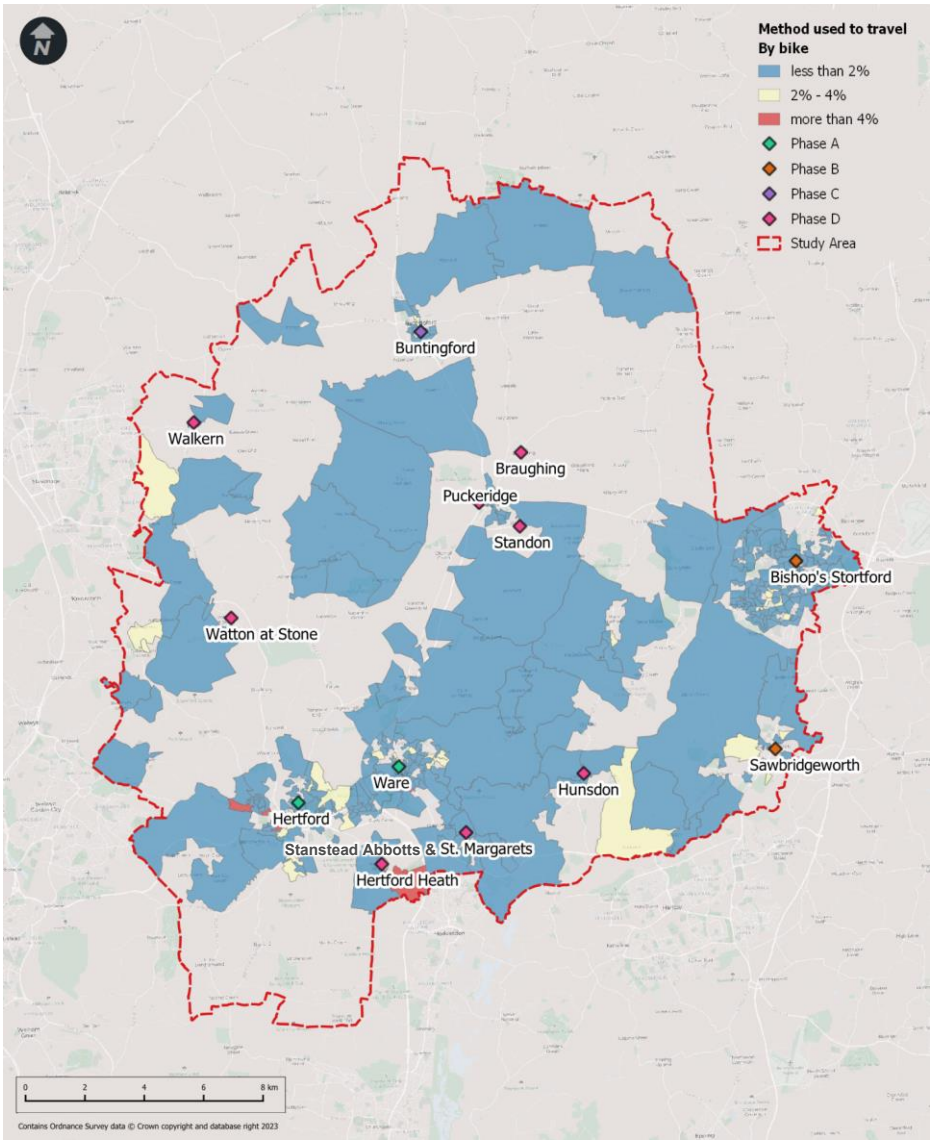

Figure 4-~~174714~~ - Mode of Travel – Cycling

4.1.22 Figure 4-185 shows a similar pattern for walking as a mode used to travel as cycling. The percent of people travelling by foot is less than 10% across the majority of the district, especially in the rural areas. However, in certain pockets in some urban areas as well as an area just South of Puckeridge, walking levels increase above 10%. Only in urban areas do we see walking as a mode used to travel between 20-40%, especially in the southern towns of Hertford and Ware. Two notable locations are Hertford Heath and Bishop's Stortford where walking levels are over 40% in certain areas.

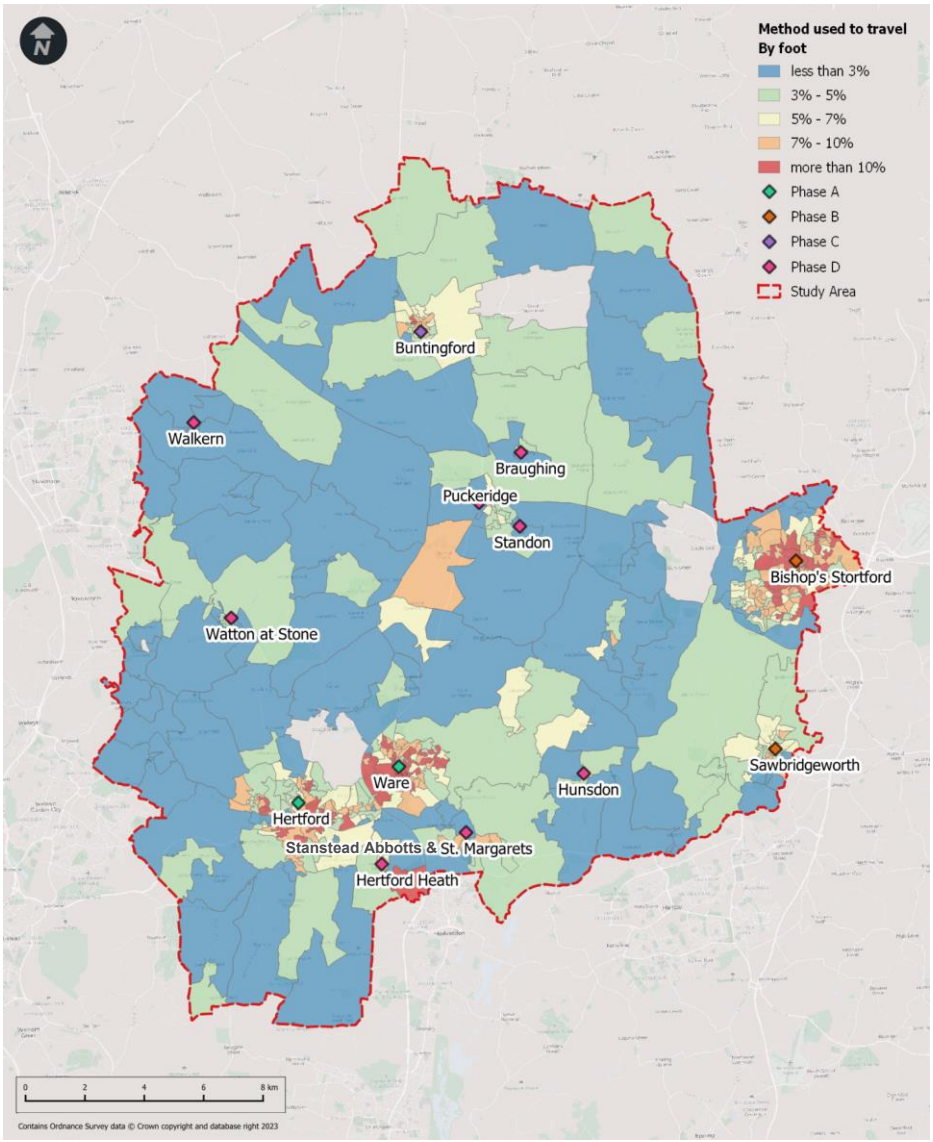

Figure 4-~~181815~~ - Mode of Travel – Walking

Hertfordshire County Travel Survey

4.1.23 The Hertfordshire County Travel Survey (HCTS) was undertaken between April-June 2022 to provide insight into travel patterns and journeys made by Hertfordshire residents.

4.1.24 Postal questionnaires were sent to a random sample of addresses from across the county. An online version was also provided to boost participation. 1,603 addresses were selected in East Hertfordshire, of which 318 residents completed the questionnaire. This equals a 20% response rate.

- Access to Transport – Access to Car/Van: Looking at the county as a whole, the survey reveals that most households have one or two cars (79.3%) and 8.2% have three or more. In 2022, 12.5% of households had no car. District level analysis shows that most households in St Albans, East Hertfordshire and Dacorum had at least one car (91.4%, 91% and 90.4% respectively), and on average East Hertfordshire has the second highest number of cars per household of all the districts in Hertfordshire, following just behind Dacorum.
- Access to Transport – Access to Bicycle: The ~~district~~ county average for bicycle ownership is 44%, which puts East Hertfordshire above average at nearly 49%. Despite being the third leading district for within this category, bicycle use as a main mode of transport is significantly lower than there is the potential for, at only 1% currently.
- Trip Distance: 60% of trips in East Hertfordshire made by residents are under 5 miles, likely a result of the district having one of the highest rates of car ownership in the county.
- Therefore, although car ownership is above county average, most trips are done at a local level, indicating that there is a high potential for modal shift to sustainable modes.
- Main Mode Used: The survey also provides a breakdown of main mode used by district. Whilst 31% of East Hertfordshire residents use active modes as their main mode of travel, 42% drive and an additional 18% are car/van passengers. Of the 31% who travel by active modes, only 1% cycle. Table 4-3 provides a breakdown of main mode of travel for residents in East Hertfordshire.

Table 4-3 - Main Mode of Travel

Main Mode of Travel	East Hertfordshire
Walk	31.4%
Cycle	1.0%
Motorcycle/Moped	0.2%
Scooter/e-Scooter	0%
Bus	1.8%
Train	5.2%
Car/Van Driver	41.9%
Car/Van Passenger	17.8%
Tube	0.1%
Taxi	0.5%
Other	0%

- Journeys to Work: Despite nearly 50% of East Hertfordshire residents living within 10 miles of their workplace, over 60% travel to work by car/van and just 16% use active modes. Further to this, 34% of Hertfordshire residents travel to work within their home district, whilst 27% travel to a neighbouring Hertfordshire district. For East Hertfordshire specifically, however, only 19% of residents travel to a neighbouring district for work. Subject to distance, this data suggests that these journeys could be done by sustainable modes or by multi-mode. For example, where East Hertfordshire residents are travelling to neighbouring districts for work, ensuring the appropriate walking and cycling infrastructure is provided on key routes to and from the railway stations would support these multi-modal journeys and could encourage more residents to choose sustainable options over private car use.
- LCWIP Context: Understanding existing travel patterns at the County and District level provides valuable insight on how residents are travelling and where they are travelling

to. This data helps to identify potential opportunities for modal shift, for example where car journeys are less than 5 miles and are therefore likely to be achievable by sustainable, or preferably, active modes.

Slow Ways

4.1.25 Slow Ways is an initiative to create national network of walking routes connecting all towns, cities, and villages. Users map routes along existing paths, trails, and roads, to facilitate active travel connections between neighbouring settlements. Purple routes have been verified, meaning they have received at least three positive reviews from volunteers. Green routes, which consist of the majority, are suggested routes with fewer than three reviews.

4.1.26 The routes shown in Figure 4-19 connect the key urban areas in the East Hertfordshire District to each other, and each of the study areas are covered.

4.1.27 Hertford and Ware have the highest number of Slow Ways routes, connecting to Buntingford, Watton-at-Stone, Sawbridgeworth, and many more places. This aligns with the previous data we have analysed which shows these areas as ones with some of the highest prevalence to walking and cycling. Despite the low uptake of walking and cycling towards the north of the district, there are a significant number of Slow Ways routes around Buntingford, Puckeridge, and Braughing, indicating potential for mode shift.

4.1.28 The Slow Ways will help ~~us~~ inform the walking network within the Core Walking Zone. One limitation of the routes is that they are predominantly long inter-urban connections across rural areas, which can make it less accessible for rural villages. However, the data suggests that the highest potential for mode shift is within urban areas.

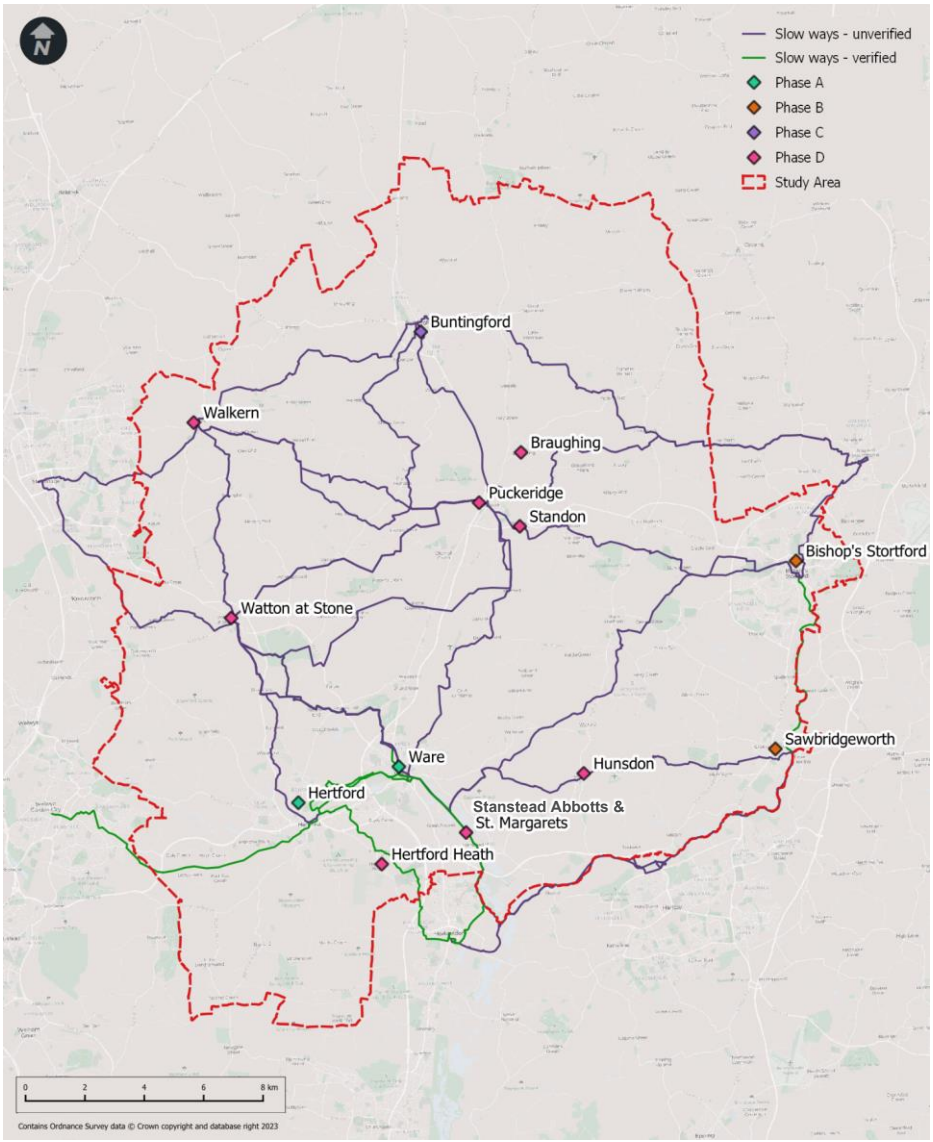

Figure 4-~~19~~1916 - Slow Ways Routes

4.2 Origin – Destination Analysis

Current and Future Origins and Destinations

4.2.1 The LCWIP Technical Guidance notes that identify~~ing~~ demand for a planned cycle network should start by mapping the main origin and destination points.

4.2.2 In line with the guidance, census output areas were chosen to represent journey origins from existing residential areas. Additional origins and destinations were identified as:

- Future housing and employment sites adopted in the District Plan
- Core tourism areas and attractions
- Town, District, and Neighbourhood Centres as identified in the District Plan
- Current and proposed rail stations
- Hospitals and secondary schools

4.2.3 LCWIP work for Essex and other Hertfordshire districts that is either underway or has already been adopted will help to further improve both inter and intra-county infrastructure and connections.

4.2.4 This analysis considered connectivity to large scale site allocations~~,~~ including, but not limited to, the Gilston area~~,~~ to understand current and future walking and cycling demands within East Herts. However, as ~~large scale~~large-scale site allocations will include separate access and transport strategies to deliver sustainable transport facilities and connections, network development to and through these sites were excluded from the LCWIP, except for a few instances where sites have already been constructed and opportunities for linkages were obvious.

GIS Output Model

4.2.5 WSP has built a GIS model for informing LCWIPs, which is customisable depending on local assumptions applied. This model compensates for the limitations in the PCT by allowing the latest origin and destination data to be input and applied to a custom network. This gives us an indication of potential demand for cycle and walk trips beyond the commute and the school run and also considers potential demand from housing built since 2011 and housing planned for the future.

4.2.6 In brief, this model has looked at how many people live in the area, employment centres and future developments and calculated the potential number of cyclists travelling between

these origin and destination points. This gives an indication of where on the network there may be suppressed travel demand for walking and cycling trips, and/or potential future demand.

4.2.7 Figure 4-22~~Figure 4-22~~~~Figure 4-19~~ and Figure 4-27~~Figure 4-27~~~~Figure 4-24~~ respectively show the outputs of this model for both the cycling and walking potential in the East Herts district.

GIS Output Model: Assumptions

4.2.8 Not all origin points are linked to all destination points. For most destination types, origin points are only linked with the closest of each type (e.g., the closest library, the closest supermarket).

4.2.9 For some destination types, such as schools, origin points were linked with the nearest 3 or 5 destinations of that type.

4.2.10 For a small number of destination types, including town centres and key employment areas, origin points were linked with every destination of that type.

4.2.11 Where origins linked with multiple destinations of a type, the model assigned more trips to closer destinations and, in the case of key employment areas, it additionally factored in the likely number of jobs (based on the size of the key employment area) and would assign more trips to larger, closer employment sites.

4.2.12 Origins are linked with destinations along the shortest route available on the network, as directness is a key factor when considering walking and cycling desire lines.

4.2.13 Trips over 2km in length are excluded from the walking model, as the focus in an LCWIP is on short utility trips. 2km is length referred to in the LCWIP guidance and most people can walk this distance in 20-30 minutes.

4.2.14 Trips over 8km in length are excluded from the cycling model for a similar reason. Gear Change refers to trips up to 5 miles (roughly 8km) in length as journeys ‘perfectly suited to cycling’ for ‘many people’.

4.3 Planning for Cycling Networks

Process

4.3.1 This section details how the steps undertaken in Section 2.2 have been used to develop a draft cycling network for East Herts district.

4.3.2 The stakeholder engagement helped to determine key areas where LCWIP development can be used to resolve high carbon emissions and other social problems including road safety and personal security.

4.3.3 A key goal in this stage of the LCWIP was to determine where the greatest propensity for cycling exists. In other words, areas where targeted investment in infrastructure could generate the greatest number of new cycling journeys.

4.3.4 The process for planning the cycling network is identified in Figure 4-17. The Propensity to Cycle tool has assisted in identifying desire lines for cycle traffic for trips to help inform network development, while the GIS LCWIP Model has analysed origin and destination data relevant to the East Herts District.

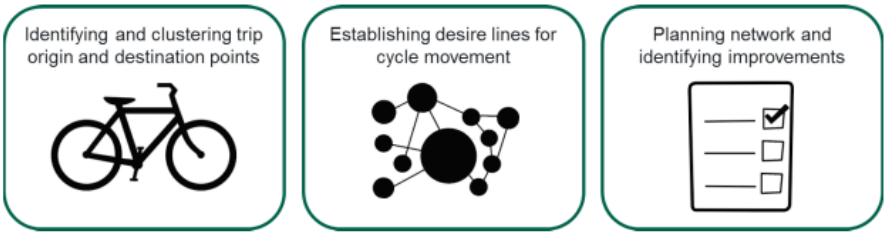

Figure 4-202017 - Planning Cycling Networks, DfT (2017)

Network Planning

4.3.5 The flow diagram in Figure 4-18 shows the six stages to planning a cycling network according to the DfT Technical Guidance for LCWIP design. Each of these stages were undertaken throughout this LCWIP development process.

4.3.6 As part of the LCWIP design, primary and secondary routes have been identified. Primary routes provide links to key destinations including commercial areas, schools, large housing developments and key links through and between the towns.

4.3.7 Secondary routes provide further connections to schools and smaller housing developments and are feeder routes to the primary network.

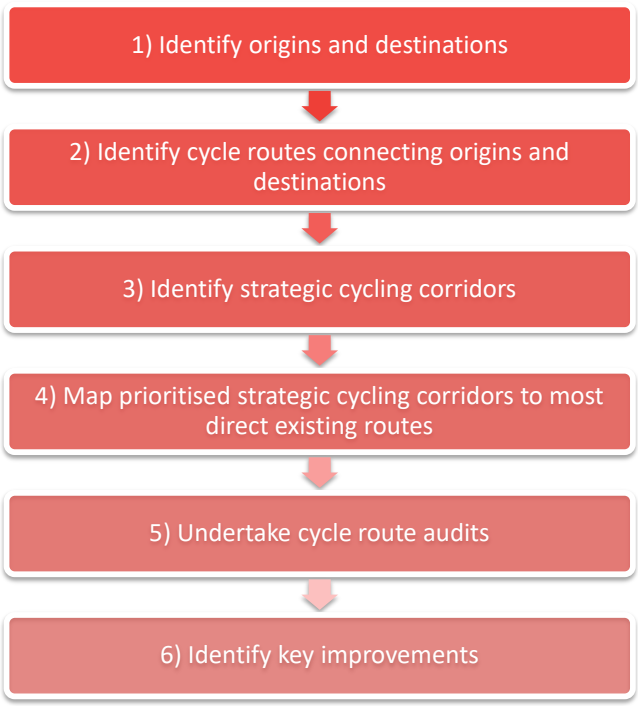

Figure 4-2124~~18~~ - Cycling Network Planning Stages

GIS Model – Potential Cycling Network

4.3.8 The highest cycling potential, shown in Figure 4-22~~19~~, is seen towards the south of the district, in and around the main towns of Hertford, Ware, Bishop's Stortford, and Harlow which is just outside of the district to the south east. The potential here is between 1,000 and 6,508 journeys per day. The routes connecting these towns have similar levels of potential, but the lower range goes down to 500. Key potential cycle routes connecting towns include the A1184, connecting Sawbridgeworth and Bishop's Stortford, and the A414 which extends out of Hertford.

4.3.9 Over half of the routes within Bishop's Stortford, Hertford, and Ware have the potential for over 1,000 cycle journeys per day, showing the preference for active travel for shorter urban journeys.

4.3.10 Outside of the main towns in the district, the cycling potential is relatively low, between 0-300 on average, with most routes lying below 100. The A10, which connects Buntingford to Ware, via ~~Puckeridge,~~ Braughing, ~~and~~ Standon and Puckeridge, has the potential to accommodate 200-300 journeys per day. Given the length of this route, and the fact that it connects multiple ~~towns~~settlements, suggests that this is an important route despite it not having as high potential of some of the routes towards the south of the district.

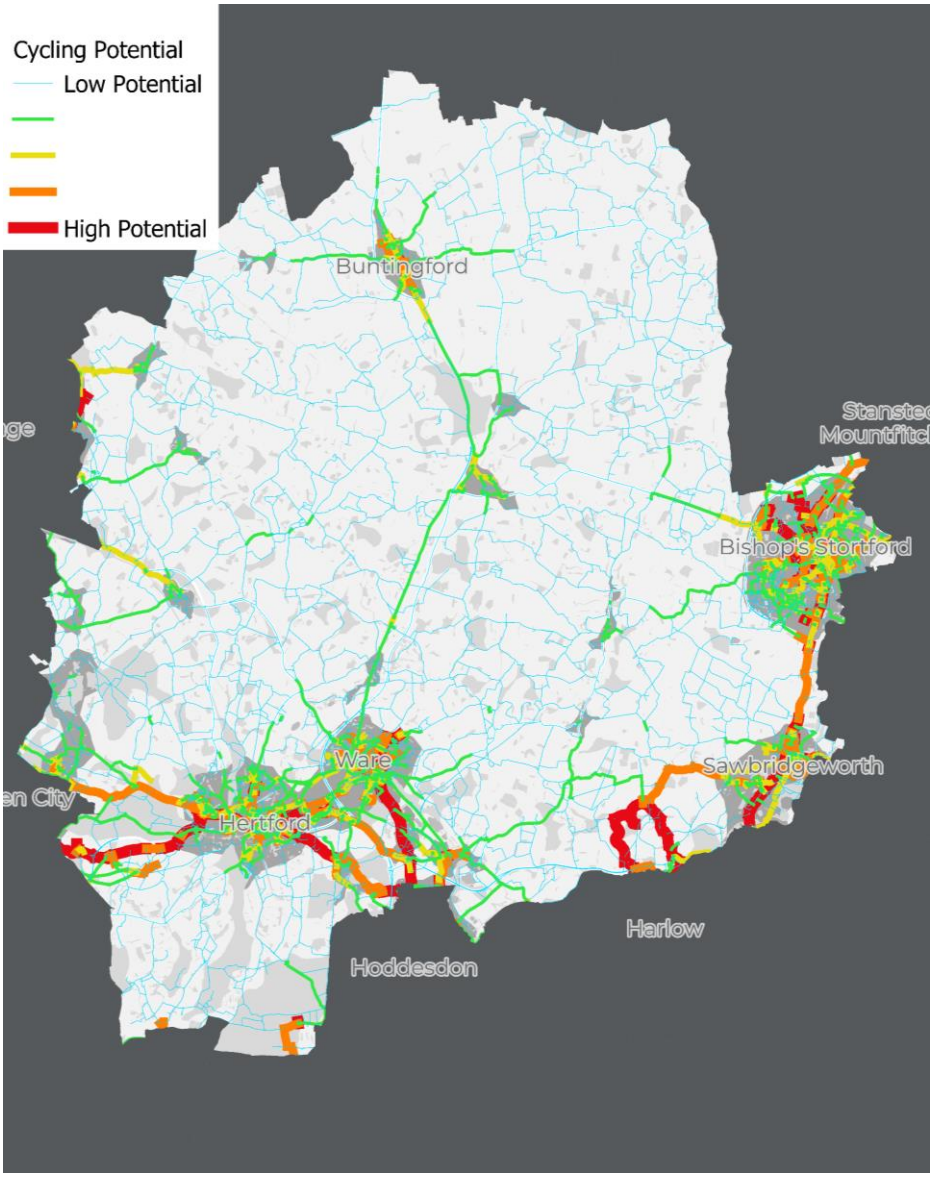

Figure 4-222219 - Cycling Potential GIS Model

4.3.11 Having determined areas where demand is likely highest the next phase of the process is to identify real world routes that can accommodate these desire lines. For example, via existing roads or paths, or identifying opportunities to create new routes.

4.3.12 The importance of each link and route needs to be understood in terms of their overall significance in the network – this will largely relate to the numbers of cyclists that each will cater for in the future. The following hierarchy was therefore applied to the links in the network:

4.3.13 Primary routes are generally those which align with the agreed desire lines and are therefore most likely to cater for the highest level of existing and forecast flows.

4.3.14 Secondary routes are those with lower expected flows of cyclists, generally those links that connect to specific attractors such as schools, colleges and employment sites, or which add to the density and the connectivity of the overall network.

4.3.15 Figure 4-230 illustrates the Draft Network Plan for Cycling, developed as an initial plan based on available data before the network was refined and updated to account for stakeholder feedback.

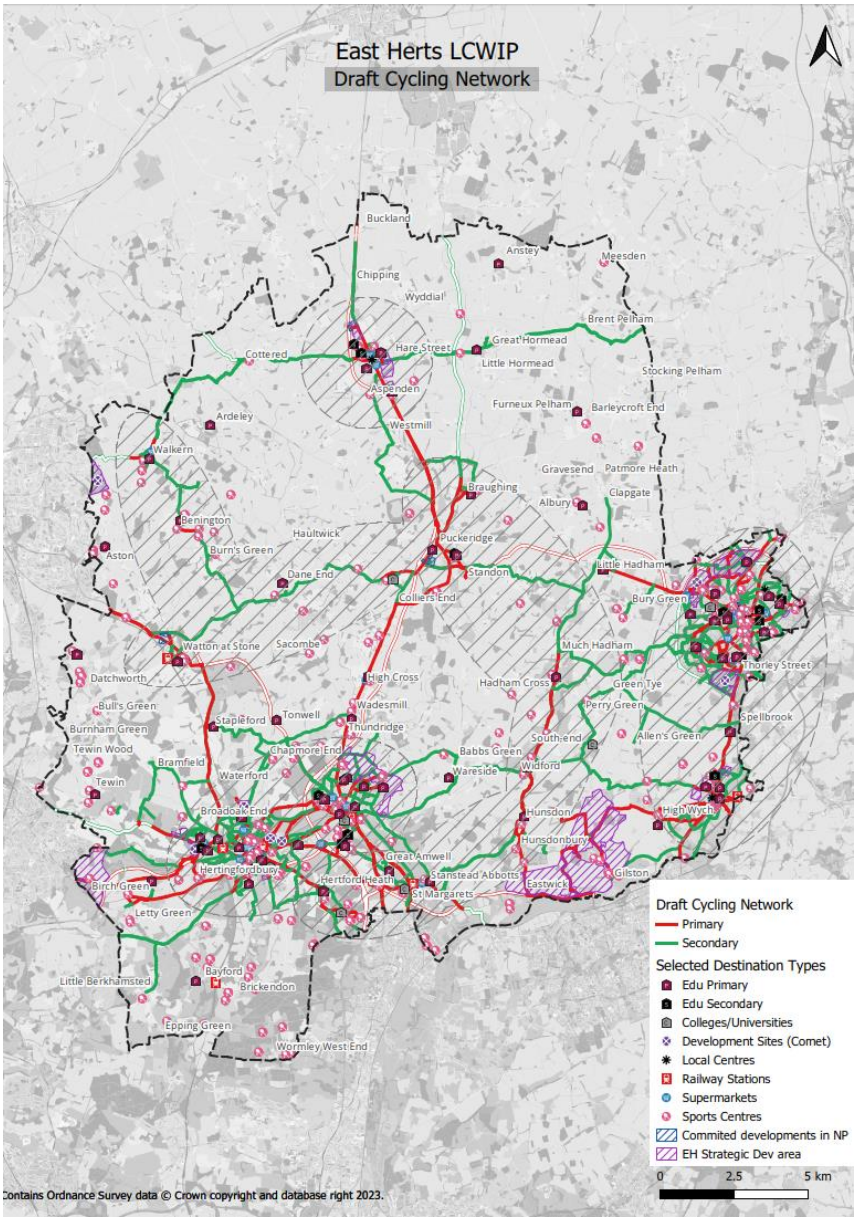

Figure 4-~~232320~~ - Primary and Secondary Cycling Network

4.4 Planning for Walking Networks

Process

4.4.1 Similarly to the cycling network plans, the information gathered in Section 2 was used to develop a draft network plan for walking, with core walking zones and key walking routes. The draft network was presented to stakeholders, amended and then used to determine the relative importance of different routes and thus which routes to audit and develop infrastructure plans for.

4.4.2 A key goal in this stage of the LCWIP was to determine where the greatest propensity for walking exists – where targeted investment in infrastructure can generate more journeys on foot.

4.4.3 The methodology for developing the network plan for walking is shown below in Figure 4-24.

4.4.4 The following section maps the journey taken to develop our proposed walking routes. Various models have assisted the design for East Herts District's LCWIP. These have been mapped alongside the Widen My Path so that infrastructure is to be developed where the community need it most.

Figure 4-242421 - Planning Walking Networks, DfT (2017)

Network Planning

4.4.5 The flow diagram in Figure 4-22 shows the six stages to planning a walking network according to the DfT Technical Guidance for LCWIP design. Each of these stages were undertaken throughout this LCWIP development process.

4.4.6 Similarly to the cycling process, both primary and secondary walking routes have been identified. Core Walking Zones (CWZ's), Figure 42-263, are defined in the LCWIP guidance as: "areas consisting of a number of walking trip generators that are located close together- such as a town centre or business park."

4.4.7 Within CWZ's, all the pedestrian infrastructure should be of a high standard and support journeys for vulnerable users.

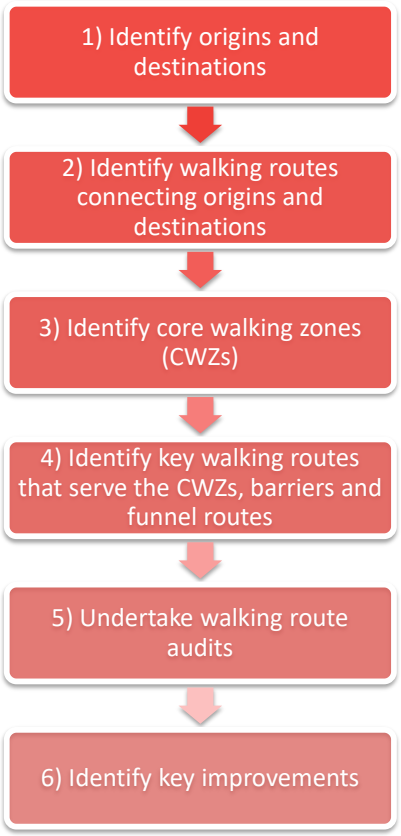

Figure 4-252522 - Walking Network Planning Stages

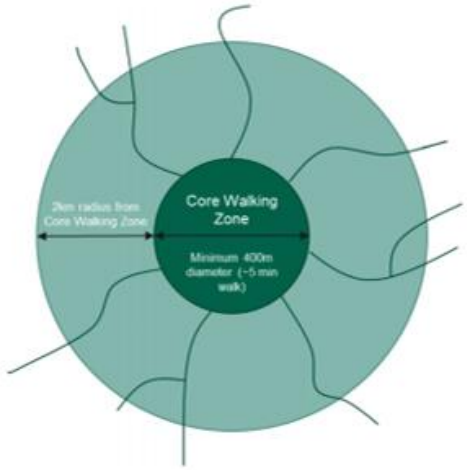

Figure 4-~~26~~2623 - Core Walking Zone

GIS Model - Potential Walking Network

4.4.8 There is low walking potential, up to 100 journeys per day, across the rural areas of the district. Given the nature of the district most of it consists of rural landscapes, whilst the towns are typically concentrated around the southern edge. Unlike with cycling potential, the roads that connect towns have an equally low walking potential to the rural routes in the district.

4.4.9 The highest walking potential is found within the major towns, specifically within Bishop's Stortford, Ware, and Hertford. Buntingford and Sawbridgeworth have slightly lower potential, but it is still significant.

4.4.10 It is acknowledged that not every road or path on the network will be walkable, nor cyclable for the model in Figure 4-27.

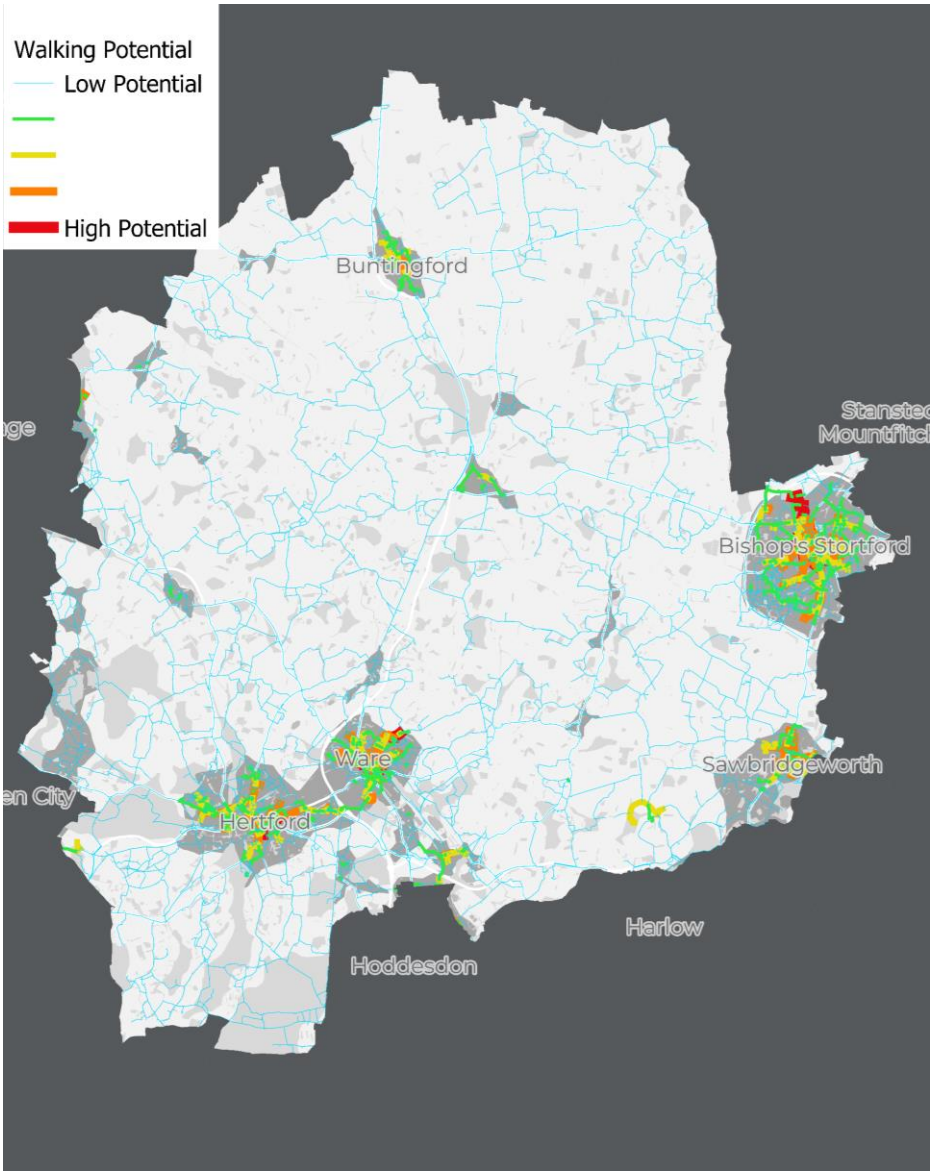

Figure 4-272724 - Walking Potential GIS Model

Public Rights of Way

4.4.11 East Hertfordshire District Council provided WSP with a GIS database of the existing Public Rights of Way (PRoW) across the district, shown in Figure 4-285. This database shows four different classifications: Bridleways, Byways, Footpaths, and Restricted Byways. Each of these are Rights of Way where walking, cycling and horse-riding are permitted and are the main modes of transport. Byways are the only routes where motor vehicles are allowed, although it is not always possible given the infrastructure along these routes.

4.4.12 Footpath and bridleway coverage is extensive across the entirety of the district, with the latter typically concentrated in rural areas whereas footpath coverage is across both rural and urban areas. Hertford and Sawbridgeworth are examples of urban areas with many footpaths but no bridleways.

4.4.13 Byway coverage is limited, and they are only found in rural areas, such as to the east of Walkern or the north of Hunsdon. Restricted byway coverage is equally limited, again found almost solely in urban areas. The exception of this is those found in between Hertford and Ware.

4.4.14 ~~We~~It is noted that there is a total absence of any of the classifications to the south of Buntingford and in a small pocket between Hunsdon and Standon. This could be a result of missing data, or areas of high private land ownership.

4.4.15 In general, there is high coverage across the district. It would be useful if, in future, information on surfacing, walkability, and cyclability of these PRoWs could be logged.

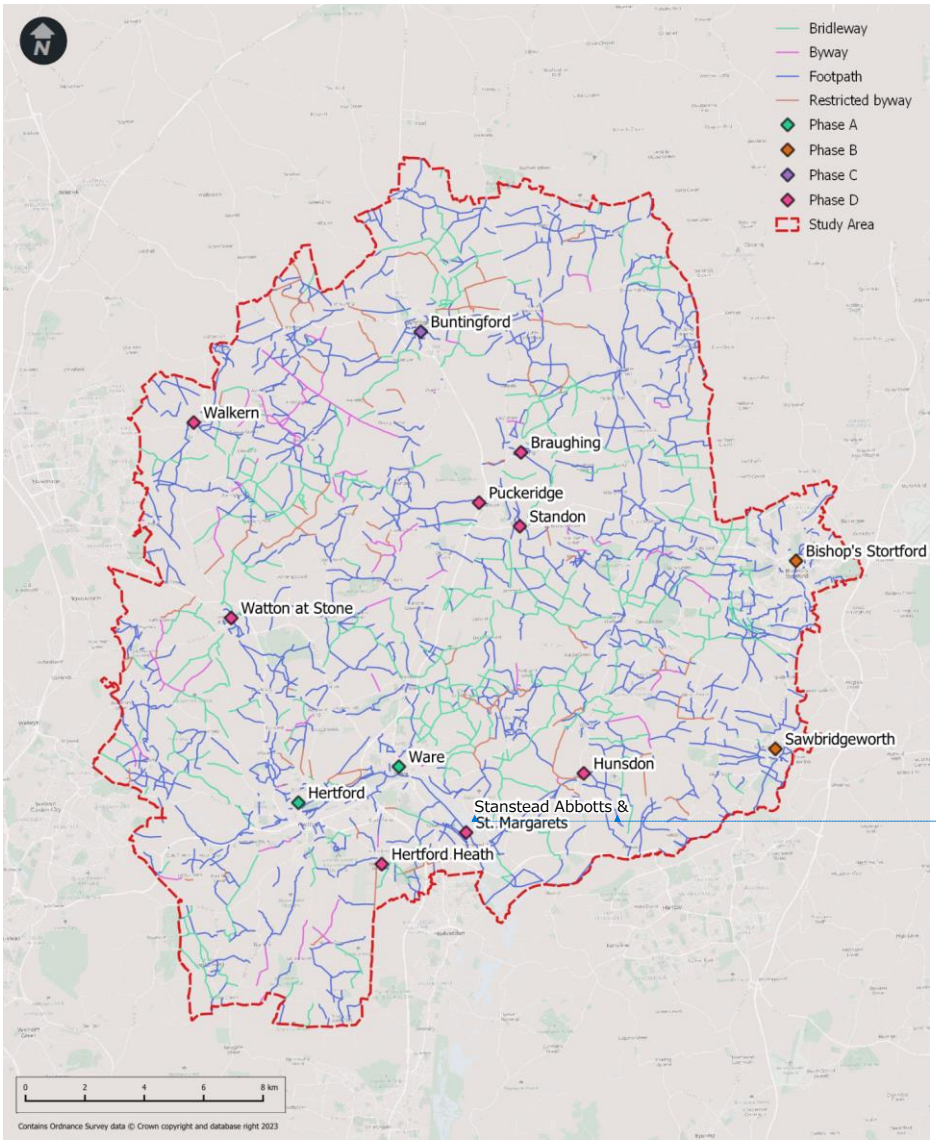

Figure 4-282825 - Public Rights of Way

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4.5 Stakeholder Engagement 2023/24

4.5.1 As part of the walking and cycling network planning phase, two engagement workshops were held with relevant stakeholders and members in July 2023 by East Herts LCWIP Project team comprising of Hertfordshire County Council, East Herts Council and WSP. The first event was a Member workshop held on 6th July 2023 from 7 pm and second was Stakeholder Workshop held on 7th July 2023 from 1 pm onwards via online platform using Miro board and Microsoft Teams

The objective of the engagement was:

- To provide the stakeholders with sufficient information about the LCWIP
- To include local knowledge on the walking and cycling network (including missing key origin destinations)
- To seek feedback on the network plans to inform the next stage of the East Herts LCWIP.

Stakeholder Engagement Process

4.5.2 Stakeholder engagement was carried out for the draft walking and cycling network plans, including the CWZs, to identify the routes along with any preferred alternate alignments. The engagement process was as follows:

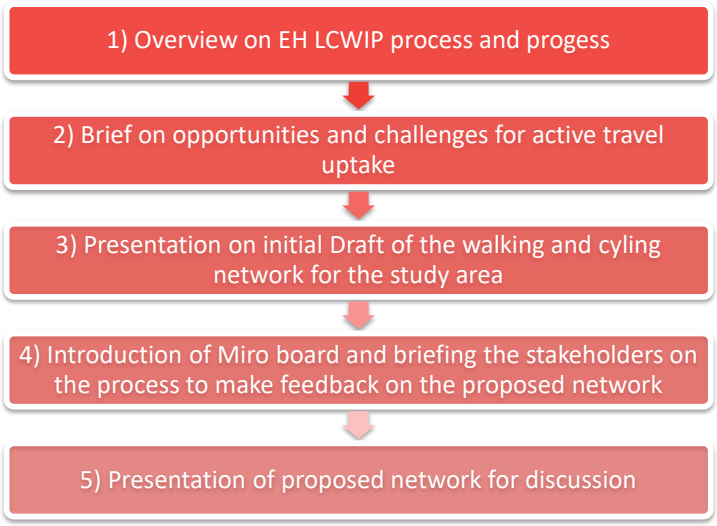

Figure 4-~~292926~~ - Stakeholder Engagement Process

4.5.3 The Miro board was accessible to stakeholders for comments till 18th of August 2023, i.e., the consultation was open for a period of 6 weeks. Around 900 Miro board comments were received along with the feedback received via email.

4.5.4 Organisations, groups and authorities across East Herts, Hertfordshire and England were invited to participate in the engagement process through Workshop 1 and 2. The full invitee list is found in Appendix E.

Stakeholder Engagement Register

4.5.5 All comments received via the Miro board and email were logged in the 'Stakeholder Engagement Register'. Eight comments were received via email for the walking network and 11 for the cycling network. 338 were received via the Miro board for the walking network and 463 for the cycling network. Each piece of feedback logged included the following details:

- 'Comment ID'
- 'Author' name
- 'Organisation' name
- 'Date'- of feedback

- ‘Location and Road name’- for which the feedback is provided
- ‘Hierarchy of road’- primary/secondary
- ‘Comment’- by the Author
- ‘Email/ Miro replies’ to the comments made by the Author
- ‘Action Category’- Categorising the comment received into Possible network action, Definite network action, Land Ownership, Maintenance, Infrastructure, Planning and Others
- ‘WSP Comment’- Addressing the action to be taken for the comment by author
- ‘WSP Action Category’- Addressing the action to be taken for the comment by author

4.5.6 The Stakeholder engagement register allowed for comments to be recorded and addressed. WSP reviewed and addressed all network amendments, seeking input from HCC and EHC. During the assessment some of the general comments included:

- Impact of Gilston to be considered
- The use of opencycle map, which shows Sustrans routes, would be the most effective
- Possibility to use a more detailed base map to illustrate the LCWIP
- Red route connection to Stansted airport
- Possibility of making one-ways in Bishop’s Stortford
- Provision for continuous cycle routes
- Possibility of differentiating the leisure/ fitness routes from other routes
- Ensuring the walk and cycle route chosen to be away from motor vehicle route leading to reduced exposure to air pollution
- Inclusion of Datchworth and Tewin in LCWIP
- Concern about lack of planning for equestrians - ridden horse and horse carriage

Public Engagement

4.5.7 HCC and EHC ran ~~the~~an extended ten-week public engagement (which was originally planned for six weeks) from 8th July 2024 to 20th September 2024, ~~a six-week period,~~ to let the public have their say on the draft walking and cycling network plans. Individual draft maps for the walking network and cycling network were made available to provide the local community with the opportunity to review and comment on the plans. The community were offered opportunities to meet the team and discover more about the walking and cycling plans at events held during the engagement period. Th~~is~~ese included the Hertford – Cars at

the Castle, 2nd June 12-4pm, Ware Carnival, 6th July, Buntingford Outdoor Market, 29th July 11am-3pm, the Bishop's Stortford – Love Parks Event, 30th July 12-3pm and the Sawbridgeworth – Love Parks Event, 1st August 12-3pm. Two separate feedback forms were available on the East Herts ArcGIS website, one for the walking network and another for the cycling network, as shown in Figure 4-27. The eastherts.LCWIP@hertfordshire.gov.uk email address was also available as a line of communication. This stage was managed and coordinated by HCC and EHC.

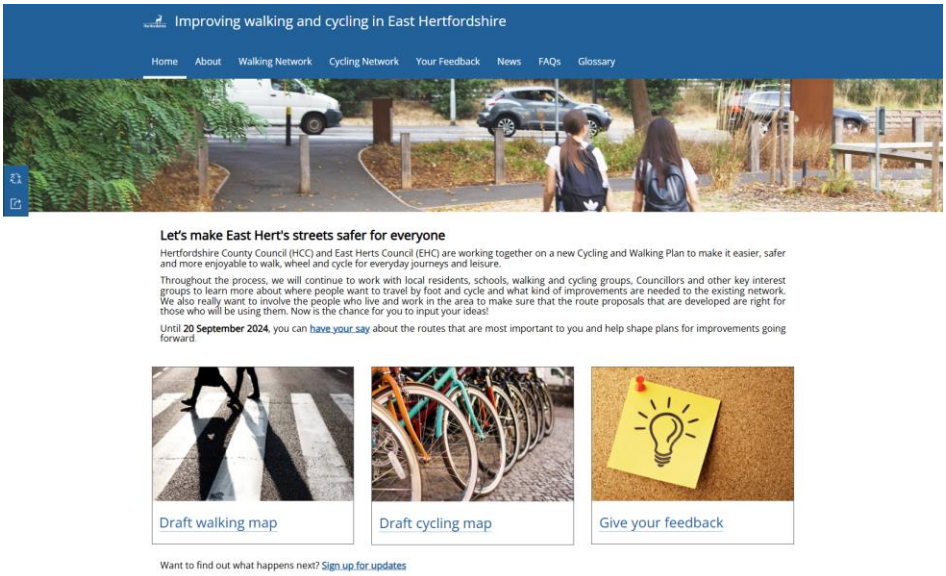

Figure 4-303027 **- LCWIP Public Engagement Webpage**

Following the ~~six~~ten-week extended engagement period, all feedback received was compiled into an Engagement Log, totalling over 1,300 comments. HCC and EHC jointly reviewed each individual comment over a three-month period. The network plans were then revised accordingly, using the feedback to ensure that the plans ~~are~~were developed with the involvement of the people who live and work in the area.

~~4.5.8~~

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5 Route Auditing and Concept Design

5.1 Route Auditing

Overview

5.1.1 Once the network plans were updated following stakeholder comments, a priority network of primary walking routes in East Herts were audited by the LCWIP project team. A decision around which of the primary walking routes were taken forward to audit on the ground in person was made with HCC and EHC officers, based primarily on their strategic importance and comments received during Public Engagement from the residents, interest groups and local Councillors.

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5.1.2 Due to the large geographical extent of the district, it was not possible within the resource limitations of the LCWIP for all routes to be individually audited on the ground. Therefore, some primary, and all of the secondary, walking and cycling routes were omitted from the audit process. It is to be noted that some of the non-audited routes are still the subject of other HCC work and will be examined as part of other projects.

5.1.3 On-site audits were undertaken on the agreed routes in two phases: Phase 1 in February and Phase 2 in October and November 2024 by trained WSP, EHC and HCC personnel (majority WSP with EHC and HCC undertaking audits in the Group 1 villages). WSP helped to train EHC and HCC officers to build their confidence in the auditing process and enable them to be able to undertake audits independently. Using the DfT's Walking Route Audit Tool (WRAT), a total of 73.7kms were audited for walking. Using the Route Selection Tool (RST), 62.4kms were audited for cycling within the study area. It is to be noted that there is some crossover, as a number of the 63 routes were audited for both the walking network and the cycling network. It is also to be noted that, following the public consultation which concluded in November 2025, a further two walking routes were audited.

5.1.4 Walking Route Audit Tool (WRAT)

This tool assesses existing infrastructure on the routes against five core design outcomes for pedestrian infrastructure: attractiveness, comfort, directness, safety, and coherence. The WRAT process considers the needs of all users, including vulnerable pedestrians, such as those who are older; visually impaired; mobility impaired; hearing impaired; with learning difficulties; buggy users or children. The process of scoring routes against the criteria in the

WRAT identified issues (e.g., lack of crossing points) which informed the identification of infrastructure solutions (e.g., new zebra or signalised crossings). The assessors are also experienced in conducting safety inclusion assessments which focus on identifying improvements through a gender inclusive lens. These insights were integrated into the infrastructure improvements

5.1.5 Route Selection Tool (RST)

The tool was used to assess the suitability of a route in its existing condition against the core design outcomes of directness, gradient, safety, connectivity, and comfort. The process of scoring routes against the criteria in the RST identified issues (e.g., cyclists mixing with high volumes of traffic) which informed the identification of infrastructure solutions (e.g., segregated infrastructure). The RST also identified critical issues at junctions to be addressed.

Methodology

5.1.6 Route auditing followed the below steps identified in Figure 5-1.

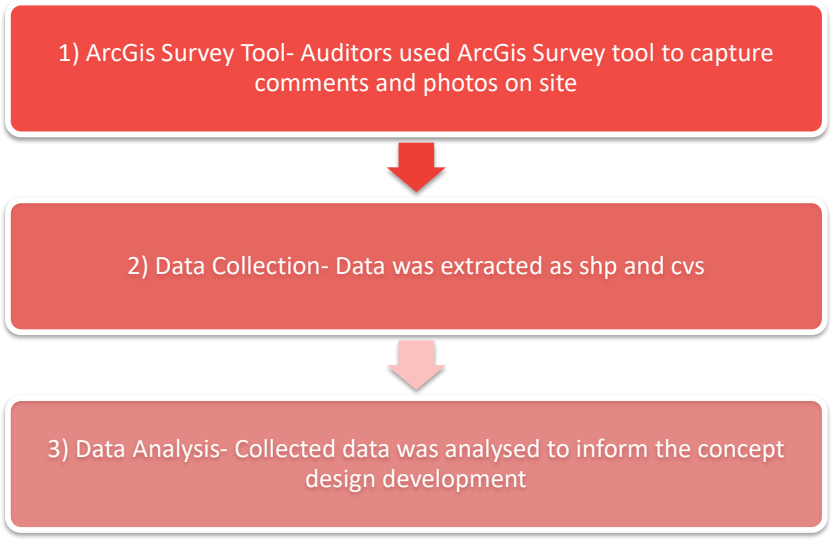

Figure 5-1 - Route Audit Methodology

5.1.7 Infrastructure Development Plan Preparation

Once route audits were complete; infrastructure improvement plans were developed for these walking and cycling routes. The improvements identified in this report are high level at this point and have not been taken through the design stages. The following pages provide an overview of the varying infrastructure improvements which have been considered for East Herts.

~~5.1.7~~5.1.8 Optioneering, Project Validation & ~~Infrastructure Development Plan Preparation~~Feasibility

It should be noted that a number of key schemes within East Herts have not progressed through the full auditing and ranking stages which are ordinarily used in the development of the LCWIP. This is because these schemes have already been the subject of other pre-existing workstreams outside of the LCWIP and have been progressing independently through project validation, feasibility work, or preliminary design, and in several cases already feature in existing programme rankings or have secured funding, including Section 106 contributions. The following summaries outline the current status and purpose of each of these separate schemes and highlights their alignment with wider LCWIP objectives.

Cycle Route North, Bishop's Stortford, is currently undergoing a feasibility study commissioned by Bishop's Stortford Town Council and undertaken by Walk Wheel Cycling Trust (formerly SUSTRANS). The scheme proposes a traffic-free route through parkland, connecting Rye Street in the north of the town with Grange Paddocks Leisure Centre and providing further links towards the town centre. Its intention is to offer residents of new housing developments and nearby schools a safe and accessible alternative to the narrow and fast-moving highway network.

North Street, Bishop's Stortford, has been the subject of concept design work commissioned by the Bishop's Stortford Business Improvement District, with support from the Town Council, to explore opportunities for public realm enhancement and traffic management changes. The work proposes measures including the weekend closure of part of North Street to vehicles to create expanded pedestrian space and permanent alterations to traffic flow to reduce rat-running between North Street and South Street, thereby decreasing vehicle dominance and improving pedestrian accessibility. Hertfordshire County Council and East Herts Council remain engaged in the ongoing development of this scheme.

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Ware Road, Hertford, has been the focus of a project validation exercise undertaken by Hertfordshire County Council to assess improvements to pedestrian movement between Hertford East Station and the town centre. This work generated several viable options to enhance comfort, safety, and accessibility for people walking along this key corridor, and the scheme has secured Section 106 funding to support its next stages of development.

Park Road, Ware, has been subject to feasibility work examining opportunities to improve pedestrian accessibility and comfort along Park Road and within the surrounding area. The intention of the scheme is to strengthen connections to the Ware towpath and improve access to nearby businesses and schools. Some Section 106 funding has been allocated to enable further development of this work.

Hertford East Station, Hertford, is undergoing design options to develop a scheme aimed at improving pedestrian access to the train station. This includes proposals for new crossing facilities and upgraded footways. The scheme has benefits from secured Section 106 funding which will support the development of this scheme to the final design stages. The highway outside of Hertford East Station is the sole entry point for the homes and businesses off Mead Lane, and the S106 agreement stipulates an emergency access provision throughout construction and post implementation.

Active Travel Phase 1 and Phase 2, Buntingford, represent a phased approach to improving walking and cycling infrastructure within the town. Phase 1, funded by Active Travel England and constructed in 2023, delivered a shared-use path along London Road and Station Road together with upgraded crossing facilities. Phase 2 has been developed to extend walking and cycling infrastructure into the town centre and is also funded by Active Travel England, with a public consultation on the scheme which concluded 26 April 2026.

~~5.1.8~~ London Road, Hertford Heath, has previously been assessed through the exploration of routing options to improve active travel connections between Hertford Heath and Hertford. The proposals aim to improve access to local schools and employment sites for residents travelling on foot or by cycle. Some of the options considered would require land acquisition to meet current design and policy standards, and further scheme development will be dependent on securing additional funding. ~~Once route audits were complete, infrastructure improvement plans were developed for these walking and cycling routes. The improvements identified in this report are high level at this point and have not been taken~~

through the design stages. The following pages provide an overview of the varying infrastructure improvements which have been considered for East Herts.

5.2 Walking and Cycling Network

5.2.1 61 of the 63 prioritised routes were audited for the walking network, using the WRAT, whilst 38 of the 63 routes were audited for the cycling network using the RST. The list of routes, along with their location, length and network category, are shown in Table 5-1 below. Note that many of the routes within the cycling network are longer than those in the walking network, since it is expected that cyclists will often be travelling longer distances than pedestrians. Figure 5-2 shows a map of the audit routes.

Table 5-1 – Prioritised Walking and Cycling Network

Route	Area	Length	Walking/Cycling
Hertford 1	Hertford	7.2km	Walking and cycling
Hertford 2a	Hertford	760m	Walking and cycling
Hertford 2b	Hertford	1.4km	Walking and cycling
Hertford 3	Hertford	1.8km	Walking and cycling
Thieves Lane	Hertford	493m	Walking
Welwyn Road	Hertford	710m	Walking
Royston Close to North Road	Hertford	132m	Walking
Sacombe Road	Hertford	402m	Walking
Hertingfordbury Road North / Southbound	Hertford	143m	Walking
Hertingfordbury Road East / Westbound	Hertford	373m	Walking
Hertford to Ware Tow Path	Ware	6.3km	Walking and cycling
Ware 1	Ware	4.6km	Walking and cycling
Ware 2	Ware	5.0km	Walking and cycling
Bishop's Stortford 1	Bishop's Stortford	1.7km	Walking and cycling
Bishop's Stortford 2a	Bishop's Stortford	2.0km	Walking and cycling

Route	Area	Length	Walking/Cycling
Bishop's Stortford 2b	Bishop's Stortford	1.2km	Walking and cycling
Bishop's Stortford 3	Bishop's Stortford	1.6km	Walking
Dunmow Road	Bishop's Stortford	370m	Walking
Rye Street / Meadowlands	Bishop's Stortford	2.0km	Walking
Newtown Road	Bishop's Stortford	964m	Walking and cycling
London Road	Bishop's Stortford	333m	Walking
Thornbera Gardens	Bishop's Stortford	217m	Walking and cycling
Dane Street	Bishop's Stortford	273m	Walking and cycling
Cemetery Road	Bishop's Stortford	519m	Walking and cycling
Apton Road	Bishop's Stortford	20m	Walking and cycling
Magnaville Road	Bishop's Stortford	228m	Walking and cycling
Whittington Way	Bishop's Stortford	203m	Walking and cycling
Obrey Way	Bishop's Stortford	609m	Walking and cycling
Norfolk Way	Bishop's Stortford	395m	Walking and cycling
Park Avenue	Bishop's Stortford	192m	Walking and cycling
Bishop's Avenue	Bishop's Stortford	285m	Walking and cycling
Hayley Bell Gardens	Bishop's Stortford	237m	Walking and cycling
Pig Lane	Bishop's Stortford	528m	Walking
Bishop's Stortford - Sawbridgeworth	Bishop's Stortford	4.8km	Walking and cycling
Sawbridgeworth 1	Sawbridgeworth	1.8km	Walking and cycling
Sawbridgeworth 2	Sawbridgeworth	656m	Cycling
Sawbridgeworth 3	Sawbridgeworth	895m	Walking
High Wych Road/Bonks Hill/ London Road	Sawbridgeworth	996m	Walking
London Road	Sawbridgeworth	428m	Walking

Route	Area	Length	Walking/Cycling
Bell Street	Sawbridgeworth	261m	Walking
West Road – Sawbridgeworth	Sawbridgeworth	678m	Walking
Cambridge Road – Sawbridgeworth	Sawbridgeworth	583m	Walking
Buntingford 1	Buntingford	469m	Walking
Buntingford 2	Buntingford	758m	Walking
Bowling Green Lane and Norfolk Road	Buntingford	950m	Walking
High Street	Buntingford	869m	Walking
A10 between Puckeridge and Buntingford	Buntingford	4.7k	Walking and cycling
Braughing 1a	Braughing	875m	Walking and cycling
Braughing 1b	Braughing	1.6km	Walking and cycling
Hertford Heath 1	Hertford Heath	1.4km	Walking and cycling
Hunsdon 1	Hunsdon	799m	Walking and cycling
Hunsdon 2	Hunsdon	233m	Walking
Much Hadham 1	Much Hadham	1.1km	Walking and cycling
Hadham Road	Much Hadham	3.3km	Cycling
Station Road	Standon and Puckeridge	1.2km	Walking
Puckeridge 1	Standon and Puckeridge	1.8km	Walking and cycling
High Street	Standon and Puckeridge	230m	Walking
Stanstead Abbotts 1	Stanstead Abbotts	597m	Walking
Watton-at-Stone 1a	Watton-at-Stone	821m	Walking and cycling
Watton-at-Stone 1b	Watton-at-Stone	779m	Walking and cycling
Watton-at-Stone 2	Watton-at-Stone	655m	Walking
High Street	Watton-at-Stone	403m	Walking and cycling
Clappers Lane	Watton-at-Stone	244m	Walking

Route	Area	Length	Walking/Cycling
Walkern Road	Watton-at-Stone	398m	Walking and cycling
Walkern 1	Walkern	1.1km	Walking and cycling

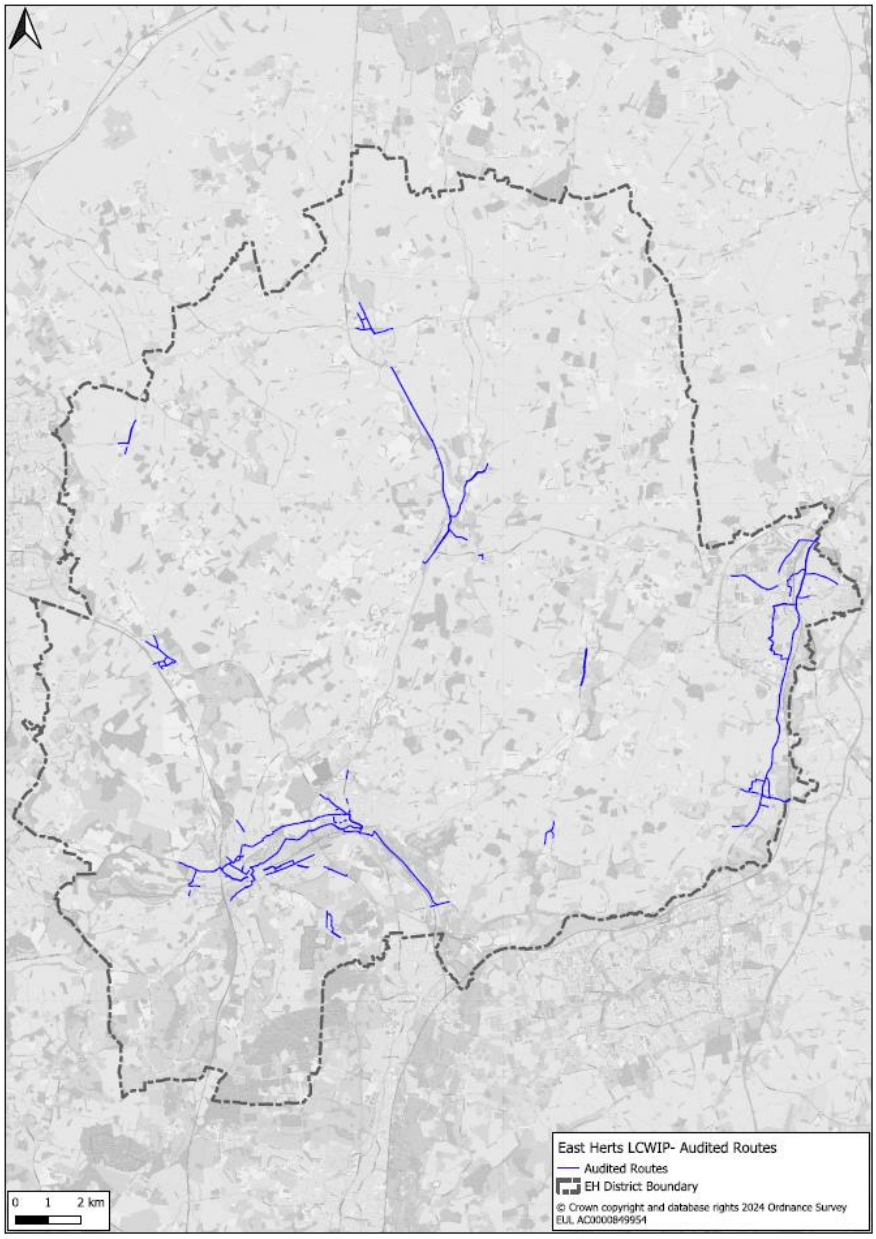

Figure 5-2 - Audit Routes

5.3 Walking and Cycling Infrastructure Improvements

5.3.1 Following the route audits, auditors generated plans of the high-level infrastructure improvement that could be designed to enable significant mode shift to walking and cycling. This was originally done individually by auditors (i.e., walking infrastructure improvements were generated separately from cycling infrastructure improvements). The plans were reviewed to ensure that there are no contradictions where the walking and cycling routes overlap and combined into draft infrastructure plans covering the following areas: Hertford and Ware; Bishop's Stortford and Sawbridgeworth; Buntingford; and the Group 1 Rural Villages. The final versions of these plans can be seen in Appendices C and D, in map and list format respectively.

5.3.2 The completed and detailed walking and cycling audit forms are not included in this report but have been retained by HCC for use when schemes are taken forward.

5.3.3 The completed walking audit forms (and associated documentation) contain the detailed information on what specific footway improvements (e.g. widening, resurfacing, lighting) would be needed where in order to bring the infrastructure in line with current best practice. The plans shown in Appendices C and D do not go into this level of detail for footway improvements as this is simply too much information to convey in the report format. The plans in the report and appendices instead identify the locations where footway improvements are needed (without specifying precisely what form these may take), alongside the locations where there is a need for new/improved crossings and other relevant walking (and cycling) infrastructure.

5.3.4 In terms of cycle infrastructure, more detail of the suggested improvements is contained in this report and its appendices. Specific design details are not included (for example bus stop treatments where segregated cycleways are proposed) but general principles and assumptions are given where possible.

5.3.5 The infrastructure improvements identified in this section of the report have not been taken through feasibility design. Rather, they are concepts of the types of infrastructure which are believed possible, should be investigated further and, if implemented correctly and in appropriate packages, should bring about modal shift. For example, where segregated cycle lanes are proposed on bus routes, the design used will require comprehensive optioneering and consultation to determine the appropriate treatment at each specific location.

5.4 Intervention Types

5.4.1 Information on each type of intervention shown in the infrastructure plans is given below:

- **Minor junction improvement:** Where a need for minor junction improvements has been identified at side roads or mini roundabout, this typically denotes a need to build out the footways (to tighten junction geometry, reduce turning speeds and shorten crossing distances) and add dropped kerbs and/or tactile paving where missing. In some cases, these improvements could be complemented by other measures, such as raised tables, continuous footway or cycleway crossings, or to replace them with unsignalised priority T-junctions, especially where there are double mini roundabouts.
- **Medium junction improvement:** At mid-size junctions, improvements typically denote a need for pedestrian crossings and protected cycle infrastructure on the approach legs, for example providing Advanced Stop Lines (ASL) that improve visibility and safety for cyclists ahead of queuing vehicles. In some cases, this might mean signalising the junction. Other medium junction improvements can involve providing step-free access over existing footbridges or replacing existing bridges with ground-level crossings.
- **Large junction improvement:** At large junctions where a need for junction improvements has been identified, this typically denotes a need for pedestrian crossings and protected cycle infrastructure on all arms. At particularly large junctions this might mean a Dutch-style roundabout (with parallel crossings on each arm). Some large junctions which are roundabouts may need converting to signalised crossroads or other forms of signalised junction to be able to provide the required improvements to pedestrians and cyclists.
- **New / improved pedestrian crossing:** Where these are included in the plans, this denotes providing new priority (controlled) crossings for pedestrians to reduce severance or improving existing crossings. In some cases, this might mean installing new zebra or signalised pedestrian crossings. In other cases, this may refer to improving an existing crossing, for example by increasing the green time available at signalised crossings or replacing informal traffic island crossings with zebra crossings. This has the added benefit of reducing pinch points on the carriageway for cyclists.

- **New / improved pedestrian and cyclist crossing:** Where these are included in the plans, this denotes providing new priority (controlled) crossings for pedestrian and cyclists. In some cases, this might mean installing a new parallel crossing, or a new signalised pedestrian and cycle crossing (ideally not toucan crossings as these rely on shared use which is discouraged in LTN 1/20). In other cases, it might mean improving an existing crossing, for example by upgrading a zebra crossing to a parallel crossing which cyclists can also use.
- **Potential areas for traffic filtering:** Areas in which traffic filtering is suggested are areas in which there is a need for reduced traffic volumes and/or speeds. Methods of implementing this include traffic filtering using modal filters, banned turns, or one-way systems. Bus filters/bus gates can also be suggested. These prevent non-bus motor traffic from entering a road. They can use various enforcement measures including signage, rising bollards and traffic signals. LTN 1/20 guidance recommends that bus gates and bus-only roads are by default accessible by cyclists; cycling infrastructure has been considered where bus filters are recommended.
- **Footway improvements:** This could refer to a number of different types of footway improvement. It could denote ensuring footways have 1.5m clear width to allow wheelchairs and buggies to pass, widening and/or relocation of permanent/temporary footway obstructions as necessary (including footway parking). It could also denote resurfacing to fix surface issues (patching, trenching, uneven surfaces, trip hazards), lighting improvements, and/or the removal of excess bollards, guard railing and vegetation.
- **Segregated cycleway:** This denotes the addition of LTN 1/20 compliant segregated cycle facilities such as kerb-segregated tracks, stepped cycle tracks, footway level tracks, off-road cycle tracks or lightly segregated cycle lanes (whichever is judged most suitable in feasibility design). It also includes the necessary traffic calming and speed limit changes need to make the route LTN 1/20 compliant, as well as any necessary bus stop redesign (i.e.~~,~~ to bus stop bypass or shared use bus border) resurfacing, wayfinding, and gulley cover replacement as necessary. Generally, where this is shown on the plans, a single red line will refer to a one-way cycle facility on both sides of the road. In some cases, e.g. where there are more space limitations, a two-way track on one side of the road may be preferable. ~~Indications of where this may be~~

~~the case have been given in text boxes on the plans in separate document, but a~~All options should remain open for investigation at the feasibility design stage.

- **Shared-Use Paths/Footways:** These denote sections of routes where cyclists can use the footway as their main travel corridor rather than the carriageway. These are typically suggested in locations where the highway is spatially constrained or where available road space needs to be used for other measures such as bus priority. Footways with shared-use facilities are anticipated to have relatively low numbers of pedestrians (up to 300 pedestrians per hour). Where a shared-use facility carries up to 300 cyclists per hour, the footway width should be a minimum of 3.0m. Where the facility carries over 300 cyclists per hour, footway width should be a minimum 4.5m to reduce the risk of conflict.
- **Mixed Traffic Cycling:** Cyclists are likely to be able to cycle on-carriageway under mixed traffic conditions on roads with light traffic flows (up to 2,500 vehicles per day) and low speeds (up to 20mph). Where mixed traffic has been recommended in the infrastructure plans, crossings and junction treatments have also been recommended to maximise user safety and ease connections to local networks. Most cycling on mixed traffic route segments will take place without any specific cycling infrastructure. Mixed traffic has been suggested in predominantly space constrained highways where the existing road conditions are assumed to be safe enough to support cycling under mixed traffic conditions.
- **Suggested Alternative Cycle routes:** Alternative route alignments have been recommended in places where existing constraints limit the ability to achieve LTN 1/20 standards. This has been identified along a link between Hertford and Ware following a PRoW, along Hadham Road outside Bishop's Stortford, in Sawbridgeworth connecting West Road and Cambridge Road.
- **Scheme Under Development:** This shows existing walking and cycling projects that are either in the planning stage or committed to in separate studies. It is important to show these links to ensure that this LCWIP focuses on connectivity to existing and planned sites.

5.4.2 Finally, the plans also show existing Rights of Way and National Cycle Network routes, and existing shared footways. In some cases, these are of a decent standard and upgrading them should not be an immediate priority (in favour of instead creating new infrastructure).

In other cases, some improvements to these have been suggested on the plans (both through other infrastructure proposed and suggestions in the textboxes).

5.5 Workshop 2: Member and Stakeholder Engagement 2025

5.5.1 The two draft infrastructure plans (showing proposed prioritised walking and cycling routes) were presented to members and key stakeholders in a third and final round of stakeholder engagement in March 2025. The purpose of this third period of engagement was to inform the stakeholders about the infrastructure improvements identified and give stakeholders an opportunity to comment and provide additional improvements that could be considered. Stakeholders were also shown updated network plans which had been amended in light of information received following stakeholder feedback from the second period of engagement, as well as the subsequent public engagement responses.

5.5.2 As with the second round of stakeholder engagement, feedback was primarily obtained using the online engagement platform (ArcGIS online). Access to the ArcGIS online survey was available for two weeks after the workshop to ensure all stakeholders had an opportunity to review the materials and leave comments. Stakeholders were also given the option to provide feedback via email.

5.5.3 A wide range of organisations and members were invited to attend the workshops, and comments were left by representatives from across these groups.

5.5.4 Members from disability groups were invited to engage (please see Appendix E for full list), however, there was no attendance from these members of the community in Workshop 2.

5.5.5 Stakeholders provided valuable feedback with 208 comments received online and additional emailed responses in relation to the infrastructure plans, including:

- Whether they were supportive of particular infrastructure or not
- Potential issues and opportunities which might be associated with implementing the infrastructure
- Further issues and opportunities for active travel (some of which were not raised in the first period of engagement)
- Suggestions for additional routes and infrastructure

5.5.6 A number of valuable comments were also made with regards to infrastructure improvements in areas not included in the infrastructure plans. While these were not in

scope for this iteration of the LCWIP, the comments have been recorded and acknowledged as part of this process.

~~5.6~~5.6 Public Consultation 2025

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~~5.5.7~~5.6.1 Following the consideration of responses to the public engagement held in 2024 and subsequent member and stakeholder feedback to the route prioritisation engagement in 2025, the two councils worked jointly to shape a final draft of the document and mapping for public consultation purposes. The LCWIP schemes were refined and prioritisation included, with costings applied to the highest rated routes.

~~5.5.8~~5.6.2 The public consultation version of the LCWIP was presented to members from all three tier authorities and stakeholders through briefings held on 17 and 18 September 2025, respectively, ahead of the launch of full public consultation.

5.6.3 A six-week full public consultation was then undertaken between 25 September and 05 November 2025. Both councils' communication teams promoted the event both prior and during the consultation period through numerous publicity methods.

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5.6.4 As part of the consultation strategy a number of public events were organised so that officers, supported in several cases by local members, could raise awareness and discuss the proposals face to face with the public.

5.6.5 Public events were held with stalls set up with relevant material and tablets to enable input on-site in each of five of the towns in the district. Single events were held in Sawbridgeworth 27 September, Buntingford 29 September, Hertford 11 October and Ware 13 October. Although officers were in attendance and met with people and businesses in Bishop's Stortford on 04 October, due to gales the planned event was unable to have a stall presence, so a second full event was held in the town on 01 November.

5.6.6 Further to the public events, a total of 81 schools across East Herts were also engaged during the LCWIP development process. This outreach encompassed all state schools within the district's boundary, with a focus on ensuring consistent messaging, accessible information, and opportunities to contribute feedback.

5.6.7 In addition to districtwide communications, 11 priority schools received an enhanced level of engagement due to their proximity to proposed priority walking and cycling routes.

5.6.8 Following the close of the consultation a total of 444 comments were received. These comments comprised:

- 269 comments made online
- 149 via email
- 26 issues raised at events (which may have been raised by more than one person)

5.6.9 The assessment of the responses to the public consultation by both councils led to the refinement of the previous walking and cycling networks, as appropriate, as well as two additional walking route extensions being audited in Sawbridgeworth and Buntingford.

5.6.10 The public consultation responses have been captured in a way that will enable future scheme delivery to easily identify specific points raised around issues that need addressing and suggested potential solutions, where such information was provided, for any given mapped location.

~~5.5.9~~

~~5.6~~5.7 Proposed Infrastructure Improvements

~~5.6.1~~5.7.1 Following the third round of member and stakeholder engagement, the draft infrastructure improvements were finalised and infrastructure plans were produced. These plans were subject to public consultation between September and November 2025.

~~5.6.2~~5.7.2 The~~se~~ final versions of the plans consider the relevant comments from all member and stakeholder engagement sessions, public engagement, public consultation, the results of all audits, and further internal discussions between HCC and EHC officers. It is important to note that where stakeholders expressed opposition to certain infrastructure, this has not necessarily resulted in removal of the infrastructure from the plans unless this opposition was informed by a particular technical or political constraint which could not feasibly be overcome. Moreover, it is important to note any infrastructure identified in this LCWIP would undergo additional stakeholder and public consultation, as appropriate, in due course as

part of the standard design and development process for schemes at a more detailed level – allowing a fuller picture of support/opposition to be developed at that time.

~~5.7~~5.8 Rural Connectivity

~~5.7.1~~5.8.1 As discussed previously in this report, there are certain routes within the East Herts district that have not been audited as part of this stage of the LCWIP but are nonetheless key to active travel plans in the district. Many of these routes are in fact already undergoing some form of analysis and/or development as part of separate projects. For example, a number of improvements in Bishop's Stortford and Sawbridgeworth are in the proposals for the HCC Stanstead to Rye House Cycle Route study, such as links along Cemetery Road and Warwick Road.

~~5.7.2~~5.8.2 The WARE2 emerging development has also identified several improvements to the cycle network through infrastructure upgrades, such as those along Ware High Street. Since many of these improvements are being brought forward through these other workstreams, this LCWIP has focused on routes and connections elsewhere which are a priority for creating mode shift.

~~5.7.3~~5.8.3 This LCWIP has reviewed connections within and between the key urban areas discussed along with the key rural villages identified in Phase D. The study also considers the potential for cross border connections to other areas in Hertfordshire and Essex. Where possible, the LCWIP routes developed for East Herts have been designed to connect into neighbouring LCWIP routes. Although many of these cross-boundary routes are rural, so future iterations of this LCWIP will explore more strategic rural connections than has been possible at this stage.

~~5.8~~5.9 Final Network Plans for Walking and Cycling

~~5.8.1~~5.9.1 The network plans have been revised following each round of workshops and public engagement and consultation, to reflect the feedback received.

~~5.8.2~~5.9.2 All rail stations, town centres and schools are connected to the networks with either primary or secondary routes.

The final network plans for both walking and cycling for all Phase areas can be found in Appendix F.

6 Route Costing and Prioritisation

6.1 Approach to Route Costing

6.1.1 Each infrastructure improvement or 'scheme' was given a high-level costing estimate based on typical unit costs by type of infrastructure. Indicative costs were sourced from LCWIP guidance and reference schemes in Hertfordshire and nearby counties and are the same as those used in the North Hertfordshire, Stevenage and Welwyn Hatfield LCWIPs. They are given in Table 6-1.

Table 6-1 - High Level Cost Estimate by Infrastructure Type

Infrastructure	Cost
Shared Use Path	£216,000.00 per km
Mixed Traffic Cycling	£71,000.00 per km
Footway Improvements	£200,000 per km
Traffic Calming	£350,000 per km
New / Improved Pedestrian Crossing	£65,000
New / Improved Pedestrian & Cycle Crossing	£65,000
Minor Junction Improvement	£30,000
Medium Junction Improvement	£500,000
Large Junction Improvement	£1,580,000

6.1.2 It is very important to note that these costs are high level approximations of construction costs only for indicative purposes. They do not account for inflation and do not include design, risk, and contingency costs. They also do not account for optimism bias. All these elements can add significantly to the estimates as individual schemes progress. Further feasibility design work accompanied by a more detailed costing process will be needed for any scheme which is being considered for funding or further development. This includes additional considerations, including matters such as land acquisition.

6.2 Approach to Route Prioritisation

6.2.1 Individual infrastructure improvements were grouped to form a selection of 'prioritised routes', which combine all the infrastructure improvements on an alignment – including both pedestrian and cycling improvements. Each route was considered in terms of its alignment and the infrastructure proposed and then scored in terms of:

- How likely walking and cycling trips are to increase in this location (based on the GIS models introduced in Section 4)
- How well it fits with the strategic road network
- How well it supports the strategic fit, connecting to routes which are allocated growth and development areas in line with the East Herts' District Plan or relevant Neighbourhood Plans
- How well it supports access to educational facilities
- Whether it supports access to jobs
- How well it aligns with LTN 1/20
- How technically feasible it is likely to be
- Its dependency on other schemes and projects

6.2.2 The total scores of each were then used to rank the routes/groups in a prioritised list. Concurrently, the costs of individual infrastructure items were summed to create an indicative total cost for each prioritised route/group, although cost has not factored into the prioritisation of routes/groups.

6.2.3 The likely level of stakeholder support was considered as a metric, but there is not enough information available at this stage to accurately quantify and score this. As such, this measure has not fed into the prioritisation process at this stage. Further stakeholder engagement, as appropriate, will be undertaken for individual schemes in due course before any routes are taken forward through design and implementation.

6.2.4 The costed, prioritised list of routes can be seen in separate document Appendix D.

6.3 Scoring Criteria and Ranges – Multi criterial analysis tool (MCAT)

6.3.1 Different scoring ranges were given for the criteria, based on their perceived relative importance. Details of the scoring ranges of the different criteria are outlined in Table 6-2, along with a commentary of how they were scored. At this stage, no additional weighting was applied to the criteria.

Table 6-2 – Scoring Criteria and Ranges

Criteria	Range	Description of How Scheme Was Scored
Increase in walking & cycling trips	0 to 2	Locations of proposed route were compared against the outputs from the relevant LCWIP GIS Model run (e.g. footway improvements were compared against the walking model output; segregated cycleways were compared against the cycling model outputs). Where outputs indicated higher potential for trips, higher scores were given. The GIS models factored in allocated growth and development areas in line with the East Herts' District Plan and other relevant neighbourhood plans.
Infrastructure impact on active travel	-1 to 3	Routes scored '-1' if there would be a reduction in walking and cycling rates, a '0' if there would be no change, and between 1-3 for a small, moderate or significant increase and modal shift away from car.
Connectivity	0 to 2	Routes that connect to multiple and diverse primary destinations were scored a '2', routes that connect to some primary and secondary routes scored a '1', and those that do not do either scored a '0'. This involved reviewing how well a route fits with the strategic road network.
Access to education facilities	0 to 2	Routes that were directly connected to education facilities (primary and secondary schools) were scored a '2', routes that were connected to routes with education facilities were scored a '1' whilst routes further away from schools scored '0'.

Criteria	Range	Description of How Scheme Was Scored
Access to jobs	0 to 2	Where routes were on or connected to routes to key employment areas, these were scored higher than infrastructure improvements which were further away.
LTN 1/20 compliance	-1 to 3	Where routes strongly supported the principles of LTN 1/20 (e.g., modal filters, segregated cycleways), these were scored higher than other infrastructure improvement types (e.g., traffic calming).
Technical feasibility	-2 to 2	Routes with no significant technical or land ownership obstacles were considered 'quick wins' and scored higher than those with such challenges.
Dependency	-1 to 1	Routes which could be implemented in isolation and would still bring benefit if implemented were scored higher than routes which were dependent on the implementation of other infrastructure for success.

6.3.2 The maximum number of points a proposed route could score was 17. Routes were then sorted by total score, creating a 'ranked order' of prioritised routes.

6.4 Commentary on the Prioritised List

6.4.1 A total of 63 priority routes were identified across East Hertfordshire. The 10 highest scoring routes are detailed in Table 6-3 below, with the full table available in Appendix D showing the results for each route individually along with the costing estimate. There is a separate document in Appendix C showing the location of each route along with the proposed infrastructure improvements.

Table 6-3 – 10 Highest Scoring Routes

Route	Mode Supported	Total Cost	Total Score
Bishop's Stortford - Sawbridgeworth	Walking and cycling	£4,762,598	15
Hertford 2b	Walking and cycling	£3,685,459	15

Route	Mode Supported	Total Cost	Total Score
Hertford to Ware Tow Path	Walking and cycling	£4,455,562	15
Stanstead Abbotts 1	Walking	£1,062,986	14
Station Road, (Puckeridge)	Walking	£3,089,558	14
Bishop's Stortford 2a	Walking and cycling	£2,504,865	14
Dunmow Road – Bishop's Stortford	Walking	£5,592,817	14
Hertford 2a	Walking and cycling	£3,402,662	14
Bishop's Stortford 3	Walking	£13,392,817	14
Sawbridgeworth 1	Walking and cycling	£1,317,329	14

6.4.2 The three top scoring routes are located in the key urban areas, scoring 15 out of the maximum 17. *Bishop's Stortford* connects Sawbridgeworth to Bishop's Stortford. *Hertford 2b* is within Hertford, and *Hertford to Ware Tow Path* connects Hertford to Ware. All three of these routes are walking and cycling routes. These routes scored highly due to their potential to link people to employment and education, their potential to generate mode shift from car use, and their compliance with LTN 1/20.

6.4.3 The top scoring routes for Phases A, B, C and D are shown in Tables 6-4, 6-5, 6-6 and 6-7 respectively. ~~Note whilst the top 5 are shown for Phases A, B and D, there are only 4 routes within Phase C so all 4 are shown here.~~

Table 6-4 – Phase A Top 5 Scoring Routes

Route	Mode Supported	Total Cost	Total Score
Hertford 2b	Walking and cycling	£3,685,459	15
Hertford to Ware Tow Path	Walking and cycling	£4,455,562	15
Hertford 2a	Walking and cycling	£3,402,662	14
Hertford 1	Walking and cycling	£6,487,733	13
Ware 2	Walking and cycling	£6,352,081	13

Table 6-5 - Phase B Top 5 Scoring Routes

Route	Mode Supported	Total Cost	Total Score
Bishop's Stortford	Walking and cycling	£4,762,598	15
Bishop's Stortford 2a	Walking and cycling	£2,504,865	14
Dunmow Road – Bishop's Stortford	Walking	£5,592,817	14
Bishop's Stortford 3	Walking	£13,392,817	14
Sawbridgeworth 1	Walking and cycling	£1,317,329	14

Table 6-6 - Phase C Top 54 Scoring Routes

Route	Mode Supported	Total Cost	Total Score
Bowling Green Lane and Norfolk Road Only (Buntingford)	Walking	£1,146,159	13
A10 between Puckeridge and Buntingford	Walking and cycling	£3,619,293	11
High Street (Buntingford)	Walking	£2,278,118	10
Buntingford 1	Walking	£638,333	9
Buntingford 2	Walking	£1,154,950	9

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Table 6-7 - Phase D Top 5 Scoring Routes

Route	Mode Supported	Total Cost	Total Score
Stanstead Abbotts 1	Walking	£1,062,986	14
Station Road (Puckeridge)	Walking	£3,089,558	14
Puckeridge 1	Walking and cycling	£4,846,356	13
Braughing 1a	Walking and cycling	£1,591,579	12

Route	Mode Supported	Total Cost	Total Score
Braughing 1b	Walking and cycling	£1,404,305	12

6.4.4 Many of the routes which had the highest scores included the following types of infrastructure improvement, which may reflect the higher 'impact on active travel' and 'LTN 1/20 compliance' scores these types of infrastructure received:

- Shared use paths
- Footway improvements
- Medium junction improvements
- Large junction improvements
- New/improved pedestrian crossings

6.4.5 It is also important to note that there are some plans for active travel improvements in East Herts being taken forward independently of this LCWIP that are not included in the costed, prioritised list. These remain unaffected by the LCWIP prioritisation.

6.5 Benefits and Limitations of Packaging Infrastructure into Prioritised routes

6.5.1 Packaging infrastructure improvements into routes has many benefits. One principal benefit is that it fits with HCC's method of taking coherent and connected schemes forward and makes it easier to apply for funds, which are often deliberately targeted at corridor schemes (for example, requiring the use of the DfT's Active Mode Appraisal Toolkit). Another benefit is that it combines pedestrian and cycling improvements, to ensure that both modes of transport are catered for when plans are taken forward.

6.5.2 One limitation of this approach is that junctions often sit at the intersection of multiple routes. Therefore, summing the total cost of all improvements in this LCWIP would count junction's multiple times and therefore be inaccurate. This can also lead to higher costs overall and more complex infrastructure schemes. Care must also be taken when schemes are taken forward to ensure that junctions are not just improved to facilitate the connection that is being made along the single linear corridor being developed but also considers the other links.

6.5.3 Another limitation of packaging infrastructure into routes is that there are several schemes identified in this LCWIP that do not easily align with any particular routes, such as individual crossings by schools on streets which were not audited (or do not require other improvements). It is important that these infrastructure improvements are not forgotten about simply because they don't fit neatly into a linear route. Similarly, just because an infrastructure improvement (such as a crossing) has been packaged into a particular prioritised route doesn't mean that it can't or shouldn't be taken forward on an individual basis if there is a good opportunity to do so.

7 Next Steps

7.1 Integration with Transport Policy

7.1.1 This LCWIP has identified specific walking and cycling infrastructure schemes that can be incorporated into local transport policy and capital investment programmes.

7.1.2 The LCWIP supports the East Herts District Plan 2018 (covering the period 2011 - 2033) by providing a focus on where and why targeted investment in active travel infrastructure needs to be taken forward across the district. It will also form part of the evidence base for the new emerging East Herts Local Plan and aid further the delivery of infrastructure through development schemes, as appropriate.

7.1.3 The LCWIP will also support other local policy areas such as the Eastern Area Hertfordshire Growth and Transport Plan (EAGTP) and the South East Hertfordshire Area Growth and Transport Plan (SEGTP), to create a more accessible, sustainable and efficient transport network for residents and visitors and the goal of making walking, cycling and public transport the natural choice for local journeys.

7.1.4 See Appendix G for further detail.

7.2 Integration with Highways Delivery Programmes

7.2.1 Once some packages of routes/schemes to be delivered in the short-term have been identified and confirmed, these should be added into HCC's highways delivery programmes. This would then see schemes go through HCC's project validation process, have concept designs developed, undergo further stakeholder engagement and, if there are no major obstacles and funding is available, the schemes can then be designed in detail and delivered once suitable funding becomes available.

7.2.2 Highway improvement programmes separate from the LCWIP will continue to be delivered in the coming years but there are a few key steps that could be taken to align delivery of non-LCWIP highway schemes with the LCWIP, most of which would be covered by a firm commitment to following the principles of Gear Change and the design guidance contained in LTN 1/20 when delivering new highways infrastructure. Some important examples of this would be:

- Aim to provide separate facilities for pedestrians and cyclists where space and usage levels allow. Where space is more constrained and here are low volumes of pedestrians and cyclists, shared-use footways can be considered as cost-effective solutions.
- Committing to avoiding speed cushions when adding traffic calming to streets, instead referring to LTN 1/20 for guidance on cycle-friendly traffic calming

7.2.3 Consideration will also be given to the interaction of LCWIP schemes with other packages of works, such as the Bus Service Improvement Plan, where limited carriageway space may lead to competing or supporting proposals for road space reallocation for walking, cycling and bus priority measures. Further analysis will therefore be required as to how the greatest benefits for active and sustainable travel can be achieved within physical and technical constraints. These constraints and opportunities will be considered through ongoing transport planning discussions with key stakeholders, and as part of the project validation process.

7.2.4 HCC are currently implementing 20mph speed limits across targeted areas. This programme complements the LCWIP by providing low speed environments where it becomes safer to cycle on the road without the need for additional cycle infrastructure. A number of 20mph areas have already been implemented in the key urban areas including Hertford, Ware and Bishop's Stortford.

7.2.5 As well as the route improvements, HCC are also committed to providing safe and secure cycle parking at key destinations in appropriate locations. Cycle parking provision should also encompass facilities for cargo bike parking and e-bikes where suitable. Facilities for traditional or e-bike hire schemes should also be considered in appropriate locations. This provision should be considered along the LCWIP routes where suitable with the aim of increasing the ease and accessibility of cycling across the district.

~~7.2.5~~7.2.6 Beyond physical infrastructure measures, HCC is committed to improving wayfinding to support walking and cycling across the district. This will include the provision of clear, consistent signage and information to help people navigate key routes safely and confidently. Priority will be given to key everyday journeys, including routes linking bus and railway stations with schools, employment areas and leisure destinations. Delivery

opportunities will be pursued through development proposals, the implementation of future transport schemes, and the supported through appropriate funding mechanisms.

~~7.2.6 As we~~

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7.3 Personal Safety

7.3.1 The DfT recently published research (2024) which examines interventions which can improve the personal safety of women and girls when travelling as part of the national effort to reduce Violence Against Women and Girls (VAWG) in public spaces. The auditors for this LCWIP have experience in conducting women's safety audits using WSP's Safety Inclusion Assessment (SIA) tool.

7.3.2 Although the tool has not been used throughout the auditing process for this LCWIP, observations of potential issues which could cause personal safety concerns for women and girls were observed on site, and interventions to mitigate these concerns were integrated into the concept plan development. Interventions such as improving the quality and consistency of artificial lighting, improving bus stop infrastructure and providing wayfinding at regular intervals are examples of measures that can improve the perception of safety for women and girls. Additionally, protected cycle facilities and footway widening are active travel interventions which also improve the perceptions of safety and accessibility of networks for all users.

7.3.3 It is therefore essential that detailed designs for routes and improvements identified in this LCWIP are developed with the key principles of personal safety in mind.

7.4 Future Bids for External Funding

7.4.1 HCC will explore opportunities to apply for funding from external sources, such as any future Government capital grants or funding competitions for active travel infrastructure such as future tranches of the active travel fund. In these instances, additional business case developments may be undertaken on schemes outlined in this LCWIP to help form the basis for strong applications to secure funding for design and delivery.

7.4.2 The EHC LCWIP network plans set out a comprehensive framework for walking and cycling infrastructure across the area, aligned with both current and future development. ~~It~~The LCWIP supports planned growth through site allocations, existing commitments, and speculative applications that may emerge.

7.4.3 All walking and cycling networks and infrastructure schemes identified, whether prioritised or listed as primary or secondary on the full LCWIP maps, are integral to delivering sustainable transport options and must also be considered in the context of development-related funding. This includes opportunities to secure financial contributions via Section 106 agreements and other planning obligations.

7.4.4 The LCWIP provides a robust evidence base to justify such contributions, ensuring infrastructure delivery keeps pace with growth. By embedding the LCWIP into the planning process, the LCWIP sets out a clear plan for implementation and future funding ~~AND~~and development opportunities, safeguarding the ability to secure developer contributions and enabling the delivery of a connected, accessible active travel network that supports future growth.

7.4.5 This LCWIP represents the culmination of a first round of developing cycling and walking networks and infrastructure improvement plans. The initial focus has been on Hertford, Ware, Bishop's Stortford, Sawbridgeworth, Buntingford and key rural District Plan Group 1 villages due their density and associated higher potential for more active travel trips. Future iterations of this LCWIP should look to expand this process to other areas and routes, particularly in rural locations and where there are longer term aspirations to provide linkages between key settlements, such as Stevenage to Ware via Watton-at-Stone and linkages into Essex from Bishop's Stortford. Additionally, plans from other studies and developments, such as WARE2 and HCC Stanstead to Rye House Cycle Route should be incorporated into the LCWIP as these are developed further.

7.4.6 The next formal revision of the LCWIP should include audits of the remaining primary routes which were not audited in this first iteration of the LCWIP due to budgetary constraints.

7.4.7 Revisiting the LCWIP to include infrastructure improvement plans for these routes and areas will ensure a more inclusive East Herts-wide approach to the LCWIP is taken over time, and one which maximises opportunities for active travel trips between ~~the~~ East Herts and its neighbouring authorities, although it is recognised that Local Government Reorganisation (LGR) may potentially result in an expansion of its coverage in the future. It is, however, currently envisaged that all existing LCWIPs will continue to remain in place post-LGR until revisions are deemed appropriate under new local authority arrangements.

7.4.8 HCC and EHC (or successor authorities post-LGR) will therefore review and update this LCWIP document going forward in response to new funding and delivery opportunities as a commitment to having an on-going and sustained investment plan for active travel infrastructure.

8 Appendices

Appendices are not included within this report but are listed below for information purposes.

Appendix A – List of Acronyms Used in Report

Appendix B – Hertford and Ware 1994 Study

Appendix C – ~~Final Infrastructure~~Concept Design Plans

- Hertford
- Ware (including Stanstead Abbotts & St Margarets)
- Bishop's Stortford
- Sawbridgeworth
- Buntingford
- Hertford Heath
- Hunsdon
- Much Hadham
- Standon & Puckeridge-Braughing
- Walkern
- Watton-at-Stone

Appendix D – Prioritised Costed List of Infrastructure Improvements

Appendix E – Stakeholder List

Appendix F – Final Network Plans

- Walking Overview
- Cycling Overview

Appendix G – LCWIP Policy Context

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East Hertfordshire

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Hertfordshire County Council / East Herts Council

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1 Introduction

1.1 Background

WSP has been commissioned by Hertfordshire County Council (HCC) and East Hertfordshire Council (EHC) to develop a district-wide Local Cycling and Walking Infrastructure Plan (LCWIP).

Local Cycling and Walking Infrastructure Plans, as set out in the Government's Cycling and Walking Investment Strategy (CWIS), are a strategic approach to identifying cycling and walking improvements required at a local level.

This LCWIP represents a first stage in the councils' aspirations for active travel network development across the district, with the LCWIP approach being brought forward across the rest of the county in stages. As such, and in line with the approach elsewhere in Hertfordshire, the East Herts LCWIP will be revisited periodically and updated as infrastructure is built throughout the district. This means that initially the areas and routes in the district being considered are those where the greatest potential for cycling and walking exists and therefore where targeted infrastructure improvements could help generate the greatest number and types of new active trips.

Key outputs from this LCWIP include:

- Primary and secondary cycle network
- Primary and secondary walking network
- Scheme concepts
- Prioritised list of interventions

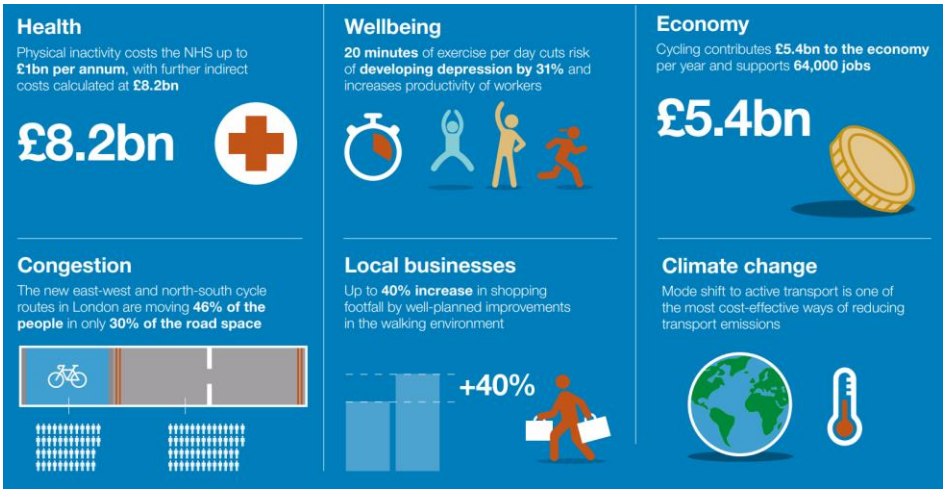


Figure 1-1 - The Benefits of Cycling and Walking Investment (Gear Change, DfT)

1.2 LCWIP Background

In April 2017, the Department for Transport (DfT) published the first National Cycling and Walking Investment Strategy[1].

The CWIS is based around the ambition to make cycling and walking 'the natural choices for shorter journeys, or as part of longer journeys' the strategy is seeking to support the transformation of local areas where the dominance of private motorised vehicle will be reduced to tackle congestion, support local economies and improve physical and mental health.

The CWIS identified short to long term objectives for cycling and walking with short term targets focusing on increased journeys by active modes including an increase in the percentage of children that walk to work. Short term safety targets have also been identified to reduce the rate of cyclists killed or seriously injured on England's roads.

[1] https://assets.publishing.service.gov.uk/media/5f622fade90e072bb68d5c74/cycling-walking-investment-strategy.pdf

Table 1-1 presents the long term DfT aspirations (by 2040) relating to cycling and walking.

Table 1-1 - DfT Cycling and Walking Aspirations

Government Ambition	Objectives
Better Safety – *'A safe and reliable way to travel for shorter journeys'*	▪ Streets where cyclists and walkers feel they belong and are safe ▪ Better connected communities ▪ Safe traffic speeds, with low-speed limits where appropriate ▪ Cycle training opportunities for all children.
Better Mobility – *'More people cycling and walking – easy, normal and enjoyable'*	▪ More high-quality cycling facilities ▪ More urban areas that are considered walkable ▪ Rural roads which provide improved safety for cycling and walking ▪ More networks of routes around public transport hubs and town centres ▪ Better links to schools and workplaces ▪ Technological innovations that can promote more and safer cycling and walking ▪ Behaviour change opportunities to support increased walking and cycling ▪ Better integrated routes for those with disabilities or health conditions.
Better Streets – '*Places that have cycling and walking at their heart*'	▪ Places designed for people of all abilities and ages ▪ Improved public realm ▪ Better planning for walking and cycling ▪ More community-based activities such as led rides ▪ A wider green network of paths, routes and open spaces.

1.3 The LCWIP process

1.2.1. In 2017 the DfT produced a technical guidance document to help local authorities develop LCWIPs. Figure 1-2 shows the five stages of the LCWIP process outlined by the DfT in the LCWIP technical guidance (2017) on which the six phases of this LCWIP closely aligns with.

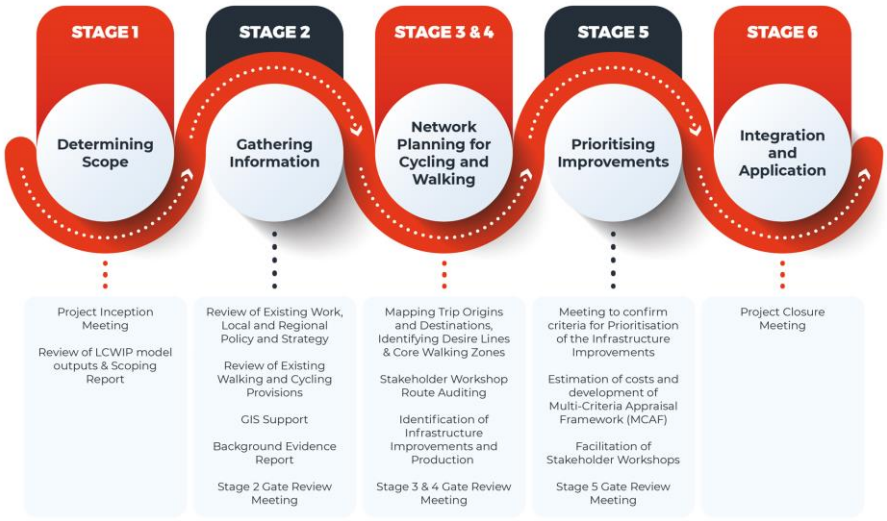


Figure 1-2 - LCWIP Process

1.4 Report structure

This LCWIP is structured into six phases which closely aligns with the first five stages of the LCWIP process outlined by the DfT in the LCWIP technical guidance (2017). This main report adopts this structure, with a summary of each chapter outlined below:

Section 2: Defining the approach

Outlines the methodology this LCWIP has adopted and its alignment with the DfT recommended process.

Section 3: Information Gathering and Baseline Analysis

Presents the background information collected as part of this LCWIP including the extent of existing infrastructure and analysis of potential walking and cycling desire lines. This chapter also outlines findings from public engagement.

Section 4: Network Planning

Presents the primary and secondary walking and cycling networks and outlines how these have been informed by the baseline analysis.

Section 5: Route Auditing and Concept Design

Summarises concepts for infrastructure improvements on the identified routes that are compliant with latest government guidance on walking and cycling infrastructure design.

Section 6: Investment Prioritisation and Cost Estimation

High level cost estimates for the infrastructure improvements proposed are provided.

Section 7: Integration and Application

Considers how the LCWIP should be integrated into local policy, strategies and plans, as well as possible practical application of outputs.

Table 1-2 - Report Structure

Section	Title	Associated LCWIP stage(s)
2	Defining the approach	1 – Determining Scope
3	Information Gathering and Baseline Analysis	2 – Gathering Information
4	Network Planning	3 & 4 – Network Planning for Cycling & Walking
5	Route Auditing and Concept Design	3 & 4 – Network Planning for Cycling & Walking
6	Investment Prioritisation and Cost Estimation	5 – Prioritising Improvements
7	Integration and Application	6 – Integration and Application

1.4.1 The appendices following the main body of the report contain additional information and LCWIP deliverables. The content of each appendix is listed in the report contents before this introduction. Of particular help to the reader may be the separate document Appendix A, which contains a list of acronyms used in this report.

2 Defining the Approach

2.1 East Herts LCWIP Study Area

2.1.1 The East Herts LCWIP includes the extent of the East Herts Council local authority area, with a focus on four geographical areas defined as Phase A-D. The LCWIP focus areas, identified as Phase A-D, includes the main urban settlement areas and eight villages identified as Group 1 Villages as defined in Policy VILL1 of the East Herts District Plan, 2018. It should be noted the purpose of Phase A-D is to manage the geographic scope of the East Herts LCWIP and is not attributed to delivery timeframes or priorities.

2.1.2 Figure 2-1 shows the geographical scope of this LCWIP, illustrating the East Herts district boundary and the Focus areas Phases A-D which include:

- Phase A: Hertford and Ware Cycling and Walking Network
- Phase B: Bishop's Stortford and Sawbridgeworth Cycling and Walking Network
- Phase C: Buntingford Cycling and Walking Network
- Phase D: Group 1 Villages Cycling and Walking Network
    - Braughing
    - Hertford Heath
    - Hunsdon
    - Much Hadham
    - Standon and Puckeridge
    - Stanstead Abbotts and St Margarets
    - Watton-at-Stone
    - Walkern.

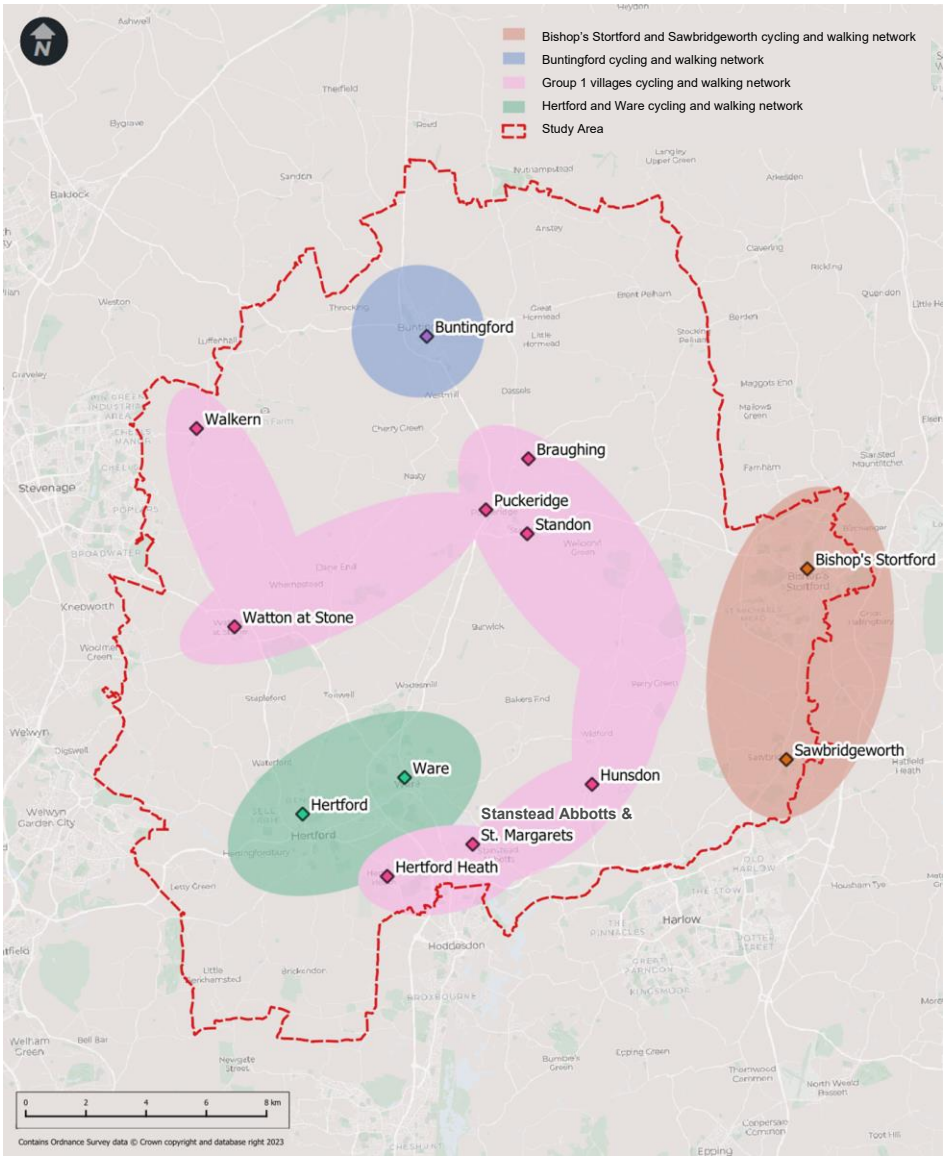


Figure 2-1 - Geographical Scope of the East Herts LCWIP

2.2 LCWIP Process

Defining the Approach

2.2.1 To develop this LCWIP a project schedule, governance structure and geographical scope were agreed during the inception stage in April 2023 whilst also considering potential for cross-boundary connections with neighbouring local authorities.

2.2.2 Key population centres within this boundary include Hertford, Ware, Buntingford, Bishop's Stortford and Sawbridgeworth in addition to a number of rural villages (which are classified as Group 1 Villages in the East Herts District Plan 2018) as shown in Figure 2-1, which illustrates a map of the study area.

2.2.3 The agreed methodology for this LCWIP is summarised on the subsequent pages and a flowchart of the process is shown in Figure 1-2. Appended to this document is a Stakeholder Engagement Plan which outlines the engagement process and consultation activities undertaken to guide engagement and consultation activities to best inform this LCWIP.

Section 2 (this section) aligns with Stage 1 of the DfT LCWIP process which is to:

"Establish the geographical extent of the LCWIP and arrangements for governing and preparing the plan."

Information Gathering and Baseline Analysis

This LCWIP has collated information and data that can inform the development of a walking and cycling network for East Herts.

2.2.4 Review, mapping and classification of existing infrastructure

Existing infrastructure considered as part of this process includes cycle infrastructure, severance issues, future development areas, public transport provision and road network access.

2.2.5 Review of existing policies and plans

To ensure the LCWIP aligns with other strategic objectives in the East Herts district, relevant polices such as the East Herts Climate Strategy, the East Herts District Plan and

the Environmental Sustainability Action Plan have been reviewed alongside plans for future active travel routes.

2.2.6 Identification of desire lines

A GIS model has been developed to identify potential new journeys that could be walked and cycled. Census data and information on large developments have been used to determine trip origins (where trips start), whilst destinations incorporate employment sites, schools, supermarkets, hospitals, GPs and leisure centres. The outputs of this model have been presented alongside the DfT's Propensity to Cycle Tool to show key desire lines for walking and cycling.

2.2.7 Engagement with communities

To understand user needs, travel pattens and harness local knowledge, the LCWIP process draws on general feedback on the walking and cycling network shared publicly online through the Widen My Path website and engagement with key stakeholders.

Widen My Path allows members of the public to place comments on an interactive map. The site asks respondents to locate where issues are present, and where they felt investment in walking and cycling infrastructure would be valuable. Data was extracted from this website to further understand key issues and user needs on the walking and cycling network to support the LCWIP process and network planning stage.

Four engagement workshops were held through this project – two during the network planning stage and then two during the infrastructure improvements stage. The workshops involved local elected members, with external stakeholders being involved separately. Representatives from several external stakeholder groups were invited to and participated in the workshops, including representatives from cycling groups, adjoining authorities, equestrian groups and environmental groups to name a few.

Section 3 aligns with Stage 2 as defined in the DfT LCWIP guidance:

*"**Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes**."*

Network Planning

2.2.8 Using the background data collected, a walking and cycling network for the district was developed that:

- Fills gaps in the existing network / infrastructure in the Phase areas
- Serves key desire lines not currently served, as identified by our spatial analysis
- Considers feedback received during the public engagement

2.2.9 The primary walking and cycling networks were developed to establish core links along desire lines where high active travel flows were forecasted. Secondary routes were added to enhance overall network connectivity and where they had been identified by stakeholders and considered appropriate.

2.2.10 Priority rated primary walking and cycling routes were then audited in person by a team from WSP alongside HCC and EHC staff, using the Department for Transport Route Selection Tool (RST) and the Walking Route Audit Tool (WRAT). A few additional route sections were also audited in person following comments received at the public consultation stage.

Scheme Concept Development and Definition

2.2.11 The outcomes from the route audits were used to produce high level active travel infrastructure options consistent with the latest government guidance contained within Gear Change (2020) and Local Transport Note (LTN) 1/20.

2.2.12 The outputs of this exercise resulted in the development of summary plans for each of the identified primary routes, with consideration given to suitable improvements at a high level that appear achievable given on-site constraints.

Sections 4 and 5 aligns with Stages 3 and 4 as defined in the DfT LCWIP guidance.

Stage 3 is defined in the guidance as:

“Identify origin and destination points and cycle flows. Convert cycle flows into a network of routes and determine the type of improvements required.”

Stage 4 is defined in the guidance as:

“Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.”

Investment Prioritisation and Cost Estimation

2.2.13 High level cost estimates were calculated for the infrastructure proposals contained within the scheme concepts. These were fed into a Multi-Criteria Appraisal Tool (MCAT), which ranked the schemes according to their alignment with agreed criteria, including:

- Forecast increases in walking and cycling
- Catchment populations
- Stakeholder support
- Existing infrastructure conditions
- Alignment with existing network
- Road safety
- Proximity to schools, employment and railway connections
- Rural severance
- Carbon/air quality
- Cost effectiveness

Section 6 aligns with Stage 5, which is defined in the DfT LCWIP guidance as:
"Prioritise improvements to develop a phased programme for future investment."

2.3 Engagement Approach

2.3.1 Stakeholder engagement is important to inform the development of the LCWIP, ensure ownership in the process and to secure buy-in of the process and proposals arising from it.

2.3.2 The East Herts LCWIP scoping report, prepared by HCC and EHC, sets out a long list of key stakeholders to be included in project workshops. Stakeholders engaged with and invited to participate in the development of the East Herts LCWIP include but are not limited to:

- Councillors, including District, County, Town and Parish Council representatives
- HCC transport
- EHC officers
- Local walking groups
- Local cycling groups

- Environmental groups
- Representatives of other user groups, such as transport operators and schools
- Businesses (including large employers) and Bishop's Stortford Business Improvement District (BID) group
- Local Enterprise Partnership (LEP), while in operation, and Hertfordshire Chamber of Commerce
- Health Services and other health representatives

Section 4.5 provides greater detail on the engagement process and timeline followed.

3 Information Gathering and Baseline Analysis

3.1 Vision Statement and Objectives

Overarching Vision

3.1.1 Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements required at a local level. They enable a long-term approach to developing networks and routes and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. LCWIPs are instrumental in leveraging funding from the Cycle Infrastructure Fund along with other national and local funding streams, which may not be open to application without an LCWIP in place.

3.1.2 An overarching vision will help to determine how the East Hertfordshire LCWIP can define desirable and achievable outcomes from an active travel and sustainable mobility perspective.

3.1.3 This vision will guide the development, implementation and evolution of this LCWIP and support the UK Government's target that 50% of all journeys will be made on foot or by cycle by 2027 (Gear Change, 2020), and East Hert's commitment to achieving carbon neutrality by 2027.

3.2 Active Travel Context

Climate Emergency

3.2.1 The transportation sector is the second largest source of greenhouse gas (GHG) emissions in the UK, behind only the energy supply sector. Decarbonising our transport network is fundamental to ensure the country is working towards its target to be net zero by 2050.

3.2.2 The DfT's Decarbonising Transport (2021) paper states that passenger cars and taxis were responsible for 55 per cent of domestic greenhouse gas emissions in 2019, a share that remains almost unchanged from 1990. The paper also sets out a path to Net Zero, citing a reduction in emissions from domestic transport as essential to meet the UK's net zero targets. One way of achieving this is by facilitating a mode shift away from passenger cars towards zero emission modes like walking and cycling for shorter journeys.

3.2.3 Emissions from all road transport make up 42 per cent of East Herts District's total emissions (East Herts Climate Change Strategy, 2022), bookmarking transport as a key

industry to target. The council made a Climate Change Declaration in 2019 and have since produced a roadmap to achieve their goals of zero net carbon emissions by 2027.

The Case for Walking and Cycling

3.2.4 A key component of the DfT's transport decarbonisation plan (2021) is ensuring that public transport, cycling and walking is the natural first choice for all who can take it. This strategic priority is to be achieved by delivering a world class cycling and walking network in England by 2040.

3.2.5 Embracing new modes of sustainable transport, such as e-cycles and other emerging technologies will create opportunities to access longer journeys using active transport. LCWIPs are an important component of using the built environment to promote health and wellbeing.

3.3 Policy Review – National Policy Context

3.3.1 Decarbonising Transport (DfT, 2021)

Sets out the Government's commitments to reduce carbon emissions through investing in walking and cycling networks with the aim of half of all journeys in towns or cities to be walked or cycled by 2030. This will support their overall vision to achieve a NetZero transportation sector by 2050.

3.3.2 Gear Change: A bold vision for cycling and walking (DfT, 2020)

Sets out Government's vision for delivery of far higher quality cycling infrastructure, focusing on segregated cycle routes with local authorities being expected to deliver a step change in the Level of Service for cycling and walking. It establishes "Active Travel England" that will assess local authorities' performance on active travel, with findings influencing the funding authorities receive across all transport modes. The accompanying Local Transport Note 1/20 Cycle Infrastructure Design sets out new ambitious cycle design standards.

3.3.3 Cycling and Walking Investment Strategy (DfT, 2017)

Sets out the government's ambition for walking and cycling to become the de facto choice for shorter journeys or stages of longer journeys, with ambitious targets of doubling cycling trips to 1.6 billion by 2025.

3.3.4 Cycling and Walking Investment Strategy 2 (DfT, 2022)

Sets the ambition that 50% of all journeys in towns and cities should be walked or cycled by 2030. The strategy sets out how the government intends to target investment in active travel through to 2025. The strategy supports locally targeted investment identified via LCWIPs to connect people with places – creating vibrant, healthier and productive places and communities.

3.3.5 Future of Mobility: Urban Strategy (DfT, 2019)

Nine principles to address the challenge of transforming towns and cities to meet current and future transport demands. Includes the principle that 'walking, cycling and active travel must remain the best option for short urban journeys.

3.3.6 Everybody Active, Every Day (Public Health England, 2014)

Indicates how the built and natural environment impact on the travel choices people make and highlights the necessity for effective urban design and transport systems which create 'active environments' to promote walking, cycling and more liveable communities.

3.3.7 Clean Air Strategy (DEFRA, 2019)

Outlines how achieving modal shift is key to delivering emissions reduction. LCWIPs have a part to play in tackling the climate emergency by reducing emissions through the delivery of walking and cycling options for journeys.

3.3.8 Inclusive Mobility (DfT, 2021)

This document outlines best practice on inclusive design of pedestrian and transport infrastructure. Inclusive design requires that the needs of all disabled people are considered from the outset of any transport and pedestrian infrastructure. LCWIPs identify improvements to build active travel networks and key routes fit for all users.

3.3.9 Net Zero Strategy: Build Back Greener (DBEIS, 2021)

Outlines the government's aims to transition the UK to a net zero economy by 2050. Notably, the document highlights a commitment to build 'hundreds, then thousands' of segregated cycle lanes alongside an increase in low traffic neighbourhoods.

3.3.10 National Disability Strategy (DWP, 2021)

Outlines the government's commitment to removing the barriers disabled people experience across everyday life and highlights the support of active travel and reduction in vehicle journeys in clearing carriageway space for those that need to travel.

3.3.11 Inclusive Transport Strategy (DfT, 2018)

Outlines the government's plans to increase the accessibility of the transport system, principally in the promotion of appropriate infrastructure, guidance for staff, and the provision of more accessible vehicles to cater to a wider range of user types. The key objective is ensuring the public realm is made more suitable for all user types.

3.3.12 Local Transport Note (LTN) 1/20: Cycle Infrastructure Design (DfT, 2020)

Provides a suite of design principles and guidance to facilitate the creation of high-quality, safe, and effective infrastructure. LTN 1/20 provides for five core design principles which should be required on all schemes: coherent, direct, safe, comfortable and attractive.

3.3.13 Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities (DfT, 2017)

Outlines the framework for undertaking strategic walking and cycling network developments, including the six-stage process that LCWIP's follow and the nature of data used as part of the process.

The Figure 3-1 below shows the core design principles regarding accessibility for all.

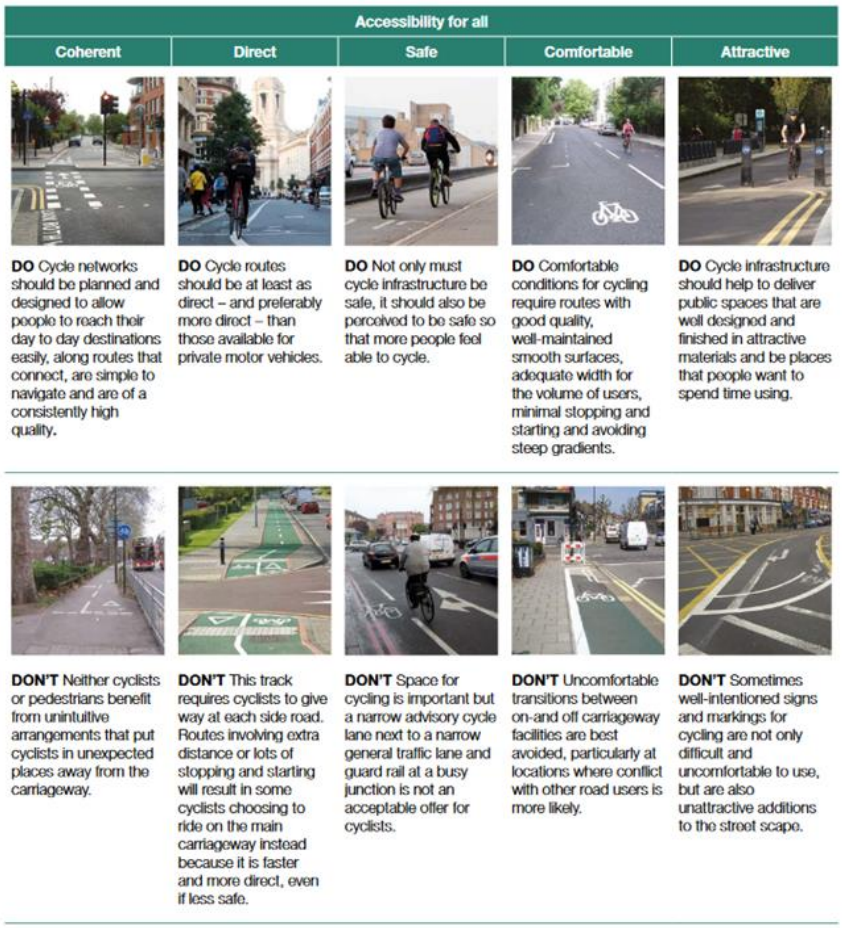


Figure 3-1 - LTN 1/20 Core Design Principles

3.4 Policy Review – County Level Policy Context

3.4.1 Local Transport Plan 4, 2018-2031 (HCC, 2018)

Hertfordshire's fourth Local Transport Plan, LTP4, provides the vision for future transport across Hertfordshire, covering a period of substantial expected growth and development across the county and the necessary mitigations to facilitate these developments within the existing network.

The plan recognises the considerable potential for mode shift in terms of cycling, with the 2015 County Travel Survey showing a 1.7% share for trips less than a mile, 4.8% 1-3 miles, and 3.1% 3-5 miles. Barriers recognised include concerns over safety and security and in general a lack of infrastructure provision to enable end to end journeys. Of specific importance are policies 1, 7 and 8 which refer apply to active travel.

3.4.2 South Eastern Area Growth and Transport Plan (SEGTP) (HCC, 2022)

This plan consists of a suite of area-based transport strategies which support LTP4. The area covered by SEGTP includes East Herts (Hertford, Ware and linkages to Broxbourne and Welwyn Hatfield) and Broxbourne. The SEGTP recognises the large amount of development proposed which will increase demand on an already constrained highway network unless a significant shift towards walking, cycling and public transport is achieved.

3.4.3 Eastern Area Growth and Transport Plan (EAGTP) (HCC, 2022)

The area covered by EAGTP includes East Herts (Bishop's Stortford, Sawbridgeworth and linkages to other areas in Hertfordshire and Essex). The EAGTP recognises the large amount of development proposed which will increase demand on an already constrained highway network unless a significant shift towards walking, cycling and public transport is achieved.

3.4.4 Intalink Hertfordshire Bus Strategy (HCC, 2020)

Though predating both the establishment of the Enhanced Partnership (April 2020) and the severe impact on passenger transport numbers seen as part of the coronavirus pandemic, the Intalink Hertfordshire Bus Strategy remains a valid document with a clear focus and ambition to increase bus patronage across the network.

The strategy recognises the importance of connection with other modes, both as a policy under LTP4 but additionally due to the importance of a well-connected network where sustainable modes can suitably interface and share available network capacity. Transport interchanges are recognised in the LCWIP guidance as being common destination points to be considered, and as such the LCWIP has a role to play in supporting the connectivity of bus infrastructure to facilitate end to end journeys and providing high quality facilities for users of all modes.

3.4.5 Bus Service Improvement Plan (BSIP) (HCC, 2021)

This plan outlines the ambition of Hertfordshire County Council to improve bus services within the County and how that ambition will be delivered through the Intalink Enhanced Partnership. The BSIP will be critical when the Government is deciding how new funding is allocated.

It acts as the vision for how bus services will be developed and enhanced across Hertfordshire in the coming years. Key corridors with gaps in the bus network across Hertfordshire have been identified; these corridors would benefit from increased frequencies and enhanced connectivity particularly during the weekday peak and interpeak periods.

3.4.6 Highways Place and Movement Planning Design Guide (HCC, 2024)

This is a technical approach to highway design which recognises the needs of different road users in Hertfordshire and the interfaces between them. It intends to provide a way of looking at the appropriate function of any section of highway and a basis for deciding which activities should be prioritised. In doing so, it aims to provide a means to translate LTP4 policies into practice.

3.4.7 Sustainable Hertfordshire Strategy (SHS) (HCC, 2020)

The strategy principally recognises that the council has three levels of influence – to lead, to enable, and to inspire. The provision of active travel infrastructure and other surrounding mechanisms to support mode shift is seen to operate at all levels and is noted numerous times within the strategy as being key to introducing and supporting a low (and, eventually, zero) carbon transport network. The SHS is ambitious, but there are three particular targets of relevance to the LCWIP:

- A net zero carbon county ahead of 2050,
- Ready for Future Climates, and
- Clean air for all by 2030

3.4.8 Accessibility Strategy (HCC, 2019)

The Accessibility Strategy promotes the county council's vision: "To have a reasonable standard of access for all by appropriate transport to the key services of health, learning, work, food shopping and leisure".

Principally, the document serves as a strategic analysis of existing accessibility within Hertfordshire, based around distance to services using the TRACC software to isolate distance and access via travel modes. The methodology is extensively documented within the strategy, but the key recognition is that fourteen of the sixteen recognised services are accessible to 95% of the population within the upper journey time thresholds

3.4.9 Speed Management Strategy (SMS) (HCC, 2020)

The SMS recognises the link between lower vehicle speeds and the uptake of active travel modes (now expressed in LTN 1/20), recognising that 20mph speed limits in key locations such as residential roads can reduce the perception of car dominance and support journeys by other modes where dedicated infrastructure may be difficult or impossible to install.

3.4.10 Maintenance for Active Travel Strategy (HCC, 2019)

The Maintenance for Active Travel Strategy (MATS) outlines how routine or ad hoc highway maintenance programmes may contribute to the uptake of active travel, by ensuring that existing infrastructure is kept to the appropriate standards and new infrastructure suitably maintained to ensure a long, efficient lifecycle.

3.4.11 Air Quality Strategy (HCC, 2019)

The Air Quality Strategy provides the county position on air quality, including both the strategic vision and the aims and objectives that will contribute to delivering this vision. It is heavily aligned with the sustainability strategy but provides an additional layer of policy support for both air quality monitoring and air quality improvements across the network.

3.4.12 Roads in Hertfordshire: Highway Design Guide (2011)

The Highway Design Guide for Hertfordshire provides information on the two different approaches to highway design, dependant on the character and function of the road. It outlines the different recommendations in terms of speed, visibility and layout, with different design codes. This includes carriageway width, road curvature, and gradients. This guide aims to “ensure the quality and consistency in highways works, which is considered vital to ensuring that developments in the county remain sympathetic to their surroundings, and sustainable in their use of natural resources.” The document encourages a holistic approach to street design and a reduced dominance of motorised traffic through design objectives that promote alternative modes of transport.

3.4.13 Sustainable Travel Towns (HCC)

The strategy provided an analysis of the national and local policy context and associated evidence, to identify the key challenges and issues that people living and working in Hertfordshire face when making decisions to replace car journeys, or generate new trips, through more walking and cycling.

It identified a list of possible interventions to help deliver the strategy, including physical measures such as traffic calming and improved crossing facilities, as well as policy measures such as incorporating active travel into air quality management plans.

3.4.14 Rural Transport Strategy (HCC, 2019)

This strategy is to assist in the delivery of LTP4 policies within the context of rural transport, recognising that for rural residents (roughly 12% of the Hertfordshire population) there are often transport-related barriers to accessing services which mean the motor car remains the dominant transport choice.

Primarily, the document serves to translate what may otherwise appear more urban-centric strategies and policies included within other documents – such as the LTP4 ambitions for active travel – into the rural context, recognising the unique barriers and opportunities presented to rural communities and additionally the distances involved in travelling to access core services.

3.4.15 Rights of Way Improvement Plan (RoWIP) (HCC, 2017)

The RoWIP provides the framework for the changes, enhancements, and improvements to Hertfordshire's extensive Right of Way network, aiming to provide better provision for walkers, cyclists, and equestrians regardless of ability level or familiarity with the network.

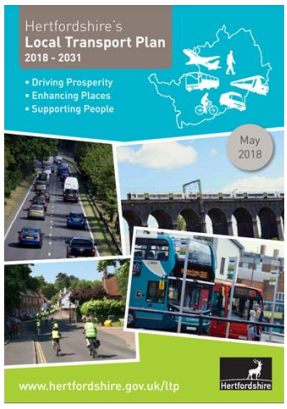
The plan recognises that the majority of users of the Hertfordshire Right of Way network are walkers, cyclists, and horse riders; the reasons for usage ranging from leisure and exercise through to desiring off-road routes and a network more suitable for the usage case than mingling with higher speed vehicles or busier traffic. Barriers identified include access, lighting, wayfinding, poor surface conditions, obstructions caused by structures or vegetation, and a lack of promotion of the network that may hinder or prevent usage by those that would otherwise benefit from access to the network.

3.4.16 Hertfordshire Active Travel Strategy (HCC, 2023)

Hertfordshire's 2023 Active Travel Strategy was an ambitious document which set out how the County Council and its partners would identify, deliver and promote interventions to increase the numbers of people walking and cycling in Hertfordshire.. This plan intends on improving the wellbeing of residents through helping them to walk and cycle where possible. It seeks to enhance economic growth, improve public health, and reduce carbon emissions, as currently vehicular transport represents 33% of emissions. The strategy seeks to target short journeys, urban congestion, active travel for schools, and poor health 'hotspots.

The Figure 3-2 shows some of the published documents.

HCC (2017): Rights of Way Improvement Plan



HCC (2018): Local Transport Plan

HCC (2020): Speed Management Strategy

Figure 3-2 – Country Level Policy Documents

3.5 Policy Review – District Level Policy Context

3.5.1 East Herts District Plan, 2011-2033 (EHC, 2018)

This framework identifies a number of challenges facing East Herts and sets out a vision to address them through its development strategy and policies, to create and maintain a high quality, successful, environment for the district. The plan is divided into three parts: the development strategy, the development management policies, and the delivery and monitoring. It contains specific policies about sustainable development and promotes sustainable transport including making appropriate provision for pedestrians and cyclists.

3.5.2 Infrastructure Delivery Plan (IDP) (EHC, 2017)

The purpose of the IDP is to identify the infrastructure requirements arising out of an authority's Local Plan over the entire plan period, considering the cost, timing, potential funding mechanisms and responsibilities for delivery. Improvements to the district's existing green travel infrastructure network and the provision of new green travel infrastructure, will be crucial in supporting the levels of development identified in the District Plan.

3.5.3 Neighbourhood Plans (Various Town and Parish Councils, 2017-2025)

Neighbourhood Plans supplement the District Plan and set out planning policies for development and the use of land in a local area. They must be in general conformity with the District Plan. Once adopted a Neighbourhood Plan forms part of the statutory documentation that is used to determine planning applications in the neighbourhood area. These plans identify priorities and policies to guide future development in their areas and cover a wide range of topics including the environment, local character, transport, housing, employment and community facilities. This may include preserving historically important sites of interest, improving car parking facilities to reduce on street parking, and ensuring housing grows organically to meet local needs. Currently, there are 16 adopted 'made' Neighbourhood Plans in East Herts and 2 in development. Details about the adopted and emerging neighbourhood plans can be viewed on the Council's website (Neighbourhood Planning Activity in East Herts | East Herts District Council).

3.5.4 Environmental Sustainability Action Plan (EHC, 2023)

The Environmental Sustainability Action Plan is a working document which is continually developing, assisted with input from a range of sources including third sector organisations and the local community. Going beyond carbon, it includes specific, measurable projects including supporting local households to become energy efficient and implementing a Local Cycling and Walking Infrastructure Plan.

3.5.5 Masterplanning Frameworks (Various)

In order to ensure that the development outlined in the District Plan provides a well-designed, high-quality, environment and does not occur in isolation, East Hertfordshire District Council is committed to ensuring that all new allocated sites in the District Plan undergo a "master planning" process. This involves working with the various councils, local interest groups, the main site promoter, and other landowners, to achieve a vision for the overall development of the site and ensure key important elements are achieved in a way

that will contribute to a great place for people to live, work and study. Key strategic development sites within the district have published their own Masterplan Framework, each responding their specific local context and site features, to use creative place-making skills for new developments.

3.5.6 Sustainability Supplementary Planning Document (EHC, 2021)

The District Plan incorporates a suite of policies to help ensure that new development in East Herts reduces its environmental impact. The Sustainability Supplementary Planning Document (SPD) supports the implementation of the District Plan policies by providing technical guidance on how schemes can both meet and exceed policy requirements across a range of topics, including transport provision.

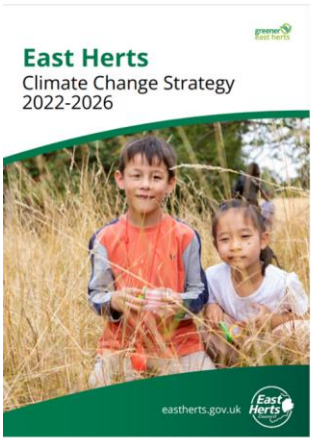
The SPD is structured by the different topics that must be covered to protect environmental assets, mitigate the impacts of climate change, and adapt to its impacts. This includes:

- Holistic approach
- Energy and Carbon
- Sustainable Transport

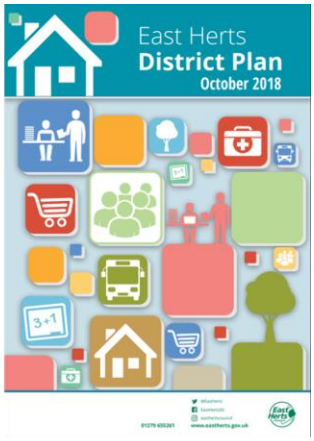
3.5.7 East Herts Climate Strategy, 2022-2026 (EHC, 2022)

In July 2019, East Hertfordshire District Council unanimously approved a Climate Change Declaration which committed the council to take action to address the causes and impacts of climate change across the district. The Climate Change Strategy lays out a route map for the council itself to achieve a net-zero carbon position by 2030 while at the same time working with residents, community groups and other public and private sector partners to encourage the whole district to achieve the same position by that date.

The Figure 3-3 below shows some of the published documents.



EHC (2022): East Herts Climate Strategy, 2022-2026



EHC (2018): East Herts District Plan

Figure 3-3 - District Level Policy Documents

3.6 Hertford and Ware Cycling Study 1994

Purpose of Study

3.6.1 The purpose of this study is to promote a shift away from the reliance on the car given that at the time three-quarters of all journeys were less than 5 miles. This study includes ways that planning can popularise cycling as a more sustainable mode of travel, especially for shorter journeys, by addressing concerns over the dangers of this mode of transport. Figure 3-4 shows the location of casualties from cycling, proving the need for this study to improve safety and perceived safety of cycling.

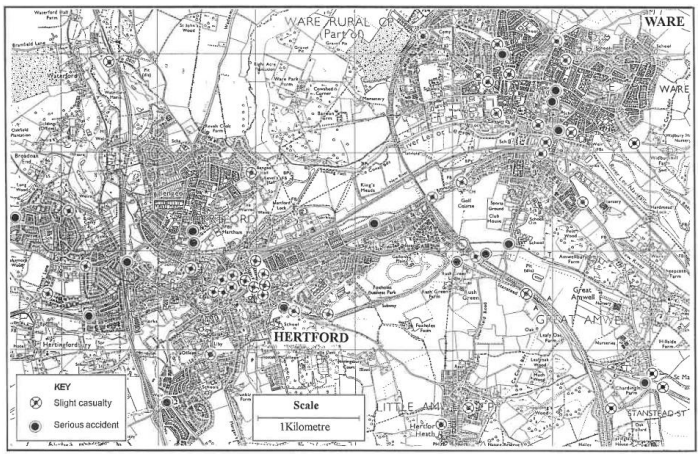
3.6.2 

Figure 3-4 - Cycling Casualty Sites

3.6.3 The key messages within the appendices of this study are:

- Emphasise alternative sustainable modes of travel to car
- Reduce driving, especially for shorter journeys
- Improve cycling infrastructure on both commuter and leisure routes
- Improve urban cycle links
- Prioritise suburban cycle links
- Provide an alternative to cycling along major roads used by high volumes of drivers
- Create recreational routes to improve the confidence and ability of beginner cyclists, and to improve the accessibility and safety of cycling.

Key Routes and Infrastructure

3.6.4 As shown in the Main Report, within Phase 1 there were two key sets of routes to focus on. The first aims to improve connection between Hertford and Ware along the River Lee Navigation towpath. The purpose of this link is primarily for commuting to school and work. Within the study, found in Appendix B, we learn that in 1994 the key employment centre in Ware was the Glaxo site, and the leading employer in Hertford was the county council with offices in County Hall and Goldings.

3.6.5 The second set of routes to focus on are those connecting Ware and Hertford to suburban areas around them. These routes are intended to improve connectivity for recreational purposes.

3.6.6 For this LCWIP, this means the network should revisit these routes, focusing on the inter urban links and outer suburban connections.

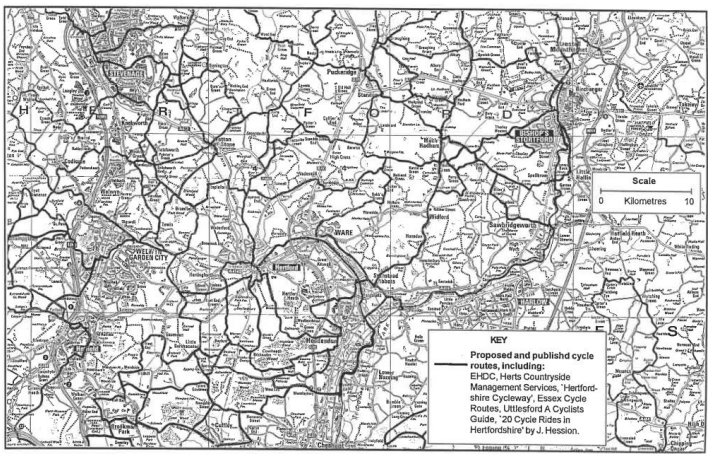


Figure 3-5 - Proposed Cycle Routes

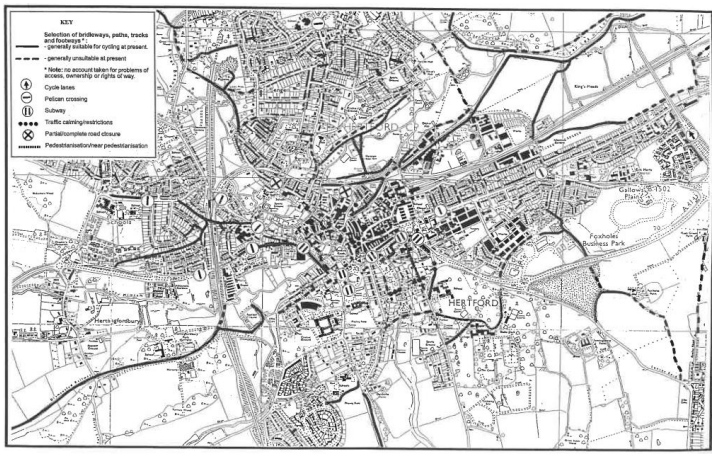


Figure 3-6 - Suitable Cycling Routes

3.6.7 Figure 3-5 shows cycle routes that have been proposed in the past, and Figure 3-6 shows the routes which were seen to be more suitable for cycling which were used to influence the chosen proposed routes.

3.6.8 The infrastructural improvements which this study focuses on, with specifics found in Appendix 9 of the study (found in Appendix B), centre around coherence, directness, attractiveness, safety, and comfort. Some examples of the types of changes this refers to are as follows:

- Dropped kerbs
- Cycle gaps in road closures
- Two-way streets for cyclists
- Bus and cycle lanes
- Signal-controlled cycle crossings
- Advanced stop lines
- Mapping and signs

For Hertford and Ware this will be revisited in Phase 5.

3.7 Future Developments

3.7.1 There are numerous Neighbourhood Plans within East Hertfordshire. Of these documents, several of them include plans for Future Developments that will be taking place soon. The location, land size, and density of these sites is important to consider in the network planning process because it will impact the travel patterns within the district, along with the destinations that residents are travelling to and from.

3.7.2 As of 20/10/2023, the Neighbourhood Plans which have allocated sites for housing are:

- Braughing: 5 sites
- Hunsdon: 1 site
- Much Hadham: 4 sites
- Standon and Puckeridge: 1 site
- Watton-at-Stone: 4 sites
- Stanstead Abbotts and St Margarets: 3 sites

3.7.3 Some site allocations will have a lower impact due to their scale, such as the sites in Much Hadham. The largest of these is H5, shown in Figure 3-7, and this only consists of 9 new dwellings.

3.7.4 Conversely, there are two strategic developments allocated in the Watton-at-Stone Neighbourhood Plan (amounting to 120 dwellings) shown in the north-west of Figure 3-8 below, which will have a greater impact on travel patterns and desire lines.

Figure 3-7 – Much Hadham H5 Future Development

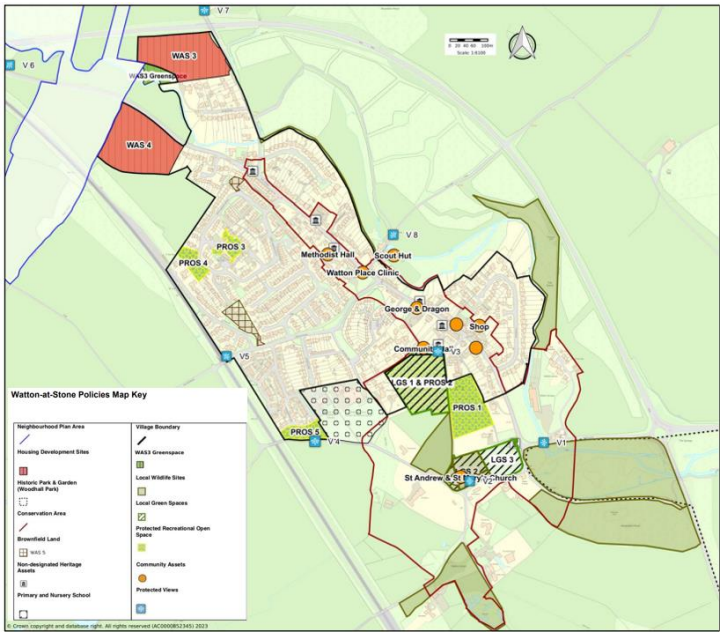


Figure 3-8 - Watton-at-Stone Neighbourhood Plan 2017-2033 – Watton at Stone Neighbourhood Plan Policies Map

3.8 Transport Studies

20 mph Zone Study

3.8.1 In 2021, Hertfordshire County Council announced a programme which identified over 500 areas that are suitable for 20mph speed limits. The programme aims to improve road safety and create calmer streets which will support increased walking and cycling. Local environments assessed as appropriate for 20mph zoning are generally residential roads, town and city centres, high streets and local commercial areas. The majority of which currently have 30mph speed limits.

3.8.2 The shaded areas of Figure 3-9 show the 20mph zones within the study area and adjoining areas proposed by Hertfordshire Country Council, which are mostly located towards the

south of the district. There is a hub around Hertford, and Stanstead Abbotts, as well as to the east with Bishop's Stortford and Sawbridgeworth. Most of the proposed zones are the major towns, which suggests that the current travel habits and patterns within towns have the highest potential to create positive change by reducing speeds. In 2026, the 20mph programme policy was updated to focus on area wide schemes and deliver road markings and signage prior to speed calming measures.

LCWIP Context

3.8.3 The 20mph zones will support the LCWIP process as they will create street environments that are more suitable for cycling and walking. Especially in Phase A-D in core urban centres where higher vehicle volumes, and in turn greater number of conflict points with vehicles, are expected.

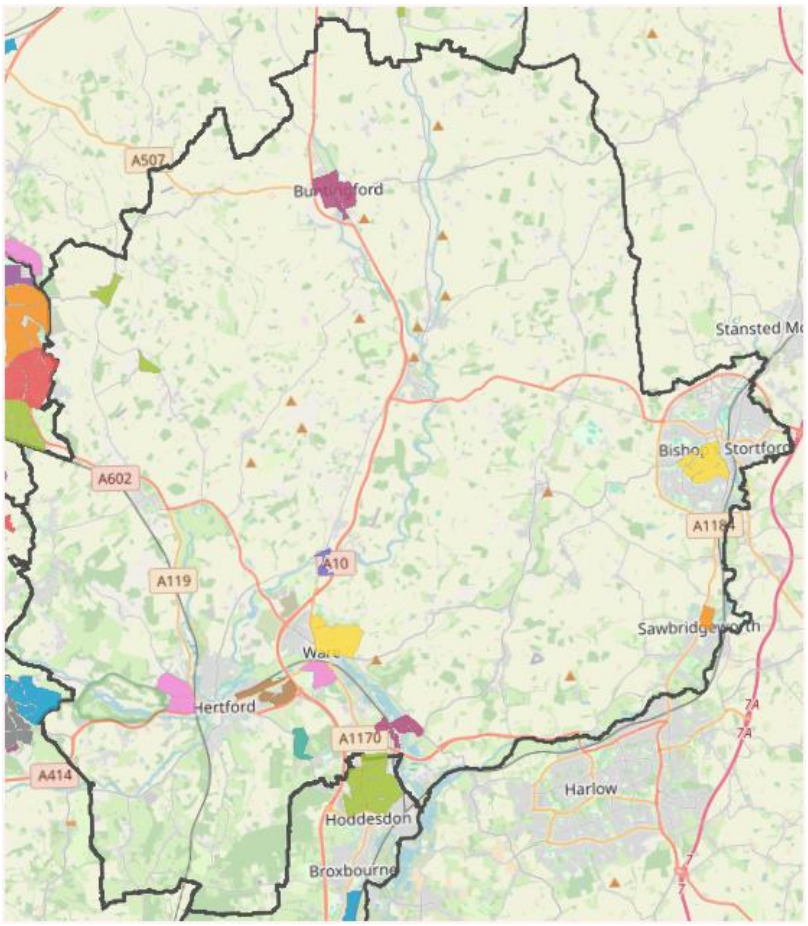


Figure 3-9 - HCC Proposed 20mph Zones

(N.B. Colours in figure 3-9 have no significance other than to differentiate between 20mph zones)

3.9 Socio Demographics

Experian mosaic

3.9.1 Figure 3-10 gives an idea of the demographics and typical lifestyles of residents in East Herts by segmenting the population into groups with shared characteristics. This dataset, from Experian Mosaic 2022 data, shows that there is significant variation in the populations

found in urban centre areas compared to villages and more rural areas. A summary of the dominant mosaic group categories is provided overleaf.

3.9.2 Within and around the larger urban centres, such as Bishop's Stortford and Hertford, there are clusters of both Prestige Position and Suburban Stability residents. These are typically home-owners of an older generation with older children, who tend to have above average household incomes. This population is likely to have high car ownership levels and be retired or retiring soon. This population may be less receptive to cycling for commuting due high car ownership and limited trip demands as they may be comfortable with their current ways of travel. These groups may be more receptive to localised walking and cycling uptake, especially for recreational trips

3.9.3 According to the dataset in rural areas, including villages such as Puckeridge, the dominant group is Country Living closely followed by Rural Reality residents. According to Experian Mosaic, these groups are a combination of well-off owners living comfortable country lives, alongside householders in inexpensive village communities. Whilst those in the Country Living group tend to have high car ownership, Rural Reality residents are more likely to benefit from the scheme as they are less likely to own multiple vehicles and might now own their own bikes and therefore more receptive to change their behavioural patterns to walk and cycle more.

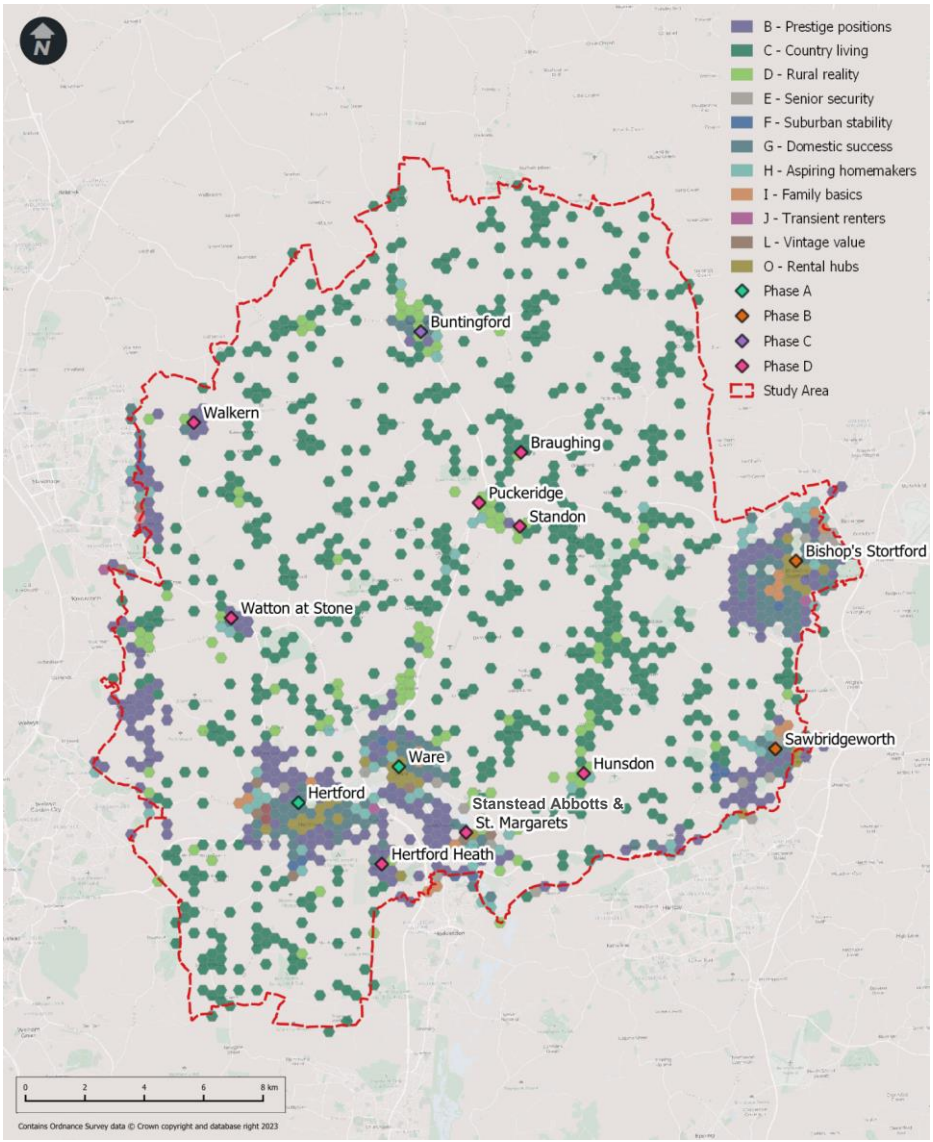


Figure 3-10 - Dominant Mosaic Group, Experian Mosaic

Experian Mosaic Definition

3.9.4 Country Living – Well-off homeowners who live in the countryside often beyond easy commuting reach of major towns and cities. Some people are landowners or farmers, others run small businesses from home, some are retired, and others commute distances to professional jobs.

3.9.5 Prestigious Positions – Affluent married couples whose successful careers have afforded them financial security and a spacious home in a prestigious and established residential area. While some are mature empty-nesters or elderly retired couples, others are still supporting their teenage or older children.

3.9.6 Domestic Success – High-earning families who live affluent lifestyles in upmarket homes situated in sought after residential neighbourhoods. Their busy lives revolve around their children and successful careers in higher managerial and professional roles.

3.9.7 Rural Reality – Households who live in rural communities and generally own their relatively low-cost homes. Their moderate incomes come mostly from employment with local firms or from running their own small business.

3.9.8 Aspiring Homemakers – Younger households who have, often, only recently set up home. They usually own their homes in private suburbs, which they have chosen to fit their budget.

Table 3-1 - Mosaic Group Distribution

Mosaic Group	East Herts LCWIP Study Area	UK Average
Country Living	52%	7%
Prestige Positions	19%	7%
Domestic Success	9%	9%
Rural Reality	8%	7%
Aspiring Homemakers	5%	10%
Rental Hubs	3%	8%
Family Basics	1%	8%
Senior Security	1%	7%

Mosaic Group	East Herts LCWIP Study Area	UK Average
Suburban Stability	1%	5%
Vintage Value	1%	5%

Indices of Multiple Deprivation

3.9.9 The English index of deprivation combines 7 domains including income, employment, education, health, crime barriers to housing and living environments which are weighted to create the Index of Multiple Deprivation. These indices can be used to compare small areas across England to understand relative deprivation amongst areas which may lack access to the 7 domains.

3.9.10 Within East Herts all the key urban towns, including Bishop's Stortford, Hertford, Ware, Buntingford, and Sawbridgeworth, are amongst the least deprived areas. As shown in Figure 3-11, they score 90-100% on the indices of deprivation with pockets of 80-90%.

3.9.11 These towns are generally concentrated to the south of the district, except for Buntingford. However, the only pocket where levels of deprivation are at 20-30% is between Hunsdon, Sawbridgeworth and Bishop's Stortford which is most rural. This area falls into Phase D and includes the rural villages of Much Hadham.

3.9.12 This shows that there is a high disparity between the levels of deprivation in rural and urban areas and demonstrates the importance providing good connectivity between rural and urban towns. Areas with low deprivation scores will benefit from improved active travel infrastructure as it provides an alternative means for connectivity.

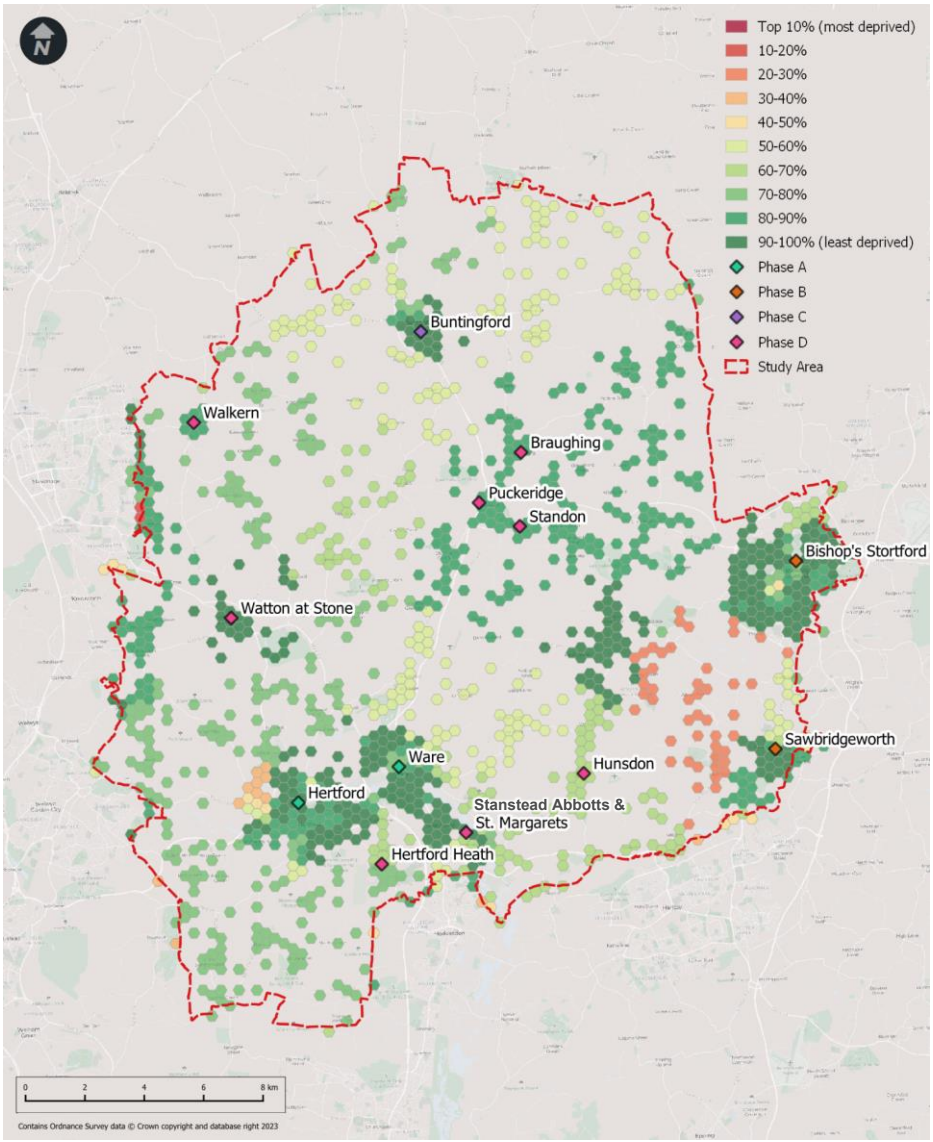


Figure 3-11 - Indices of Multiple Deprivation, Experian Mosaic

3.10 Characteristics and Constraints – Review of Existing Conditions

Road Network Hierarchy

3.10.1 Hertfordshire's Active Travel Strategy published May 2025, (subject of public consultation which concluded in May 2023) identified that Hertfordshire's highway network comprises around 5,100km of roads, this includes 705km of A Roads, 335km of B Roads, 829km of C Roads and 3,200km of unclassified roads.

3.10.2 Traffic data from the DfT shows that, annually, there are around 8 billion vehicle miles travelled across the county. Apart from 2020 which showed a substantial decrease in vehicle miles to 6.5billion due to successive lockdowns and the overall impact of the coronavirus pandemic, this has been increasing since 2010.

3.10.3 Figure 3-12 shows East Herts' existing main transport connections. Whilst there are no motorways within the district, there is a network of primary roads connecting each town in Phases A-C, along with a network of A roads around the periphery and B roads throughout the district that provide access to most villages in Phase D. The A roads are typically located around the railway stations, whereas the B roads connect the rural areas to the larger town centres.

3.10.4 While these major roads may provide the most direct vehicle and cycle access between towns and to rural villages, it is important that walking and cycle access considers traffic volumes and posted speed limits. In some instances, it may be appropriate for the walk and cycle networks to consider nearby alternative routes on less trafficked roads, where safe infrastructure can be provided.

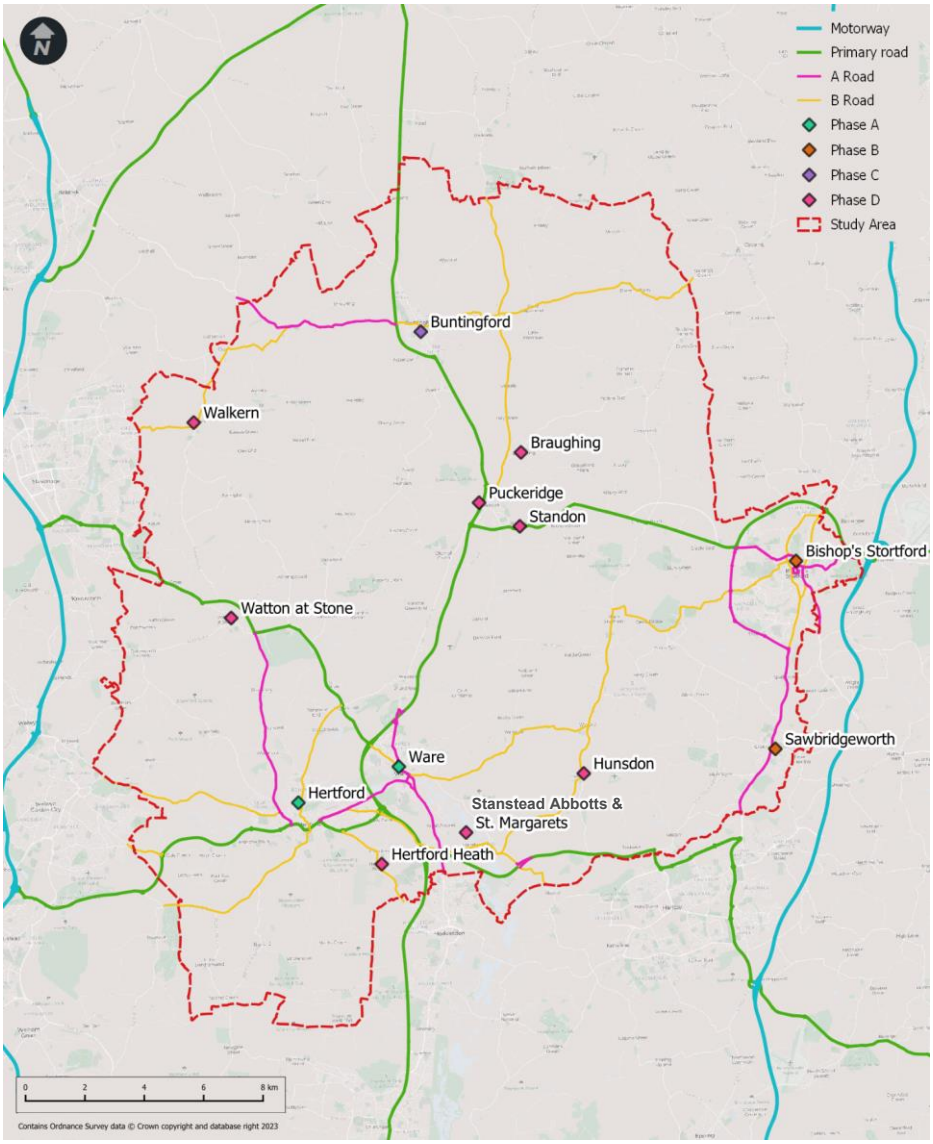


Figure 3-12 - Road Classification

Rail and Bus Stops

3.10.5 Figure 3-13 shows the locations of public transport bus stops and rail stations within the district. The railway stations are all located around the south and eastern part of the district, connecting the urban centres in Phase A and B including Hertford, Ware, Bishop's Stortford and Sawbridgeworth. Watton-at-Stone and Stanstead Abbotts & St Margarets are the only Group 1 villages in Phase D which are connected by railway stations.

3.10.6 There were two other rail routes serving rural communities until they were discontinued in Dr Beeching's cuts in 1964-5. A line connecting St Margarets to Buntingford ran from Hertfordshire to London, and also a line between Welwyn and Hertford. The large section of the Welwyn to Hertford line has since been converted for active travel use as The Cole Green Way and forms part of National Cycle Network Route 61.

3.10.7 The network should aim to provide direct connections from surrounding destinations to the remaining railway stations and local bus stops.

3.10.8 In the centre and north of the district there are no railway stations or railway lines. Instead, these areas are services by the bus network, predominantly along the major road networks.

3.10.9 Bus stops are more spread throughout rural areas, which can be expected given population density in these areas. This highlights the importance of walking and cycling accessibility to bus stops in rural areas, or where railway access is limited.

3.10.10 HertsLynx is HCCs Demand Responsive Transport (DRT) service, launched in September 2021, and since expanded, which offers flexible bus travel for passengers within the county. The service does not follow a timetable or set route, but instead collected passengers from their choice of pick up and drop off location in the operating zones across Hertfordshire. The service helps to improve bus travel options and helps to address the sparsity of bus stops in rural areas.

3.10.11 A key focus area will be connecting areas with high deprivation scores to nearby urban centres, to improve access to services and nearby destinations and to promote sustainable forms of transport in these journeys.

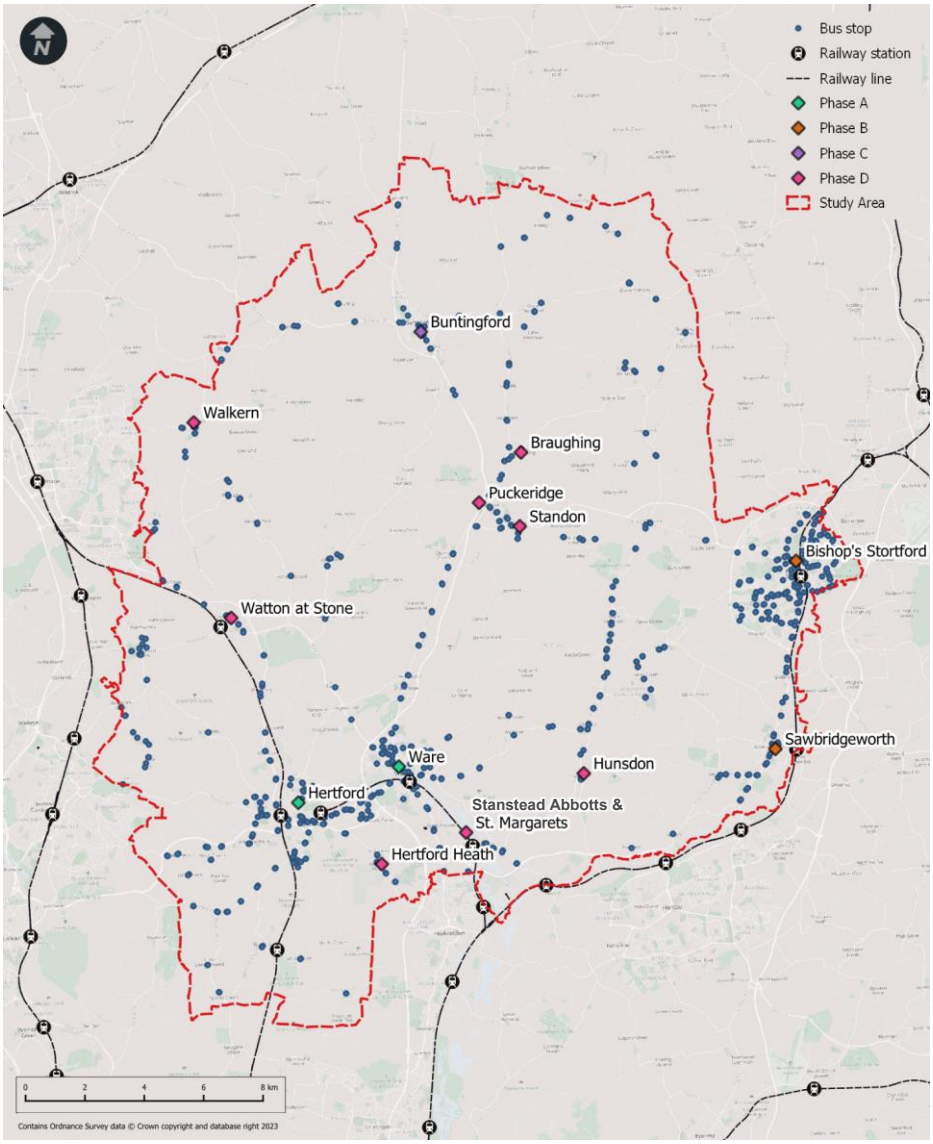


Figure 3-13 - Public Transport Infrastructure

Strategic Cycle Network

3.10.12 Figure 3-14 shows the current cycle network within East Herts, which is limited to local on-road routes to the north-east and south-west and the national off-road recreational route connecting Hertford and Ware.

3.10.13 The National Cycle Network (NCN) Route 61 runs in the south from Welwyn Garden City to Hertford and Hoddesdon via Ware. NCN Route 1 in Harlow runs just outside of the district, however this route has several gaps in it, so there is clear space for improvement. Additionally, part of NCN Route 11 runs between Sawbridgeworth and Bishop's Stortford. Again, this route is incomplete and can be improved to provide better cycling infrastructure in the district.

3.10.14 While this network connects key urban destinations and some smaller villages, these networks offer limited guidance to improving and encouraging cycling uptake across the district.

3.10.15 While the development of the East Herts LCWIP should consider the existing network, taking a district wide approach that considers demand, demographics, connectivity, directness, safety and cohesion is important to influence meaningful planning and investment decisions.

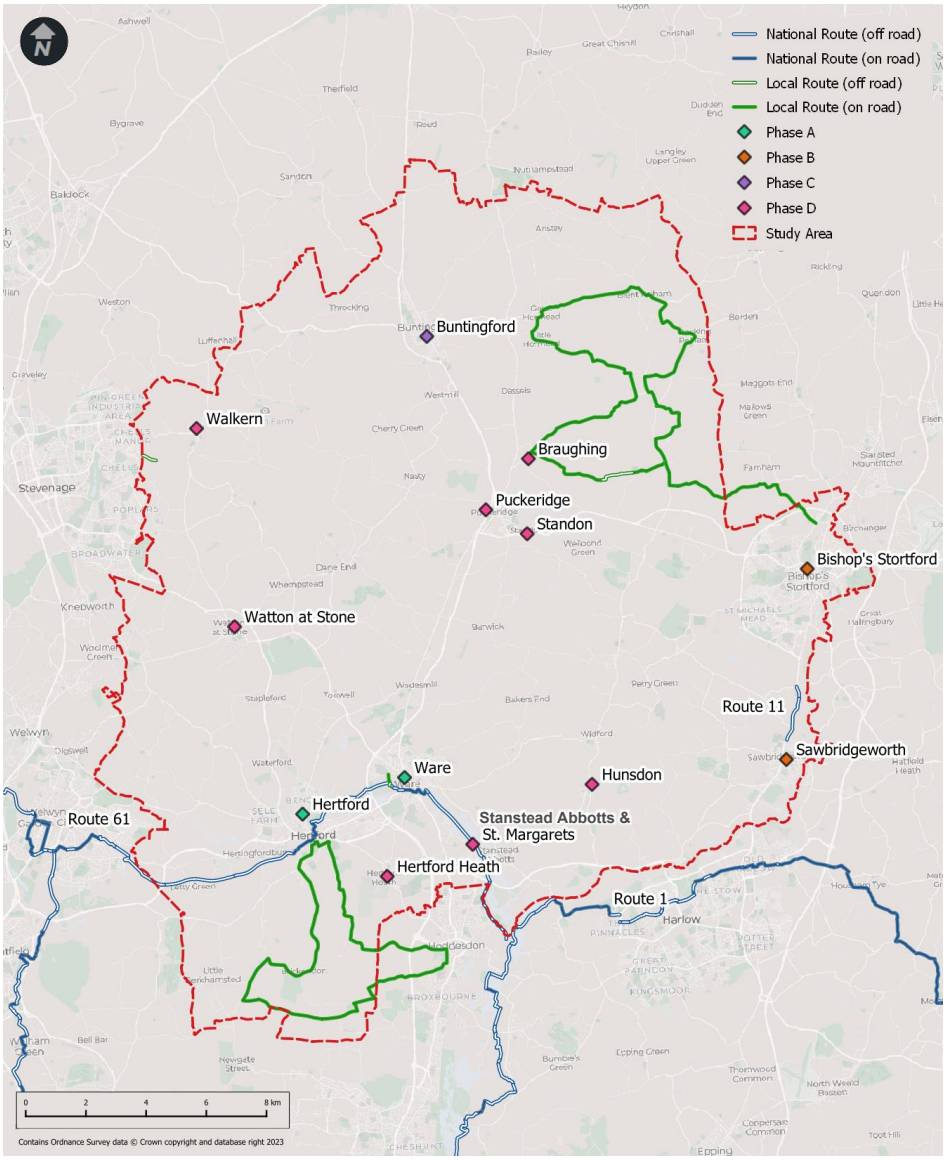


Figure 3-14 - Cycle Network, Sustrans

Cycle Count Data

3.10.16 Figure 3-15 identifies the Average Annual Daily Traffic (AADT) cycle count data for East Herts and the surrounding area in 2021. The data provides cycle count data on indicative cycle routes and key desire lines, to capture available data collected on nearby routes and roads.

3.10.17 Relatively low cycle count data is recorded across the District, with an average daily cycle volume count of 200 or less cyclist recorded along indicative desire lines – even through the key urban areas. This may be reflective of the predominant rural land-uses, and lack of cycle infrastructure in the district which may not accommodate or encourage a higher rate of cycling.

3.10.18 Based on the data available, it is clear there are existing cycle demands between key urban centres in Phase A-C and some rural villages in Phase D.

3.10.19 Cycle count data external to East Herts has been shown to understand key destinations users are accessing, and which routes they may take, in adjoining authorities. While the count data is relatively low, the desire lines demonstrate demands to external towns including Welwyn Garden City, Stevenage, Harlow, Hoddesdon and Royston, along with demand for Stansted Airport.

3.10.20 These counts demonstrate the current need for local and inter-urban cycle connections for East Herts, which should be considered in the development of the LCWIP.

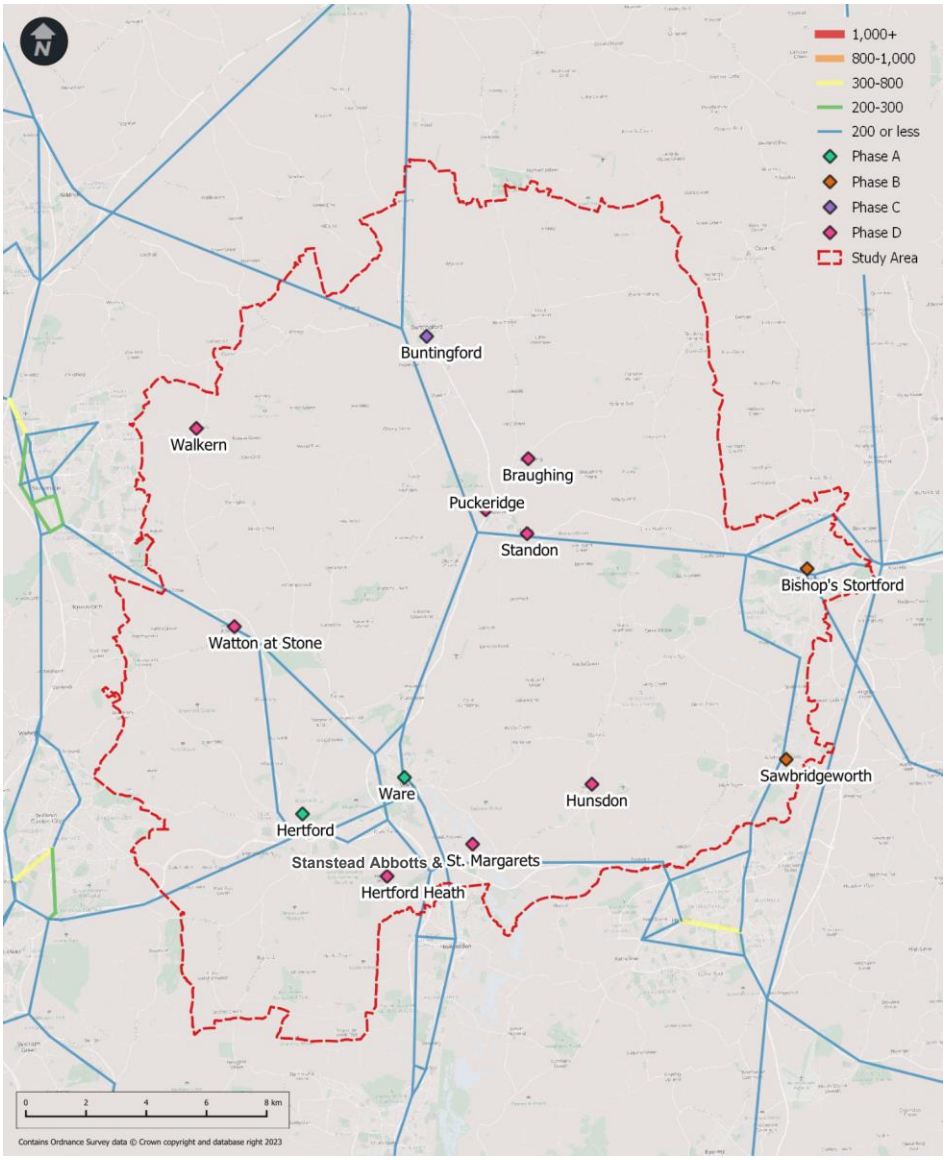


Figure 3-15 - AADT Cycle Volume Counts, DfT, 2021

Widen My Path

3.10.21 “Widen My Path” is an online website that allows anyone in the UK to suggest walking and cycle infrastructure improvements at specific points on a map. Data from this website has been used to provide an insight to the safety issues some members of the community may experience on the East Herts network.

3.10.22 Within the East Herts district area there had been 274 comments made on Widen My Path as of 20/10/2023 about improvements that could be made to improve walking, wheeling and cycling and encourage active travel. This information will be considered in during the LCWIP process as it offers additional information about where the public believes interventions would be most effective and needed.

3.10.23 Widen My Path data highlighted several key issues which impact people from walking or cycling in the study area. The three main issues for each location are shown in Table 3-2. Overall, the key theme is about the lack of adequate footways and cycleways. One key comment at each location was the issue of speeds around schools. It has been repeatedly noted that speeds should be reduced to 20mph on these roads, to improve road safety.

3.10.24 Note that the smaller villages had fewer comments so didn’t all have multiple issues noted, as reflected in the table.

Figure 3-16 - Widen My Path Comment Locations

Table 3-2 – Widen My Path Key Issues by Location

Location	Issue
Bishop's Stortford	Inadequate crossing facilities Unsafe cycle path provision Inadequate pedestrian infrastructure
Buntingford	Lack of segregated cycleway Unsafe, unsegregated footways Lack of public footpaths
Hertford	Unsafe cycle and pedestrian facilities on London Road Inadequate and inaccessible public footpaths Inadequate crossing facilities
Much Hadham	Lack of cycleway
Sawbridgeworth	Inadequate pedestrian infrastructure Infrastructure prioritises motor vehicles
Ware	Inadequate footways on High Street Extend cycleway to Ware Road Inadequate active travel infrastructure
Watton at Stone	Unmaintained footways A602 inadequate cycleway

Cycle and Pedestrian Collisions

3.10.25 Figure 3-17 indicates that there are fairly low levels of cycle and pedestrian collisions with vehicles within the district. The heat map shows that collisions recorded are typically concentrated in Hertford, Ware and Bishop's Stortford. The following pages provide further detail about the location and type of accidents recorded between 2017-2021.

3.10.26 Ware shows low collision rates, whilst Hertford and Bishop's Stortford show darker spots surrounding the towns which demonstrates a higher number of recorded cycle and pedestrian accidents in these areas.

3.10.27 Safety and the perception of safety is one of the key reasons along with ability why people do not cycle. There is a strong consensus that cycling under mixed traffic conditions presents a high personal risk to safety. Segregated cycle infrastructure helps to break down these barriers by providing separation from other road users on both links and junctions.

3.10.28 During the COVID-19 pandemic, cycling rates increased by 46 percent and a million more people started walking for leisure. With quieter roads came increased confidence to cycle. Building on this success, emergency pop up cycleways were rolled out in areas across the UK to safely accommodate active travel users and provide a greater perception of safety compared to mixing with motor traffic. The LCWIP provides an opportunity to build on this momentum.

3.10.29 Protecting pedestrians and cyclists from motor traffic movements through safe crossings, junction upgrades and protected facilities forms a key part of this LCWIP, contributing to road danger reduction. Collision data has also formed part of our appraisal of the active travel routes identified, with routes with high levels of accidents prioritised.

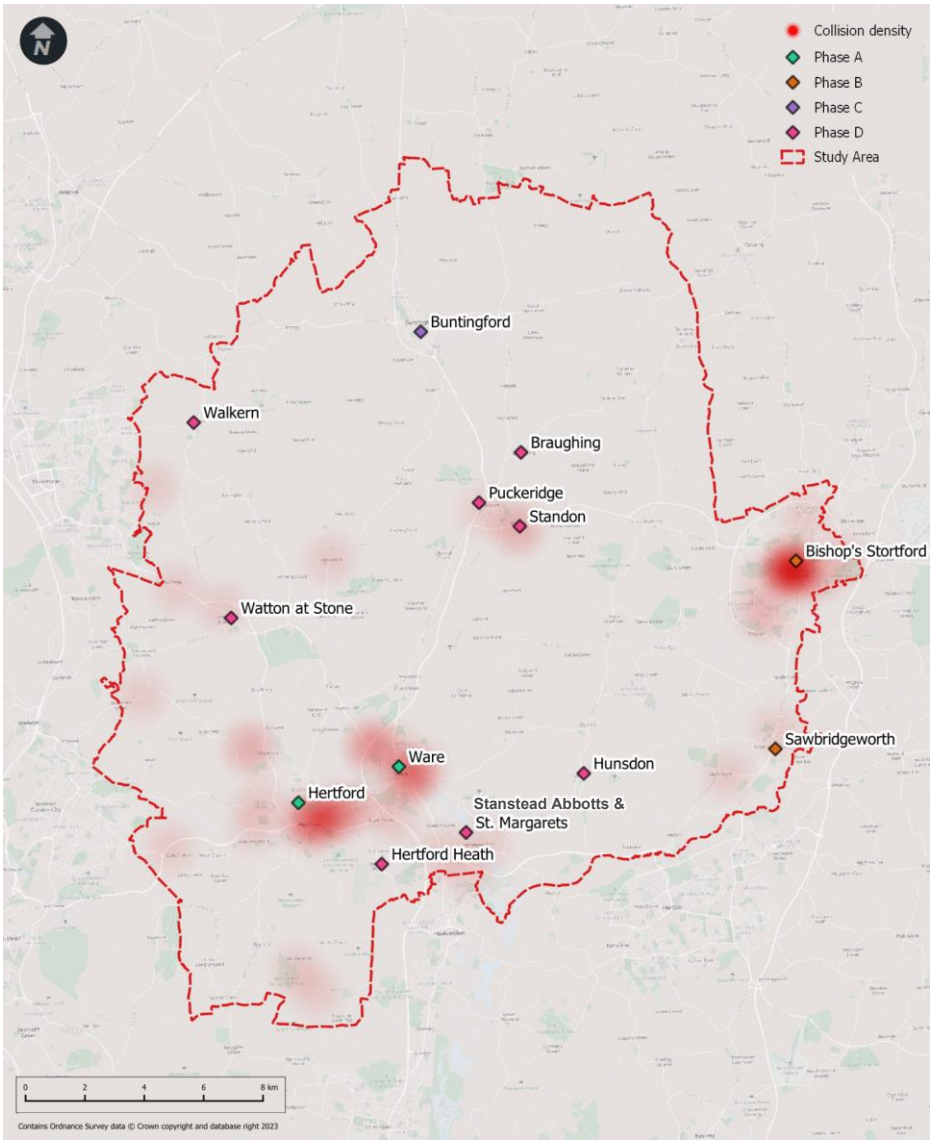


Figure 3-17 - Cyclist and Pedestrian Accident Heat Map, DfT, 2017-21

Collision Data – Hertford and Ware

3.10.30 Figure 3-18 shows that there have been several reported serious and slight incidents in both Hertford and Ware. There is also a serious accident recorded to the south of Ware.

3.10.31 The accidents are mainly located within urban areas along key routes, including several located along the route connecting Hertford to Ware. Most of the collisions visible on the map are along Ware Road, Hertford. This road has received many comments on Widen My Path, because the footpaths are poorly maintained, and there are no dedicated cycling facilities

3.10.32 In consideration of crash data, it will be important to identify if there are viable and alternative walking and cycle routes available that limit conflicts with vehicle traffic. Where this cannot be avoided, high-quality and safe infrastructure will be required along these links.

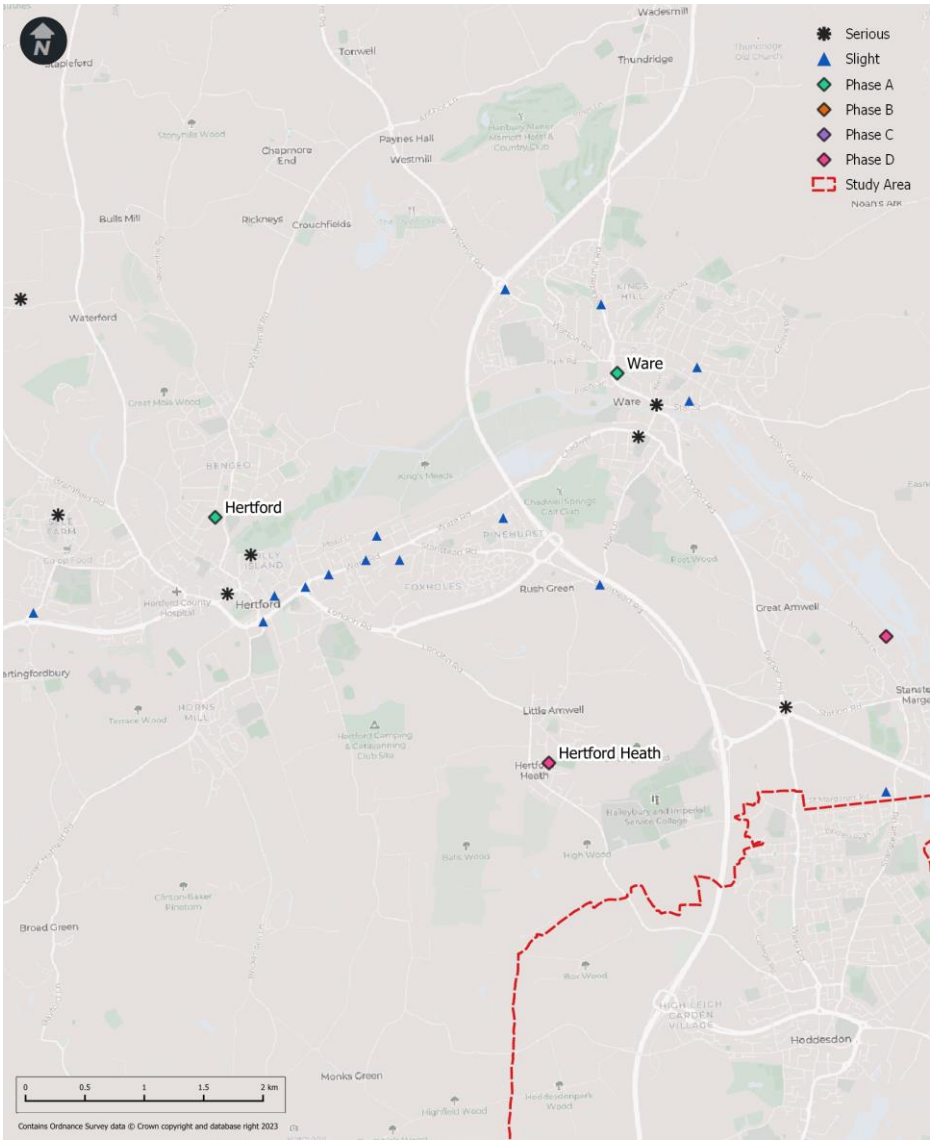


Figure 3-18 Hertford and Ware Collision Data, DfT, 2017-21

Collision Data - Bishop's Stortford

3.10.33 In Figure 3-19 there are several reports of serious accidents in the town centre of Bishop's Stortford, and many more reports of slight accidents both in and around the town. The distribution of collisions being weighted towards the urban areas is likely due to the closer proximity of motor vehicles and pedestrians/cyclists in the town centres.

3.10.34 Notably, the slight collisions have tended to occur within close range of each other, around the same roads in the town centre, which could suggest a pattern in the causes of collisions.

3.10.35 A number of these incidents are recorded on core roads that provide access to and within Bishop's Stortford, which are expected to be considered through the network planning phase. In consideration of crash data, it will be important to identify if there are viable and alternative walking and cycle routes available that limit conflicts with vehicle traffic. Where this cannot be avoided, high-quality and safe infrastructure will be required along these links.

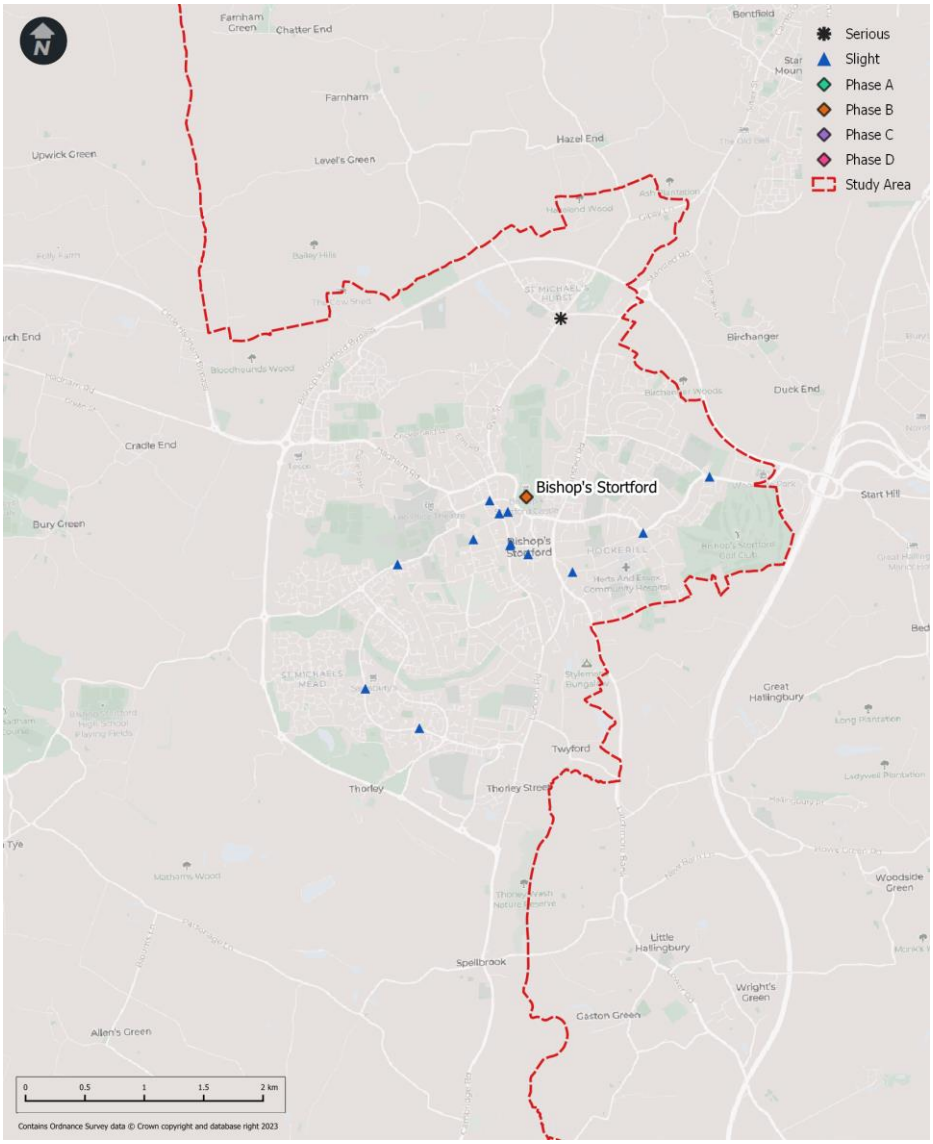


Figure 3-19 - Bishop's Stortford Collision Data, DfT, 2017-21

Collision Data - Rural Villages

3.10.36 As shown in Figure 3-20, there are limited recorded cycle and pedestrian collisions with vehicles in 2017-21 around the rural villages. This could be attributed to the low traffic volumes associated with rural land-uses in this area. This excludes Hertford and Ware, which were analysed earlier in this report.

3.10.37 Between Watton at Stone, Walkern and Puckeridge we can see that there have been approximately three serious and another four slight collisions.

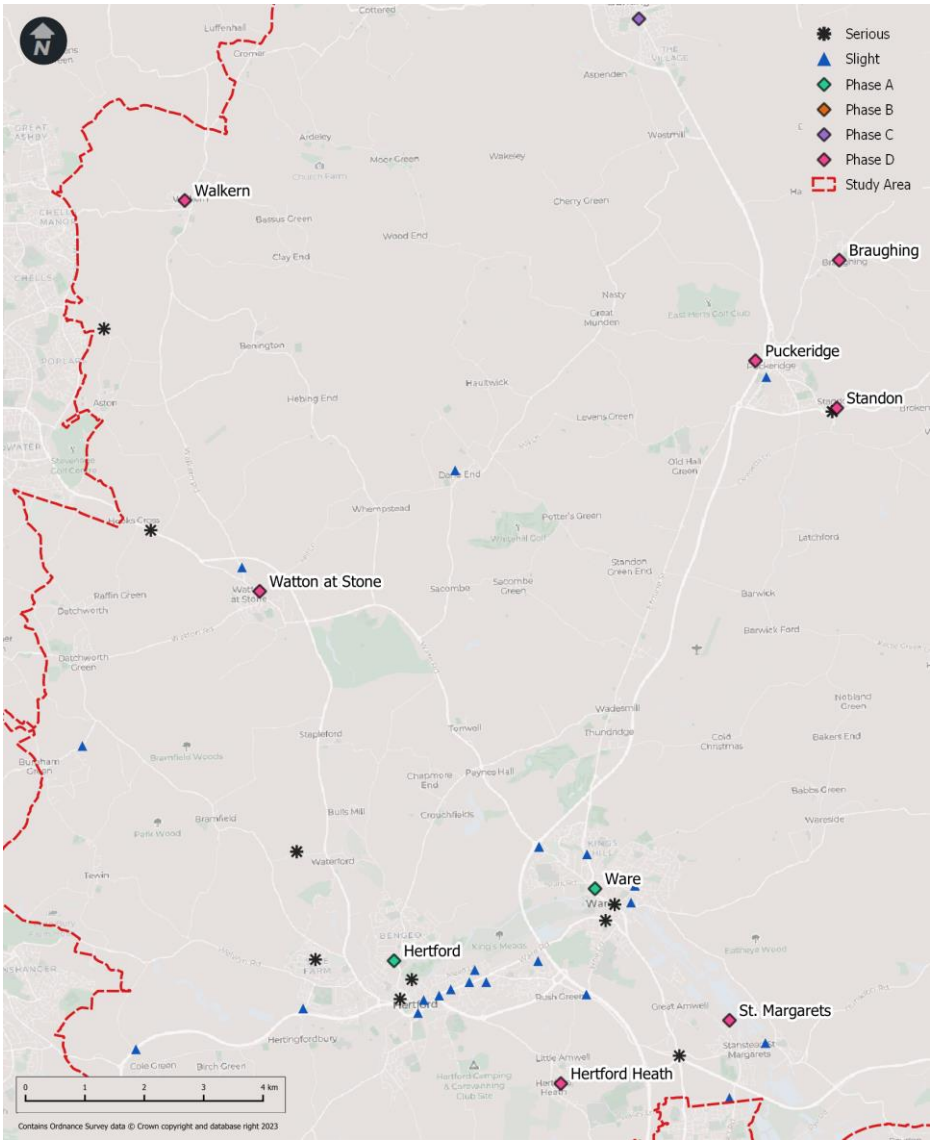


Figure 3-20 - Rural Villages Collision Data, DfT, 2017-21

4 Network Planning

4.1 Identifying Active Travel Potential

Overview and Methodology

4.1.1 DfT guidance advocates the usage of the Propensity to Cycle Tool (PCT), an online resource funded by the department to support the planning of cycle networks, to identify current and potential future distribution of cycling trips by making use of 2011 census data. It does this by reflecting existing data through several scenarios – including government targets, current (2011 census based), and a high uptake 'Go Dutch' framework – to better understand the potential growth routes for cycling, which may be then translated by planners and data analysts into corridors and schemes that may be a barrier to said uptake.

4.1.2 The PCT is itself limited, not solely because of the age of the data but due to limitations in relative scope of focusing almost entirely on commuter trips and excluding where there may be latent demand for other journeys not suitably served or accounted for.

4.1.3 HCCs approach, to mitigate this, has been to establish a GIS model that is instead built around origin and destination points to better assess – at a network level – where trips may be undertaken. This includes future development and employment sites, to ensure the LCWIP is catering both for expected growth and the needs of the existing network.

4.1.4 The GIS model has been developed by the consultant to interface with existing HCC owned and used systems and is intended for use on all LCWIPs across the county to ensure a consistent approach. More information on this model, including the outputs and data sources, are included later in this document.

4.1.5 Prior to establishing and running this model, HCC reviewed data from numerous sources to better inform existing patterns, potential areas of improvement, and whether key barriers are evident in the data. These data sets include:

- PCT data
- Widen My Path data
- Rapid Cycleway Prioritisation Tool Data
- 2021 census data
- County Travel Survey data

- Slow Ways

Analysis of this data and key findings are presented on the following pages, though it should be stressed that these are not representative of the full LCWIP at this stage.

Propensity To Cycle 'Go Dutch' Vs 'Government Near Market' Scenario

4.1.6 The Propensity to Cycle Tool (PCT) was developed on behalf of the DfT between 2016-2019. It is a web-based tool designed to help authorities plan cycle networks, with LCWIPs in mind. the PCT helps identify desire lines for cycle traffic for trips to work and to schools. It can also help inform network development, as its outputs can be configured to be applied to the existing network, giving 'heat maps' of indicative demand.

4.1.7 It is based on data from the 2011 Census, which is then manipulated and uplifted to represent a number of future scenarios, showing potential cycle demand patterns. Two scenarios, shown in Figure 4-1 and 4-2 respectively, were modelled in the study area for this LCWIP: "Government Target (Near Market)" and "Go Dutch". The latter looks at the distances between homes and workplaces and applies Dutch willingness to cycle to these, imagining how many additional trips could be cycled if there was Dutch-style cycle infrastructure in the UK and Dutch levels of willingness to cycle.

4.1.8 The parts of the network highlighted in orange and red in these figures show the routes with greatest potential for commuter cycle trips. There is greater potential shown in the "Go Dutch" output, as this scenario is more optimistic. These outputs show that the routes with the most potential are mostly within and between Hertford and Ware, and Bishop's Stortford. There is also a high potential link between Bishop's Stortford and Harlow and the inter-urban link between Hertford and Welwyn Garden City.

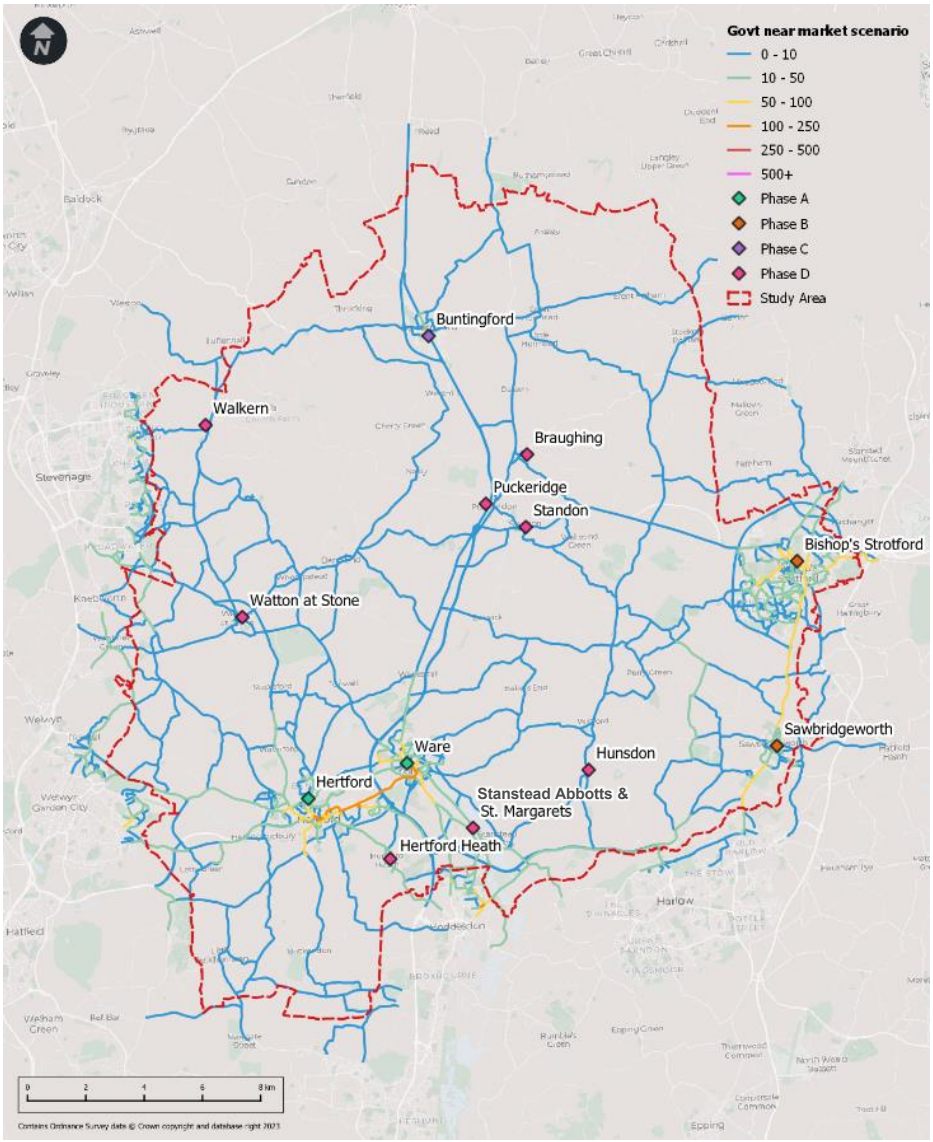


Figure 4-1 - Government Near Market Scenario

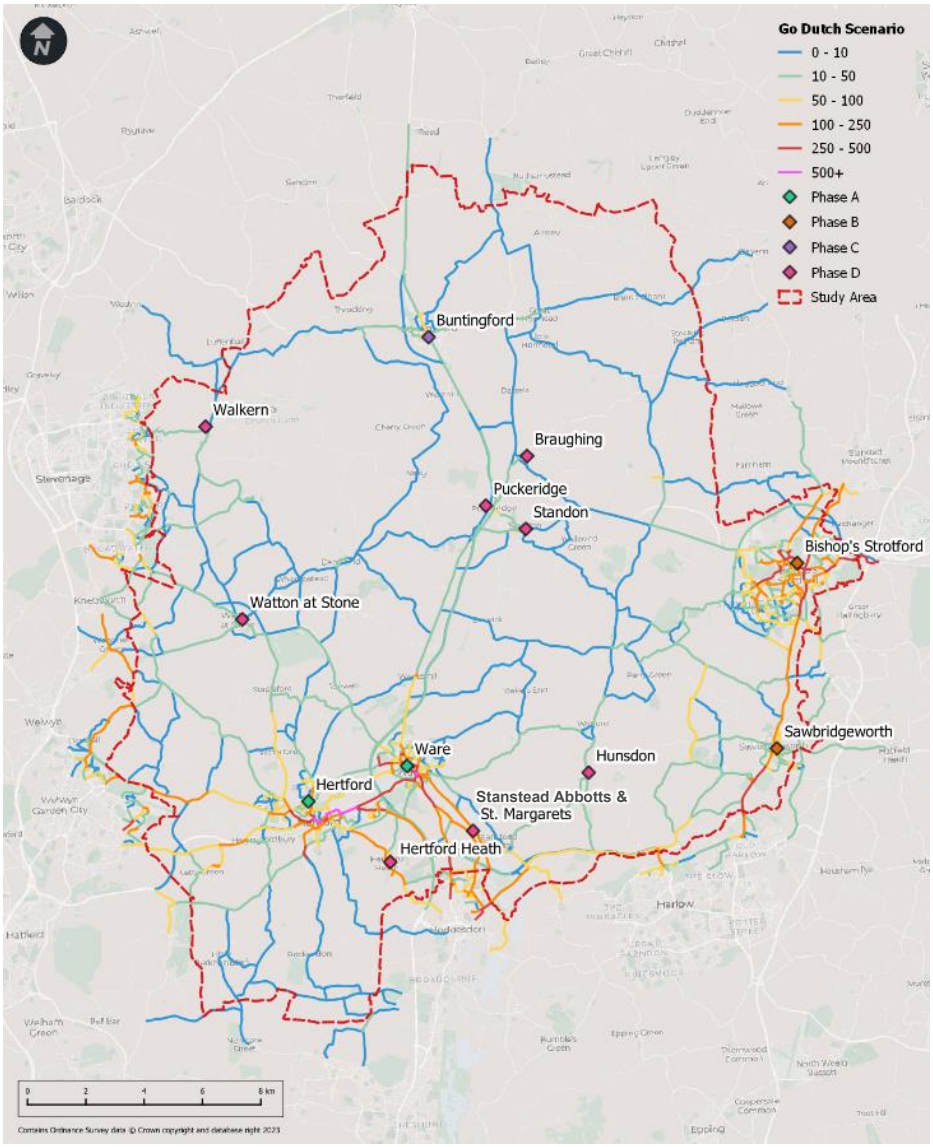


Figure 4-2 - Go Dutch Scenario

Rapid Cycleway Prioritisation Tool

4.1.9 The Rapid Cycleway Prioritisation Tool (RCPT) was developed at haste, in response to the Emergency Active Travel Fund. This was a means of allowing authorities without well-developed cycling strategies or network plans to identify potential cycling routes and corridors. Primarily built on data from the PCT, the tool ranks and selects roads based on:

- Cycling potential, estimated from PCT data and 2011 census information
- Spare space, those being roads that appear to be either overly wide or have spare capacity due to additional running lanes.

4.1.10 In addition, the tool generates what is termed the 'cohesive network' which is intended to show what an integrated cycle network could look like if more measures were able to be considered, up to and including one-way systems or full road closures, on roads with a high potential but without the expectation of spare carriageway space. This is recognised as being principally useful for long term planning.

4.1.11 The tool identified a number of potential routes towards the south of the District (Figure 4-3), both in terms of a cohesive network potential and section marked as being top ranked cycleways. It should be noted that the tool operates at a county level, and as such to score highly is much more significant. The cohesive network is shown in purple, potential new routes shown in blue.

4.1.12 The cohesive network broadly matches the findings of the PCT data, showing a concentration of cycling activity around Hertford and Ware. However, Bishop's Stortford is not seen in this dataset as a location with cycling potential. It is included neither in the cohesive network not in the top ranked new cycleways. Although the existing cycleways in Bishop's Stortford are seen on the map, as the largest towns in the East Herts District the absence of 'Top ranked new cycleways' and 'Cohesive network' routes, reflected by the purple and blue lines, is notable.

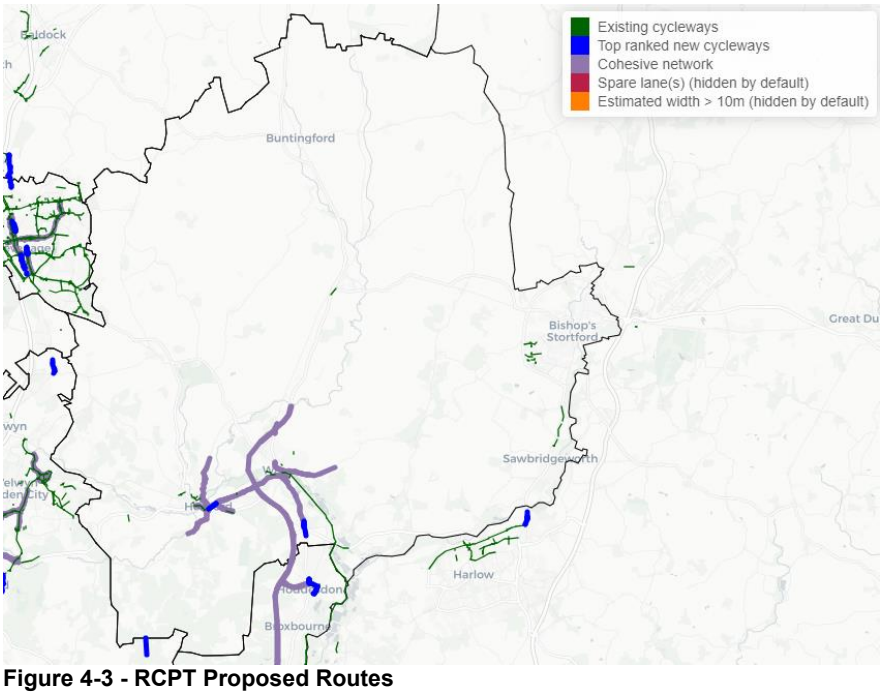


Figure 4-3 - RCPT Proposed Routes

Strava Data

4.1.13 Strava data is an aggregated dataset collected from users of the Strava platform – a popular means of tracking physical activity (specifically walks/rides/runs). The data is anonymous but does highlight routes and corridors based on route volume and as such can provide a key insight into mobility patterns.

4.1.14 There is an inherent bias in the data, favouring those that both possess a smartphone and have opted to install and use the application, but the resultant trends are still sufficient to show relative popularity of routes under existing conditions. Data can be viewed at various levels, from individual road and street units through to wider routes and corridors within or between settlements.

4.1.15 As part of preparation for this LCWIP, assessments were done at varying levels including Strava analysis on the below areas to understand existing cycling trips, both for commuting

and leisure. The following maps illustrate activities recorded on Strava across East Hertfordshire across July 2023.

Figure 4-4 shows Section 1: Ware Road (on-road between Hertford and Ware), the on-road connection between Ware and Hertford along Ware Road. It shows a total of 895 trips in July 2023. 87% of these trips are for leisure, compared to 13% for commuting trips. Most of these trips take place on the weekends between 7am and midday.

Figure 4-4 - Section 1: Ware Road

Figure 4-5 shows Section 2: River Lee Navigation, the off-road connection between Ware and Hertford, along the River Lee Navigation. Compared to Ware Road, this route has slightly fewer trips at 835 throughout July 2023. Comparatively, a lower proportion of these trips are for leisure, at just 74%, with double the number of commuters choosing this route, 26%. Whilst the majority of trips are still taken on the weekends, a higher proportion of weekday trips occur on this route to the on-road link, with a peak during the middle of the week.

Figure 4-5 - Section 2: River Lee Navigation Path

Figure 4-6 shows Section 3: A119, the link between Hertford and Watton-at-Stone. This route has a surprisingly low demand given the relatively high populations in the two settlements. There were 545 trips in July 2023, with the majority taking place on the weekends between 7am and midday. 5% of these trips are made by commuters, likely contributing to the morning and evening peaks which are seen along this route. The speed and volume of motorised vehicles along this route, which is an A-road, may be a contributing factor to the low demand and low uptake of this route amongst commuters.

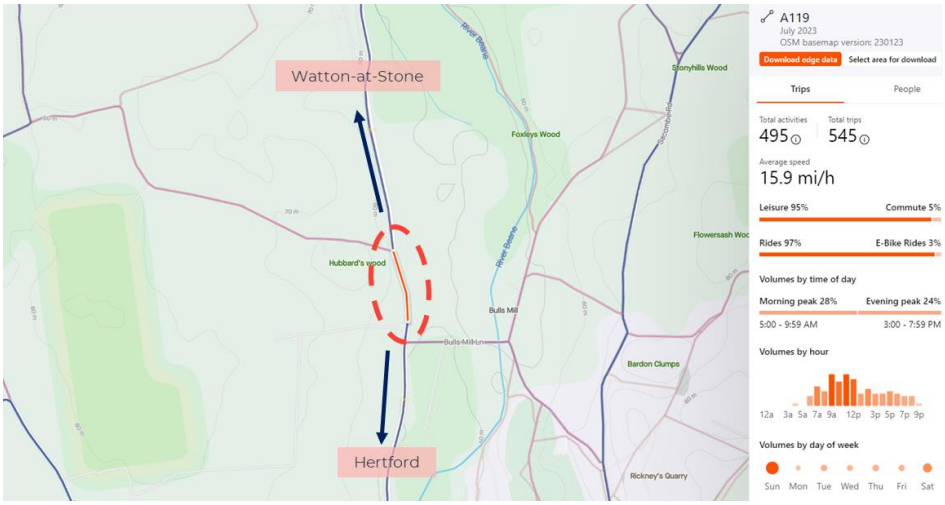


Figure 4-6 - Section 3: A119

Figure 4-7 shows Section 4: Walkern Road. It is interesting to note that there is a higher demand for routes out north from Watton-at-Stone towards Walkern, than there are for journeys south towards Hertford, given the relative size of the three settlements. This link had 965 trips throughout July 2023, with a higher proportion of commuter trips that for the link shown in Figure 22. The demand for this route could be because of the proximity to Stevenage, a much larger town to the west of East Hertfordshire. When we reviewed the Strava count for a link to Stevenage, however, the counts were notably lower than the connection shown here, likely because the volume and speed of motorised vehicles is relatively low, making it more comfortable to ride along.

Figure 4-7 - Section 4: Walkern Road

Figure 4-8 shows Section 5: Hay Street. This route can connect Buntingford to Braughing, and then on to Puckeridge and Standon. Whilst there is a more direct route along the A10, the infrastructure is not adequate for cycling, and as a result the Strava count shows there is no activity along this route. As the figure shows there is demand for this route, with 440 trips taken in July 2023, and there is a potential for mode shift if the infrastructure for active travel was improved. 99% of trips are for leisure, and there is a clear preference for weekend travel between 9am-1pm along this route.

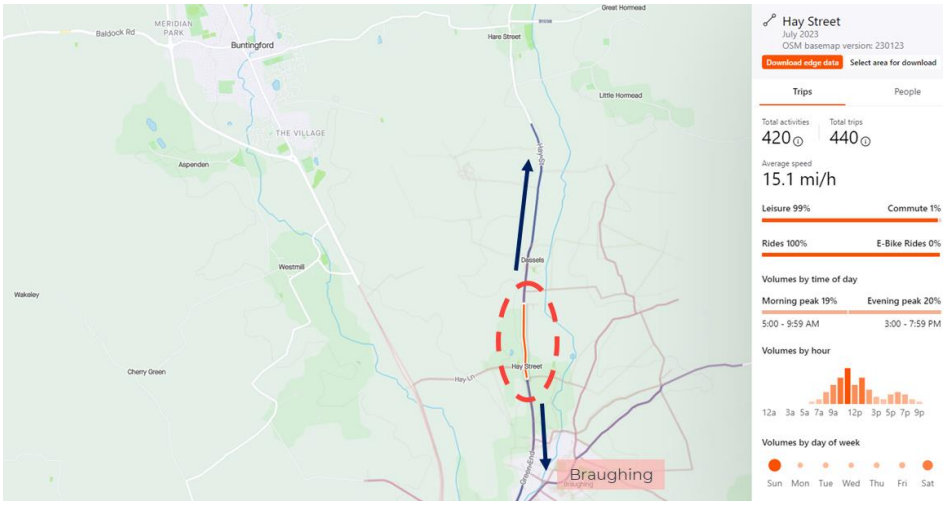


Figure 4-8 - Section 5: Hay Street

Figure 4-9, Section 6: Ford Bridge, shows the route south of Braughing connecting to Puckeridge. Despite the proximity to the route, this one has much higher demand, possibly because of the shorter distance between these two villages, or because of better infrastructure supporting active travel. This section had 995 trips in July 2023, with the same proportion of leisure to commuting trips as Hay Street, at 99% to 1%. The low proportion of commuting and utility trips may be attributed to the lack of shops and a secondary school, limiting the number of trip generators in Braughing.

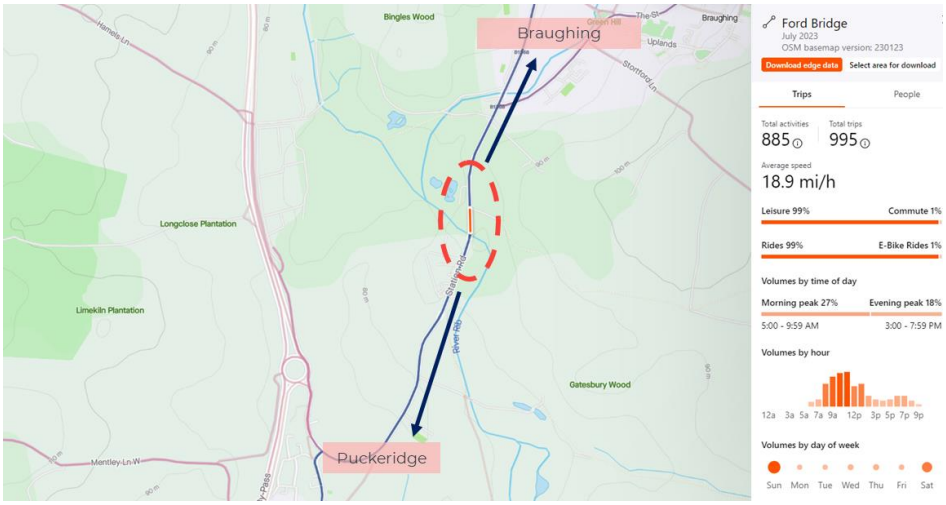


Figure 4-9 - Section 6: Ford Bridge

Figure 4-10, Section 7: New Road, which connects Little Hadham to Much Hadham, is a short route and there is a high demand. This demand is likely to be attributed to the short distance between the two villages. With 99% of the 880 journeys made in July 2023 being for leisure it is clear there is a high proportion of people using this route for recreational sport, in part because the only shop in both settlements is in Much Hadham. The indices of deprivation maps show that these areas are more deprived than other areas within the District. This means that it is important to connect these areas, capturing and building on the demand to improve access to active travel.

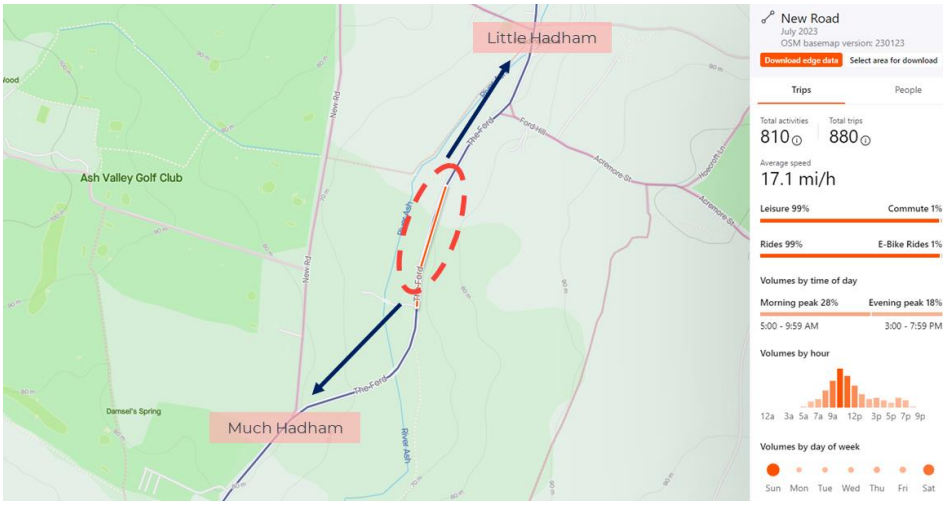


Figure 4-10 - Section 7: New Road

Figure 4-11 shows Section 8: Widford Road. As with the above section, this connects two villages with high levels of deprivation, Much Hadham and Widford, along Widford Road. Consequently, this is an important corridor as it provides connections not only between these two villages, but also onto Ware, the closest major town. This route has extremely high demand, with 1,070 trips in July 2023. Only a small proportion of these trips were for commuting, at 2%, however there is the potential for mode shift given the existing demand and the proximity to Ware, a likely employment destination.

Figure 4-11 - Section 8: Widford Road

Figure 4-12 shows Section 9: B1004. The activity on the B1004, the road which connects Much Hadham to Bishop's Stortford. There is a level of demand for this route, with 530 trips in July 2023, and it is an important connection as Bishop's Stortford, the larger and less deprived of the two towns, has a higher population and is a likely employment centre. This is indicated partly with the fact that far more trips here, compared to other sites, are for commuting at 11%. The use of this route for commuting is also evident with the morning and evening peaks, because compared to other routes there is a far higher proportion of trips during the afternoon, from 5-7pm. Also, except for Sundays where travel is the most frequent, trips are more evenly spread out across the week.

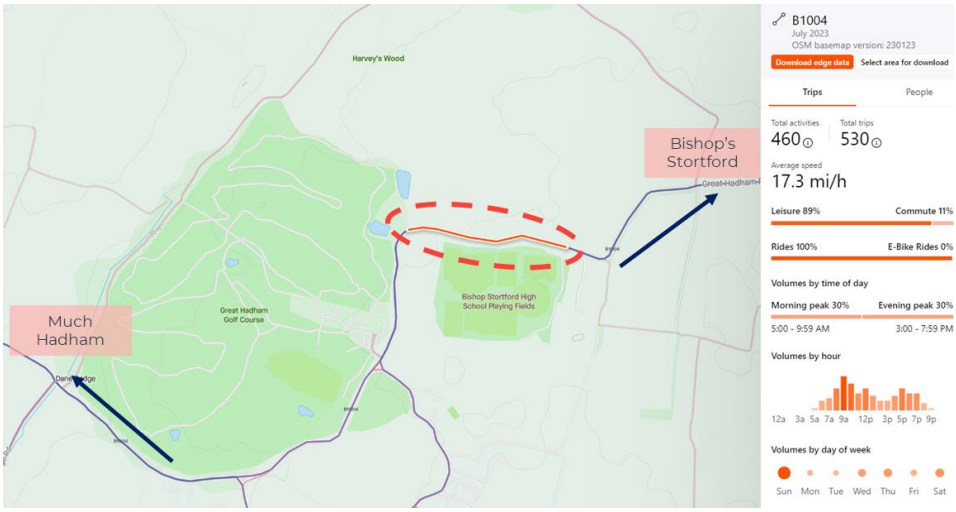


Figure 4-12 - Section 9: B1004

Figure 4-13 shows Section 10: Cambridge Road. The route between Bishop's Stortford and Sawbridgeworth along Cambridge Road is important as they are the two major towns to the East of the District. Whilst there is a low demand, with only 200 trips in July 2023, a high percent of these were commuter trips at 13%. This indicates that the route is an important one for both leisure and employment, and there is high mode shift potential given the affluence in these areas. The low trip rate is likely a result of infrastructure which is inadequate, dissuading people from active travel.

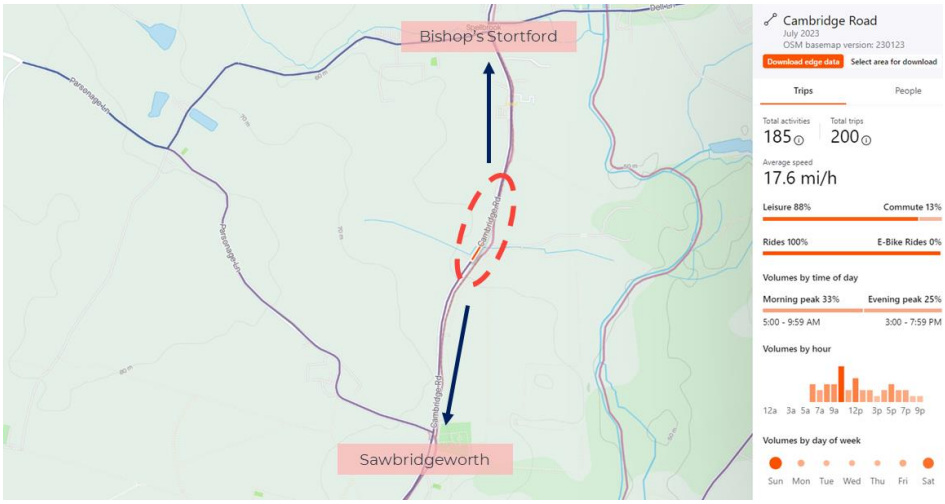


Figure 4-13- Section 10: Cambridge Road

Figure 4-14 shows Section 11: Harlow Road, the route between Sawbridgeworth and Harlow. Although Harlow is outside the East Hertfordshire District boundary it is an important route, because 31% of trips are used by commuters. Although the demand is not as high as some of the other sections analysed, with 265 trips in July 2023, there is a high potential for mode shift due to the affluence of the areas, and the existing demand amongst commuters, especially if issues associated to the high volumes and speeds of motorised vehicles are addressed.

Figure 4-14- Section 11: Harlow Road

Figure 4-15 shows Section 12: Lower Road. The route between Ware and Stanstead Abbotts & St Margarets is in high demand for a mixture of both leisure and commuting, with 850 trips in July 2023. The combination of journey purposes is likely a result of the short distance between the two settlements and indicates that the infrastructure supports a variety of travel for different demographics. This route has one of the highest levels of commuter travel at 20%, showing that it is an important connection throughout the week. This is also evident given that the volume by hour is heavily weighted to the morning between 6-11am, and except for Sundays where travel is significantly higher, travel volume is spread evenly throughout the week.

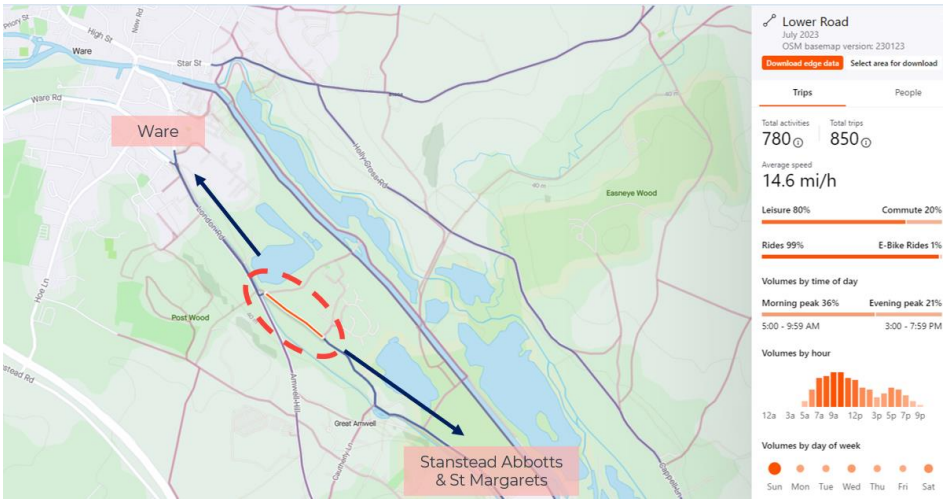


Figure 4-15- Section 12: Lower Road

Census Data

4.1.16 Data from the 2021 Census includes data on home-work distance and modes of transport. This data provides valuable insight into current travel patterns for those living in the district and provides a high-level indication of the propensity for modal shift. However, note that this Census was carried out during the Covid-19 pandemic during a period of national lockdown, the associated guidance and furlough measures, which is expected to have had an impact on the data.

4.1.17 Distance travelled to work

Table 4.1 below provides an overview of current work travel distances in East Hertfordshire, translated into Figure 4-16, where we can see that there is a mix of distances travelled to work across the district. In the northern and more rural areas of the district, where transport links are weaker, residents travel significantly longer distances to work, with less than 40% within 10km of work. Towards the southern part of the district, around the more urban areas, residents generally live much closer to their workplaces. In many of these areas between 60-80% of journeys are under 10km, and this rises to over 80% around Ware and Bishop's Stortford.

Table 4-1 – Distance Travelled to Work

Distance Travelled to Work	East Hertfordshire
Less than 10km	23%
10km to less than 30km	16%
30km and over	6%
Works mainly from home	41%
Not in employment or works mainly offshore, in no fixed place or outside the UK	14%

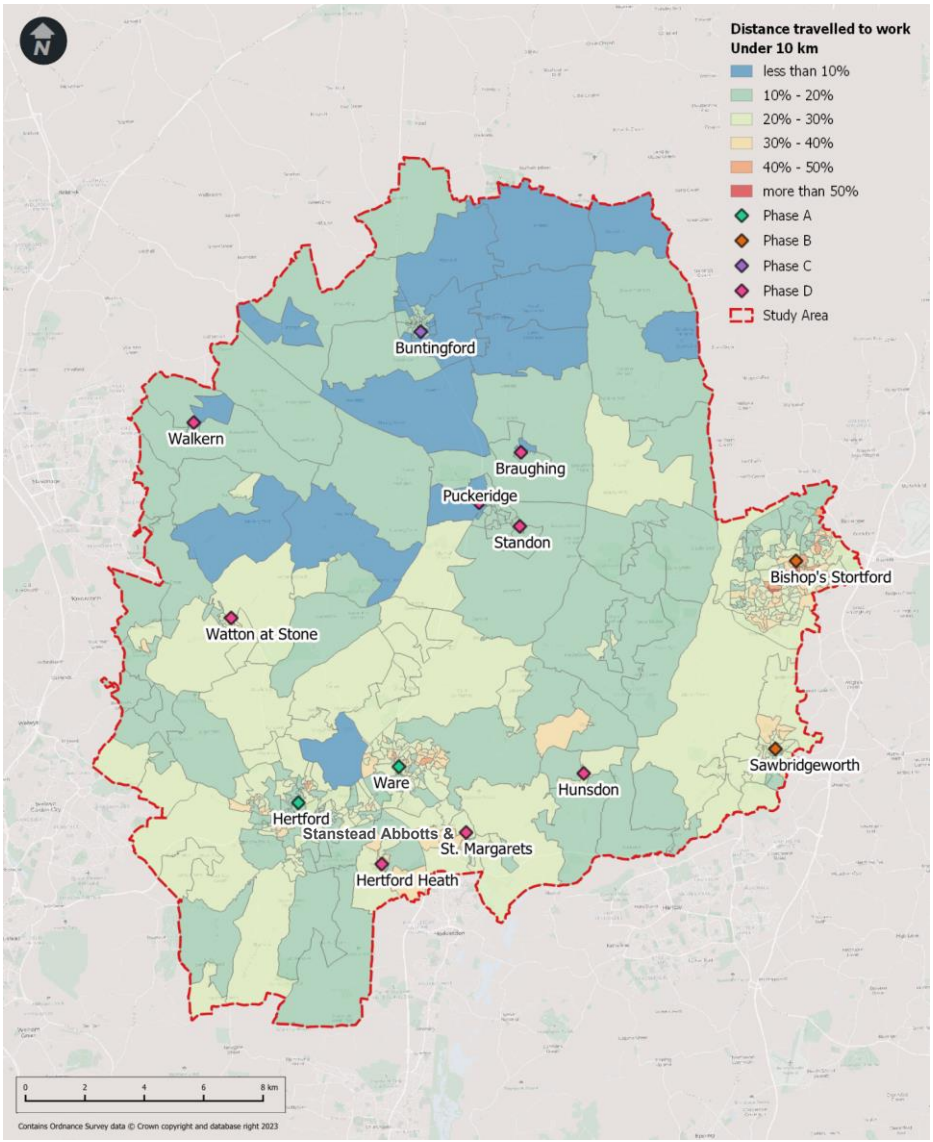


Figure 4-16 - Distance travelled to work Under 10 km (Population %)

Mode of Travel to Work

4.1.18 Figure 4-17 shows that overall bike usage is low across the whole of the district, with bike share below 2% for most of the district.

4.1.19 The areas with the lowest usage are typically in rural areas, with pockets of use increasing to 5% in certain rural and urban areas, such as around Bishop's Stortford and to the West of Puckeridge.

4.1.20 Only a very small number of areas have bike usage above 5%. The key areas to note are around pockets around the East, West and South of Hertford, and a larger pocket to the South of Hertford Heath.

4.1.21 Looking at other modes used, over 42% of East Hertfordshire residents drive to work in either a car or van, with an additional 2% as a passenger. This amounts to nearly half the population; however, it is important to note that another 40% of residents work from home.

Table 4-2 - Mode of Travel to Work

Mode of Travel to Work	East Hertfordshire
Work mainly at or from home	40.8%
Underground, metro, light rail, tram	0.4%
Train	4.0%
Bus, minibus or coach	1.3%
Taxi	0.3%
Motorcycle, scooter or moped	0.3%
Driving a car or van	42.1%
Passenger in a car or van	2.4%
Bicycle	0.8%
On foot	6.6%
Other method of travel to work	0.9%

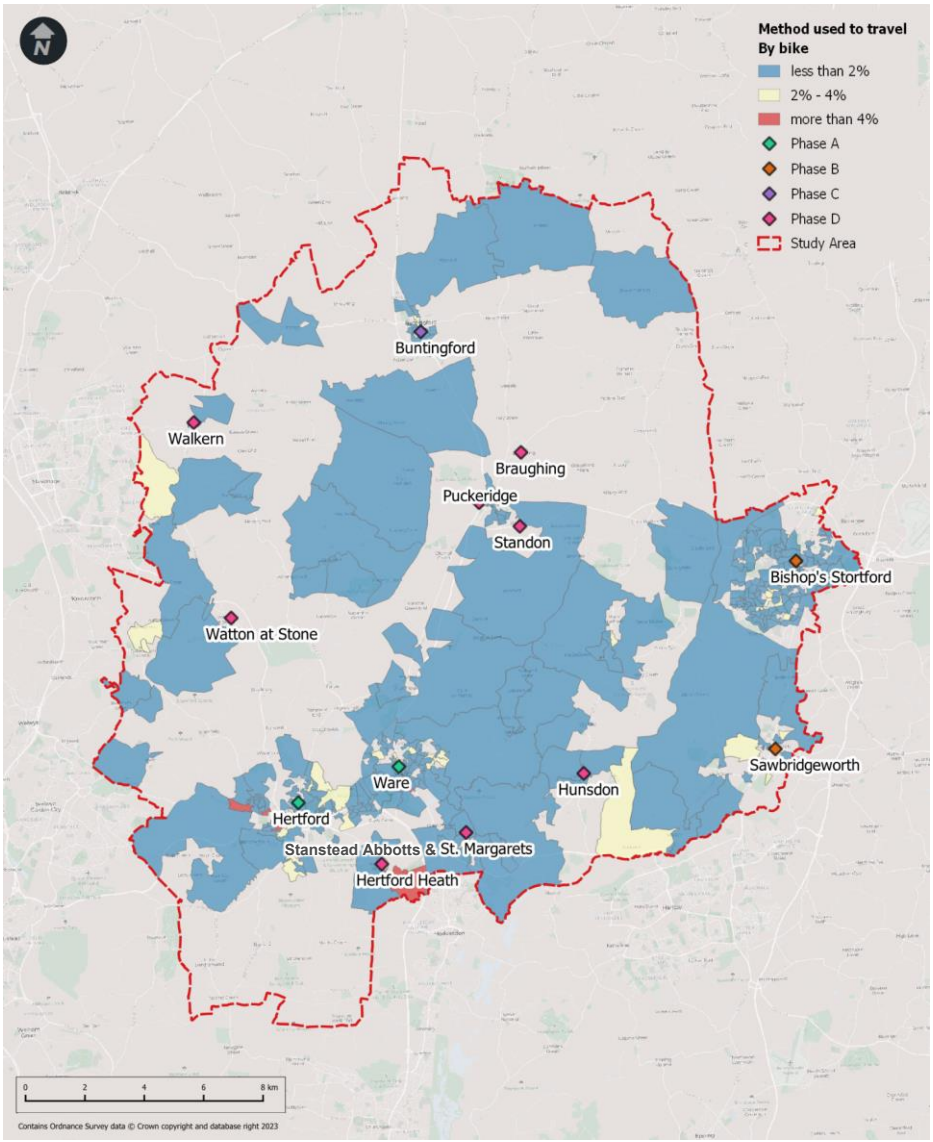


Figure 4-17 - Mode of Travel – Cycling

4.1.22 Figure 4-18 shows a similar pattern for walking as a mode used to travel as cycling. The percent of people travelling by foot is less than 10% across the majority of the district, especially in the rural areas. However, in certain pockets in some urban areas as well as an area just South of Puckeridge, walking levels increase above 10%. Only in urban areas do we see walking as a mode used to travel between 20-40%, especially in the southern towns of Hertford and Ware. Two notable locations are Hertford Heath and Bishop's Stortford where walking levels are over 40% in certain areas.

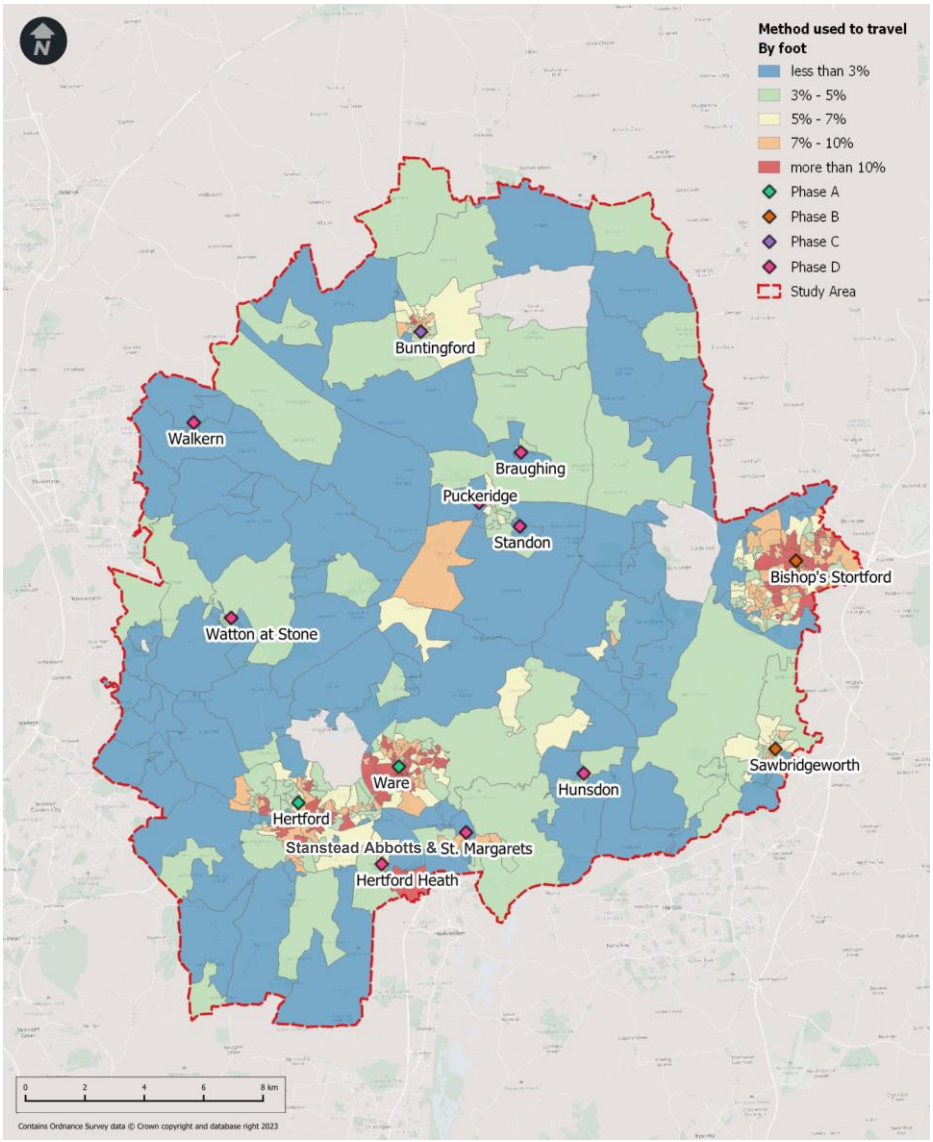


Figure 4-18 - Mode of Travel – Walking

Hertfordshire County Travel Survey

4.1.23 The Hertfordshire County Travel Survey (HCTS) was undertaken between April-June 2022 to provide insight into travel patterns and journeys made by Hertfordshire residents.

4.1.24 Postal questionnaires were sent to a random sample of addresses from across the county. An online version was also provided to boost participation. 1,603 addresses were selected in East Hertfordshire, of which 318 residents completed the questionnaire. This equals a 20% response rate.

- Access to Transport – Access to Car/Van: Looking at the county as a whole, the survey reveals that most households have one or two cars (79.3%) and 8.2% have three or more. In 2022, 12.5% of households had no car. District level analysis shows that most households in St Albans, East Hertfordshire and Dacorum had at least one car (91.4%, 91% and 90.4% respectively), and on average East Hertfordshire has the second highest number of cars per household of all the districts in Hertfordshire, following just behind Dacorum.
- Access to Transport – Access to Bicycle: The county average for bicycle ownership is 44%, which puts East Hertfordshire above average at nearly 49%. Despite being the third leading district for within this category, bicycle use as a main mode of transport is significantly lower than there is the potential for, at only 1% currently.
- Trip Distance: 60% of trips in East Hertfordshire made by residents are under 5 miles, likely a result of the district having one of the highest rates of car ownership in the county.
- Therefore, although car ownership is above county average, most trips are done at a local level, indicating that there is a high potential for modal shift to sustainable modes.
- Main Mode Used: The survey also provides a breakdown of main mode used by district. Whilst 31% of East Hertfordshire residents use active modes as their main mode of travel, 42% drive and an additional 18% are car/van passengers. Of the 31% who travel by active modes, only 1% cycle. Table 4-3 provides a breakdown of main mode of travel for residents in East Hertfordshire.

Table 4-3 - Main Mode of Travel

Main Mode of Travel	East Hertfordshire
Walk	31.4%
Cycle	1.0%
Motorcycle/Moped	0.2%
Scooter/e-Scooter	0%
Bus	1.8%
Train	5.2%
Car/Van Driver	41.9%
Car/Van Passenger	17.8%
Tube	0.1%
Taxi	0.5%
Other	0%

- Journeys to Work: Despite nearly 50% of East Hertfordshire residents living within 10 miles of their workplace, over 60% travel to work by car/van and just 16% use active modes. Further to this, 34% of Hertfordshire residents travel to work within their home district, whilst 27% travel to a neighbouring Hertfordshire district. For East Hertfordshire specifically, however, only 19% of residents travel to a neighbouring district for work. Subject to distance, this data suggests that these journeys could be done by sustainable modes or by multi-mode. For example, where East Hertfordshire residents are travelling to neighbouring districts for work, ensuring the appropriate walking and cycling infrastructure is provided on key routes to and from the railway stations would support these multi-modal journeys and could encourage more residents to choose sustainable options over private car use.
- LCWIP Context: Understanding existing travel patterns at the County and District level provides valuable insight on how residents are travelling and where they are travelling

to. This data helps to identify potential opportunities for modal shift, for example where car journeys are less than 5 miles and are therefore likely to be achievable by sustainable, or preferably, active modes.

Slow Ways

4.1.25 Slow Ways is an initiative to create national network of walking routes connecting all towns, cities, and villages. Users map routes along existing paths, trails, and roads, to facilitate active travel connections between neighbouring settlements. Purple routes have been verified, meaning they have received at least three positive reviews from volunteers. Green routes, which consist of the majority, are suggested routes with fewer than three reviews.

4.1.26 The routes shown in Figure 4-19 connect the key urban areas in the East Hertfordshire District to each other, and each of the study areas are covered.

4.1.27 Hertford and Ware have the highest number of Slow Ways routes, connecting to Buntingford, Watton-at-Stone, Sawbridgeworth, and many more places. This aligns with the previous data we have analysed which shows these areas as ones with some of the highest prevalence to walking and cycling. Despite the low uptake of walking and cycling towards the north of the district, there are a significant number of Slow Ways routes around Buntingford, Puckeridge, and Braughing, indicating potential for mode shift.

4.1.28 The Slow Ways will help inform the walking network within the Core Walking Zone. One limitation of the routes is that they are predominantly long inter-urban connections across rural areas, which can make it less accessible for rural villages. However, the data suggests that the highest potential for mode shift is within urban areas.

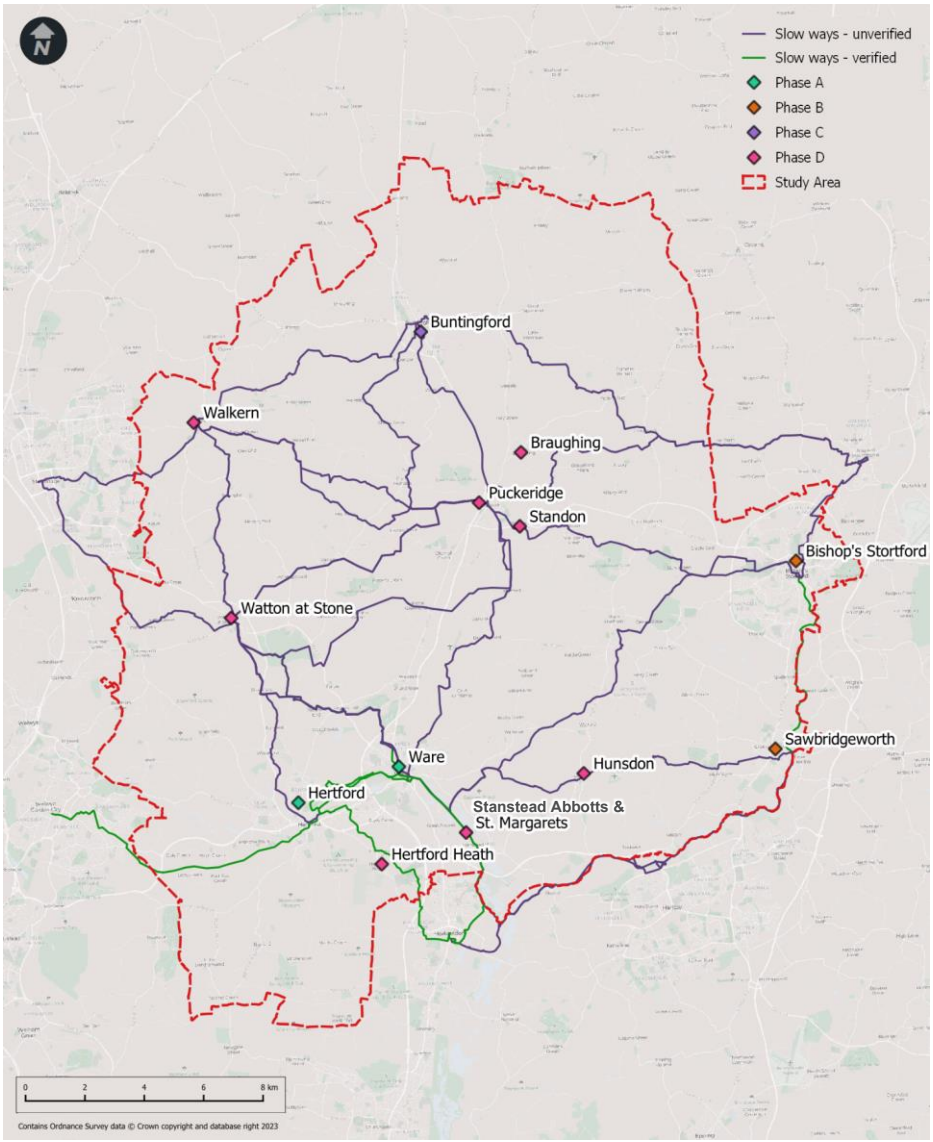


Figure 4-19 - Slow Ways Routes

4.2 Origin – Destination Analysis

Current and Future Origins and Destinations

4.2.1 The LCWIP Technical Guidance notes that identify demand for a planned cycle network should start by mapping the main origin and destination points.

4.2.2 In line with the guidance, census output areas were chosen to represent journey origins from existing residential areas. Additional origins and destinations were identified as:

- Future housing and employment sites adopted in the District Plan
- Core tourism areas and attractions
- Town, District, and Neighbourhood Centres as identified in the District Plan
- Current and proposed rail stations
- Hospitals and secondary schools

4.2.3 LCWIP work for Essex and other Hertfordshire districts that is either underway or has already been adopted will help to further improve both inter and intra-county infrastructure and connections.

4.2.4 This analysis considered connectivity to large scale site allocations including, but not limited to, the Gilston area to understand current and future walking and cycling demands within East Herts. However, as large-scale site allocations will include separate access and transport strategies to deliver sustainable transport facilities and connections, network development to and through these sites were excluded from the LCWIP, except for a few instances where sites have already been constructed and opportunities for linkages were obvious.

GIS Output Model

4.2.5 WSP has built a GIS model for informing LCWIPs, which is customisable depending on local assumptions applied. This model compensates for the limitations in the PCT by allowing the latest origin and destination data to be input and applied to a custom network. This gives us an indication of potential demand for cycle and walk trips beyond the commute and the school run and also considers potential demand from housing built since 2011 and housing planned for the future.

4.2.6 In brief, this model has looked at how many people live in the area, employment centres and future developments and calculated the potential number of cyclists travelling between

these origin and destination points. This gives an indication of where on the network there may be suppressed travel demand for walking and cycling trips, and/or potential future demand.

4.2.7 Figure 4-22 and Figure 4-27 respectively show the outputs of this model for both the cycling and walking potential in the East Herts district.

GIS Output Model: Assumptions

4.2.8 Not all origin points are linked to all destination points. For most destination types, origin points are only linked with the closest of each type (e.g., the closest library, the closest supermarket).

4.2.9 For some destination types, such as schools, origin points were linked with the nearest 3 or 5 destinations of that type.

4.2.10 For a small number of destination types, including town centres and key employment areas, origin points were linked with every destination of that type.

4.2.11 Where origins linked with multiple destinations of a type, the model assigned more trips to closer destinations and, in the case of key employment areas, it additionally factored in the likely number of jobs (based on the size of the key employment area) and would assign more trips to larger, closer employment sites.

4.2.12 Origins are linked with destinations along the shortest route available on the network, as directness is a key factor when considering walking and cycling desire lines.

4.2.13 Trips over 2km in length are excluded from the walking model, as the focus in an LCWIP is on short utility trips. 2km is length referred to in the LCWIP guidance and most people can walk this distance in 20-30 minutes.

4.2.14 Trips over 8km in length are excluded from the cycling model for a similar reason. Gear Change refers to trips up to 5 miles (roughly 8km) in length as journeys ‘perfectly suited to cycling’ for ‘many people’.

4.3 Planning for Cycling Networks

Process

4.3.1 This section details how the steps undertaken in Section 2.2 have been used to develop a draft cycling network for East Herts district.

4.3.2 The stakeholder engagement helped to determine key areas where LCWIP development can be used to resolve high carbon emissions and other social problems including road safety and personal security.

4.3.3 A key goal in this stage of the LCWIP was to determine where the greatest propensity for cycling exists. In other words, areas where targeted investment in infrastructure could generate the greatest number of new cycling journeys.

4.3.4 The process for planning the cycling network is identified in Figure 4-17. The Propensity to Cycle tool has assisted in identifying desire lines for cycle traffic for trips to help inform network development, while the GIS LCWIP Model has analysed origin and destination data relevant to the East Herts District.

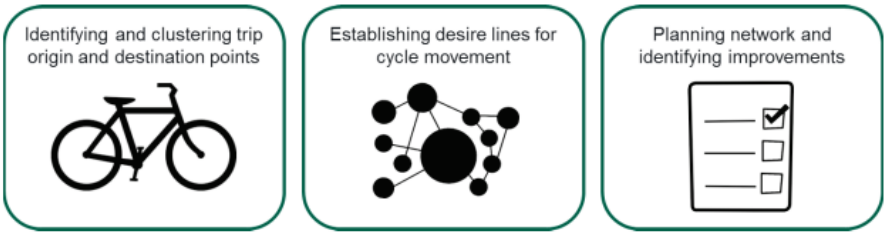


Figure 4-20 - Planning Cycling Networks, DfT (2017)

Network Planning

4.3.5 The flow diagram in Figure 4-18 shows the six stages to planning a cycling network according to the DfT Technical Guidance for LCWIP design. Each of these stages were undertaken throughout this LCWIP development process.

4.3.6 As part of the LCWIP design, primary and secondary routes have been identified. Primary routes provide links to key destinations including commercial areas, schools, large housing developments and key links through and between the towns.

4.3.7 Secondary routes provide further connections to schools and smaller housing developments and are feeder routes to the primary network.

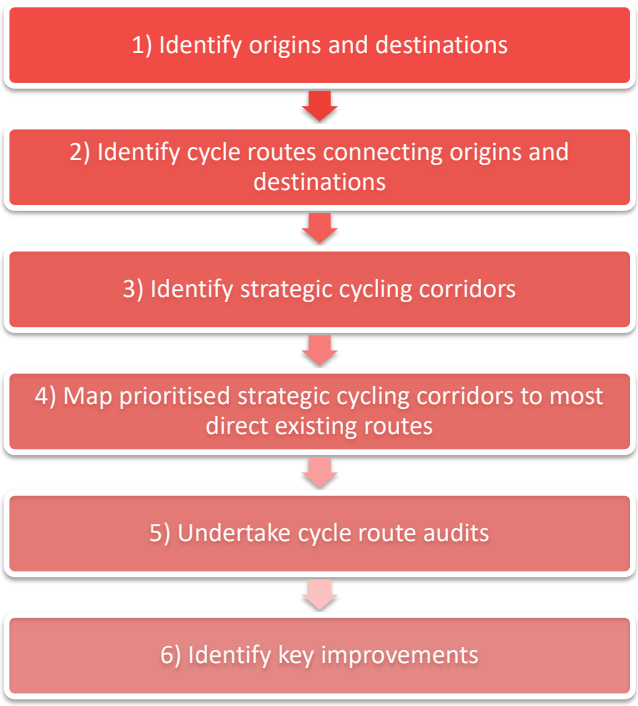


Figure 4-21 - Cycling Network Planning Stages

GIS Model – Potential Cycling Network

4.3.8 The highest cycling potential, shown in Figure 4-22, is seen towards the south of the district, in and around the main towns of Hertford, Ware, Bishop's Stortford, and Harlow which is just outside of the district to the south east. The potential here is between 1,000 and 6,508 journeys per day. The routes connecting these towns have similar levels of potential, but the lower range goes down to 500. Key potential cycle routes connecting towns include the A1184, connecting Sawbridgeworth and Bishop's Stortford, and the A414 which extends out of Hertford.

4.3.9 Over half of the routes within Bishop's Stortford, Hertford, and Ware have the potential for over 1,000 cycle journeys per day, showing the preference for active travel for shorter urban journeys.

4.3.10 Outside of the main towns in the district, the cycling potential is relatively low, between 0-300 on average, with most routes lying below 100. The A10, which connects Buntingford to Ware, via Braughing, Standon and Puckeridge, has the potential to accommodate 200-300 journeys per day. Given the length of this route, and the fact that it connects multiple settlements, suggests that this is an important route despite it not having as high potential of some of the routes towards the south of the district.

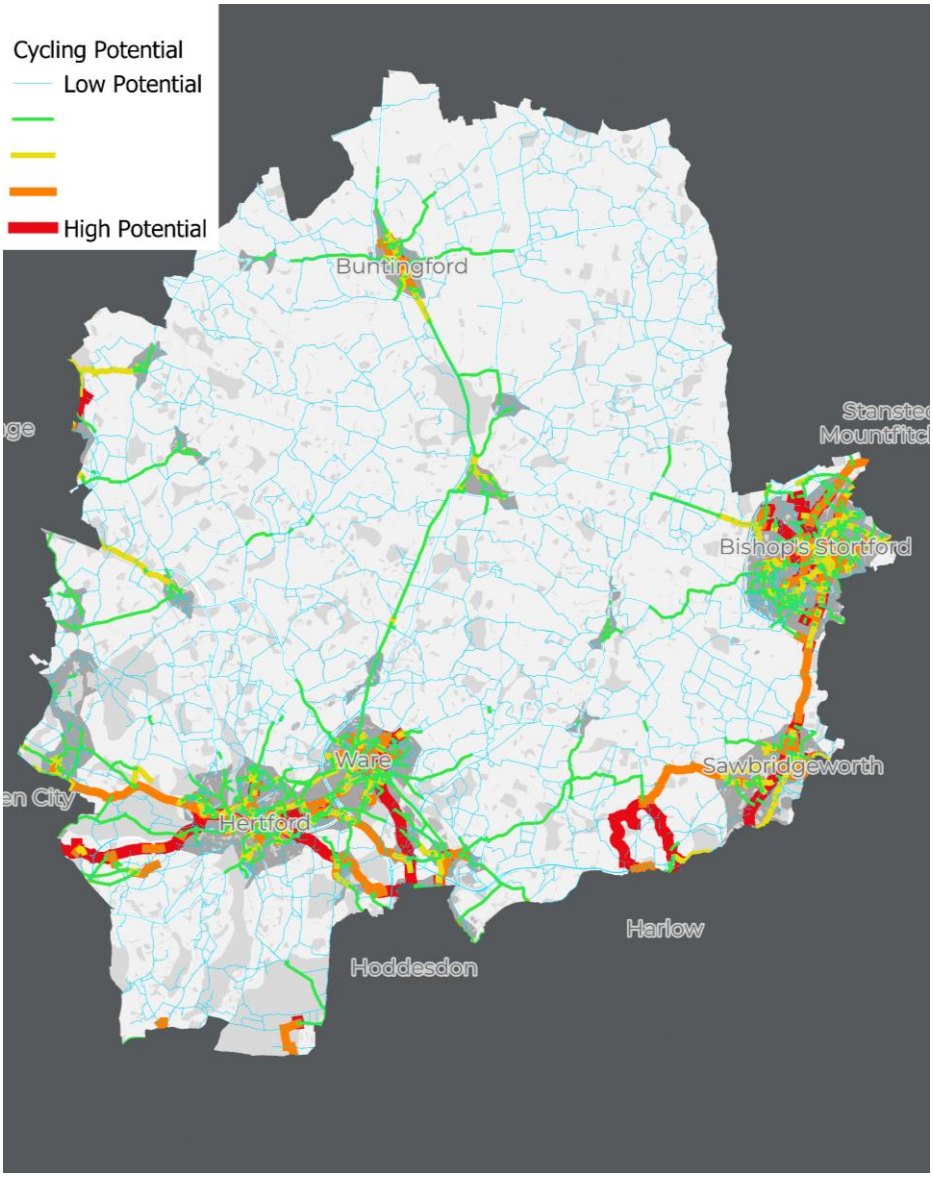


Figure 4-22 - Cycling Potential GIS Model

4.3.11 Having determined areas where demand is likely highest the next phase of the process is to identify real world routes that can accommodate these desire lines. For example, via existing roads or paths, or identifying opportunities to create new routes.

4.3.12 The importance of each link and route needs to be understood in terms of their overall significance in the network – this will largely relate to the numbers of cyclists that each will cater for in the future. The following hierarchy was therefore applied to the links in the network:

4.3.13 Primary routes are generally those which align with the agreed desire lines and are therefore most likely to cater for the highest level of existing and forecast flows.

4.3.14 Secondary routes are those with lower expected flows of cyclists, generally those links that connect to specific attractors such as schools, colleges and employment sites, or which add to the density and the connectivity of the overall network.

4.3.15 Figure 4-23 illustrates the Draft Network Plan for Cycling, developed as an initial plan based on available data before the network was refined and updated to account for stakeholder feedback.

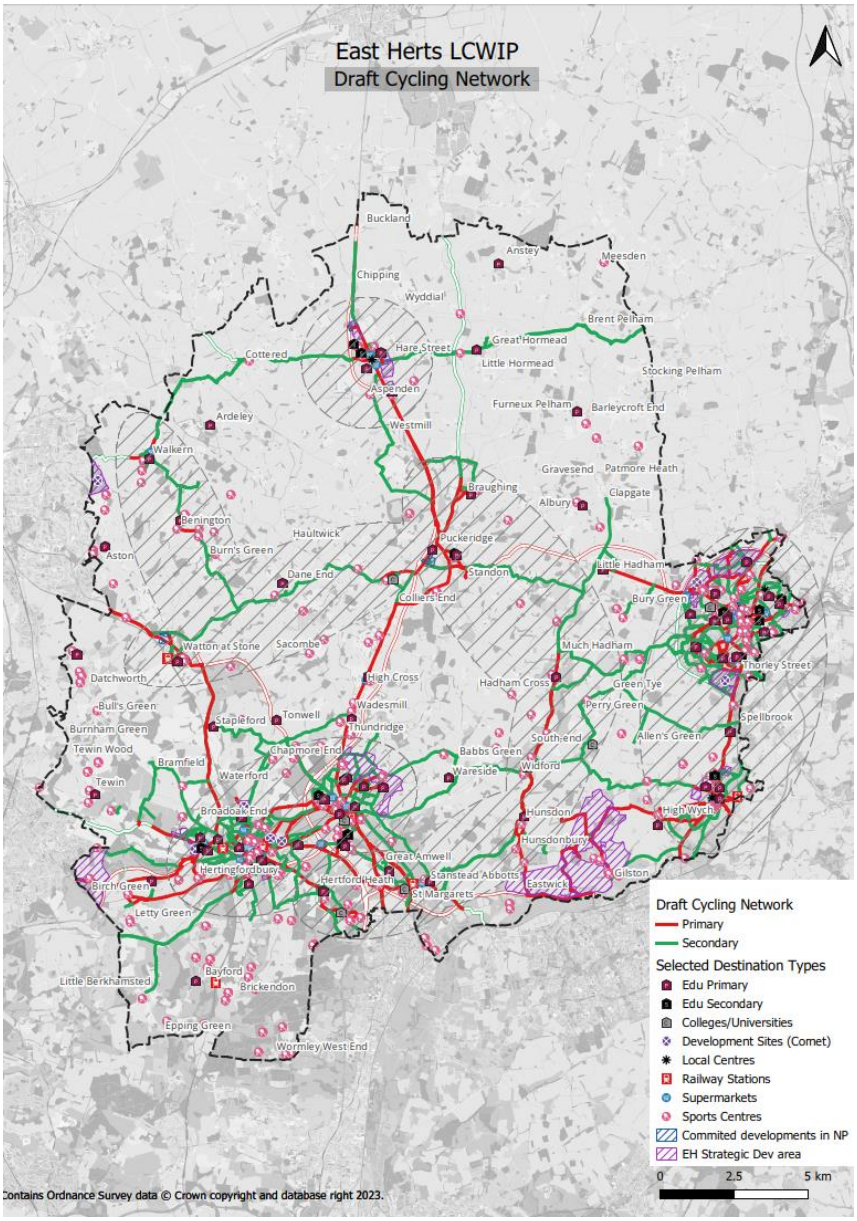


Figure 4-23 - Primary and Secondary Cycling Network

4.4 Planning for Walking Networks

Process

4.4.1 Similarly to the cycling network plans, the information gathered in Section 2 was used to develop a draft network plan for walking, with core walking zones and key walking routes. The draft network was presented to stakeholders, amended and then used to determine the relative importance of different routes and thus which routes to audit and develop infrastructure plans for.

4.4.2 A key goal in this stage of the LCWIP was to determine where the greatest propensity for walking exists – where targeted investment in infrastructure can generate more journeys on foot.

4.4.3 The methodology for developing the network plan for walking is shown below in Figure 4-24.

4.4.4 The following section maps the journey taken to develop our proposed walking routes. Various models have assisted the design for East Herts District's LCWIP. These have been mapped alongside the Widen My Path so that infrastructure is to be developed where the community need it most.

Figure 4-24 - Planning Walking Networks, DfT (2017)

Network Planning

4.4.5 The flow diagram in Figure 4-22 shows the six stages to planning a walking network according to the DfT Technical Guidance for LCWIP design. Each of these stages were undertaken throughout this LCWIP development process.

4.4.6 Similarly to the cycling process, both primary and secondary walking routes have been identified. Core Walking Zones (CWZ's), Figure 4-26, are defined in the LCWIP guidance as: "areas consisting of a number of walking trip generators that are located close together- such as a town centre or business park."

4.4.7 Within CWZ's, all the pedestrian infrastructure should be of a high standard and support journeys for vulnerable users.

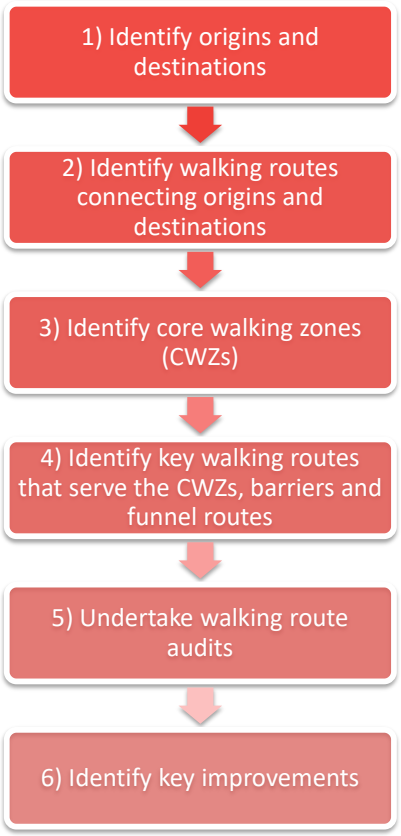


Figure 4-25 - Walking Network Planning Stages

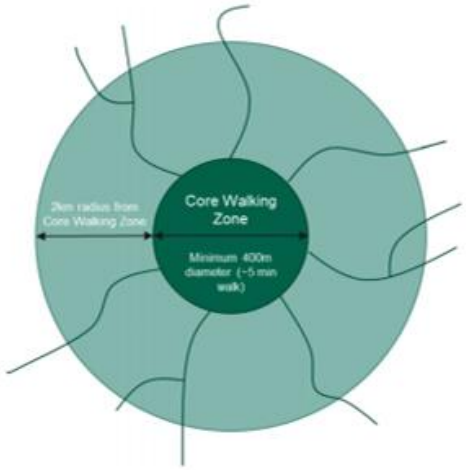


Figure 4-26 - Core Walking Zone

GIS Model – Potential Walking Network

4.4.8 There is low walking potential, up to 100 journeys per day, across the rural areas of the district. Given the nature of the district most of it consists of rural landscapes, whilst the towns are typically concentrated around the southern edge. Unlike with cycling potential, the roads that connect towns have an equally low walking potential to the rural routes in the district.

4.4.9 The highest walking potential is found within the major towns, specifically within Bishop's Stortford, Ware, and Hertford. Buntingford and Sawbridgeworth have slightly lower potential, but it is still significant.

4.4.10 It is acknowledged that not every road or path on the network will be walkable, nor cyclable for the model in Figure 4-27.

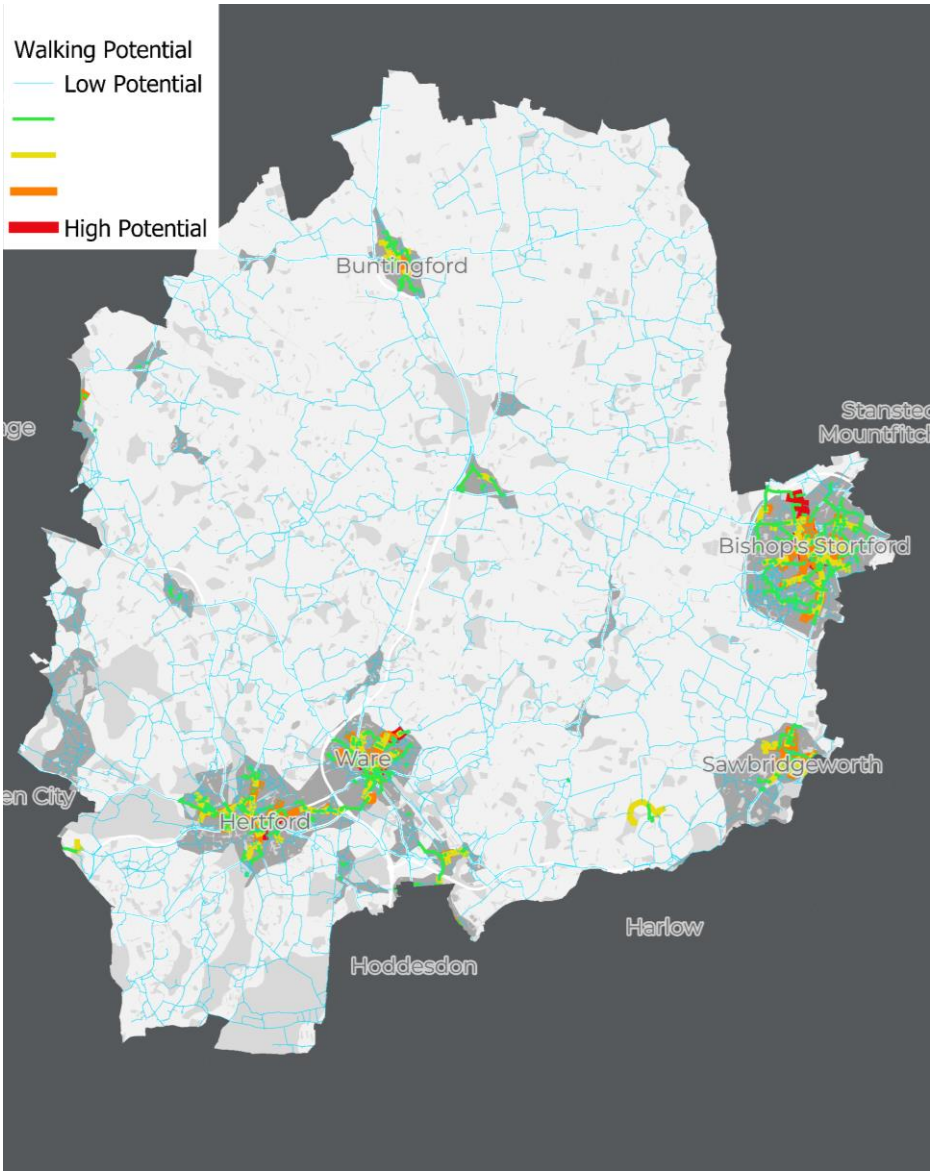


Figure 4-27 - Walking Potential GIS Model

Public Rights of Way

4.4.11 East Hertfordshire District Council provided WSP with a GIS database of the existing Public Rights of Way (PRoW) across the district, shown in Figure 4-28. This database shows four different classifications: Bridleways, Byways, Footpaths, and Restricted Byways. Each of these are Rights of Way where walking, cycling and horse-riding are permitted and are the main modes of transport. Byways are the only routes where motor vehicles are allowed, although it is not always possible given the infrastructure along these routes.

4.4.12 Footpath and bridleway coverage is extensive across the entirety of the district, with the latter typically concentrated in rural areas whereas footpath coverage is across both rural and urban areas. Hertford and Sawbridgeworth are examples of urban areas with many footpaths but no bridleways.

4.4.13 Byway coverage is limited, and they are only found in rural areas, such as to the east of Walkern or the north of Hunsdon. Restricted byway coverage is equally limited, again found almost solely in urban areas. The exception of this is those found in between Hertford and Ware.

4.4.14 It is noted that there is a total absence of any of the classifications to the south of Buntingford and in a small pocket between Hunsdon and Standon. This could be a result of missing data, or areas of high private land ownership.

4.4.15 In general, there is high coverage across the district. It would be useful if, in future, information on surfacing, walkability, and cyclability of these PRoWs could be logged.

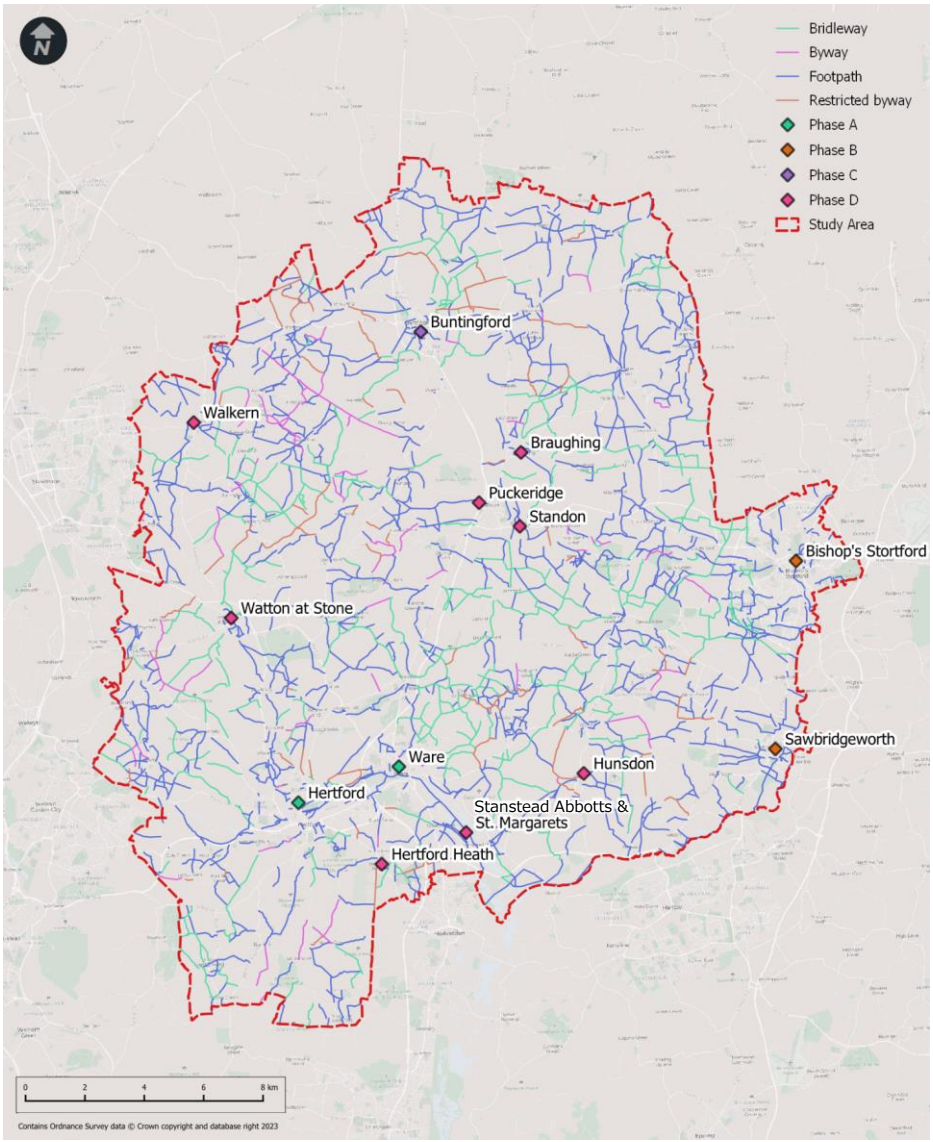


Figure 4-28 - Public Rights of Way

4.5 Stakeholder Engagement 2023/24

4.5.1 As part of the walking and cycling network planning phase, two engagement workshops were held with relevant stakeholders and members in July 2023 by East Herts LCWIP Project team comprising of Hertfordshire County Council, East Herts Council and WSP. The first event was a Member workshop held on 6th July 2023 from 7 pm and second was Stakeholder Workshop held on 7th July 2023 from 1 pm onwards via online platform using Miro board and Microsoft Teams

The objective of the engagement was:

- To provide the stakeholders with sufficient information about the LCWIP
- To include local knowledge on the walking and cycling network (including missing key origin destinations)
- To seek feedback on the network plans to inform the next stage of the East Herts LCWIP.

Stakeholder Engagement Process

4.5.2 Stakeholder engagement was carried out for the draft walking and cycling network plans, including the CWZs, to identify the routes along with any preferred alternate alignments. The engagement process was as follows:

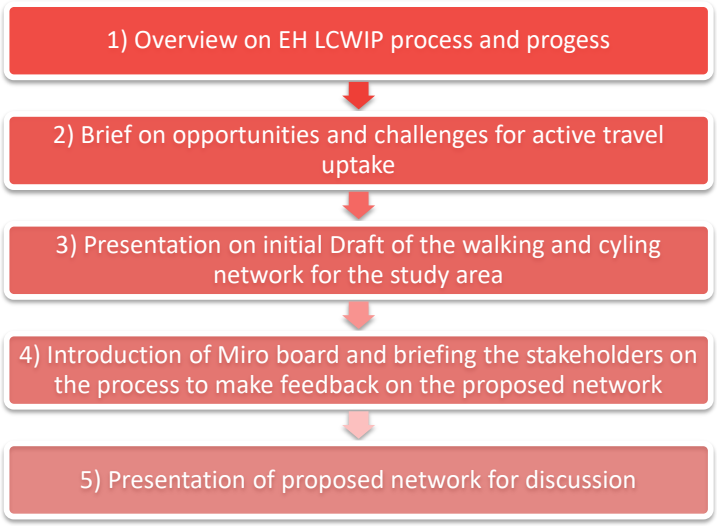


Figure 4-29 - Stakeholder Engagement Process

4.5.3 The Miro board was accessible to stakeholders for comments till 18th of August 2023, i.e., the consultation was open for a period of 6 weeks. Around 900 Miro board comments were received along with the feedback received via email.

4.5.4 Organisations, groups and authorities across East Herts, Hertfordshire and England were invited to participate in the engagement process through Workshop 1 and 2. The full invitee list is found in Appendix E.

Stakeholder Engagement Register

4.5.5 All comments received via the Miro board and email were logged in the 'Stakeholder Engagement Register'. Eight comments were received via email for the walking network and 11 for the cycling network. 338 were received via the Miro board for the walking network and 463 for the cycling network. Each piece of feedback logged included the following details:

- 'Comment ID'
- 'Author' name
- 'Organisation' name
- 'Date'- of feedback

- ‘Location and Road name’- for which the feedback is provided
- ‘Hierarchy of road’- primary/secondary
- ‘Comment’- by the Author
- ‘Email/ Miro replies’ to the comments made by the Author
- ‘Action Category’- Categorising the comment received into Possible network action, Definite network action, Land Ownership, Maintenance, Infrastructure, Planning and Others
- ‘WSP Comment’- Addressing the action to be taken for the comment by author
- ‘WSP Action Category’- Addressing the action to be taken for the comment by author

4.5.6 The Stakeholder engagement register allowed for comments to be recorded and addressed. WSP reviewed and addressed all network amendments, seeking input from HCC and EHC. During the assessment some of the general comments included:

- Impact of Gilston to be considered
- The use of opencycle map, which shows Sustrans routes, would be the most effective
- Possibility to use a more detailed base map to illustrate the LCWIP
- Red route connection to Stansted airport
- Possibility of making one-ways in Bishop’s Stortford
- Provision for continuous cycle routes
- Possibility of differentiating the leisure/ fitness routes from other routes
- Ensuring the walk and cycle route chosen to be away from motor vehicle route leading to reduced exposure to air pollution
- Inclusion of Datchworth and Tewin in LCWIP
- Concern about lack of planning for equestrians - ridden horse and horse carriage

Public Engagement

4.5.7 HCC and EHC ran an extended ten-week public engagement (which was originally planned for six weeks) from 8th July 2024 to 20th September 2024, to let the public have their say on the draft walking and cycling network plans. Individual draft maps for the walking network and cycling network were made available to provide the local community with the opportunity to review and comment on the plans. The community were offered opportunities to meet the team and discover more about the walking and cycling plans at events held during the engagement period. These included the Hertford – Cars at the Castle, 2nd June

12-4pm, Ware Carnival, 6th July, Buntingford Outdoor Market, 29th July 11am-3pm, the Bishop's Stortford – Love Parks Event, 30th July 12-3pm and the Sawbridgeworth – Love Parks Event, 1st August 12-3pm. Two separate feedback forms were available on the East Herts ArcGIS website, one for the walking network and another for the cycling network, as shown in Figure 4-27. The eastherts.LCWIP@hertfordshire.gov.uk email address was also available as a line of communication. This stage was managed and coordinated by HCC and EHC.

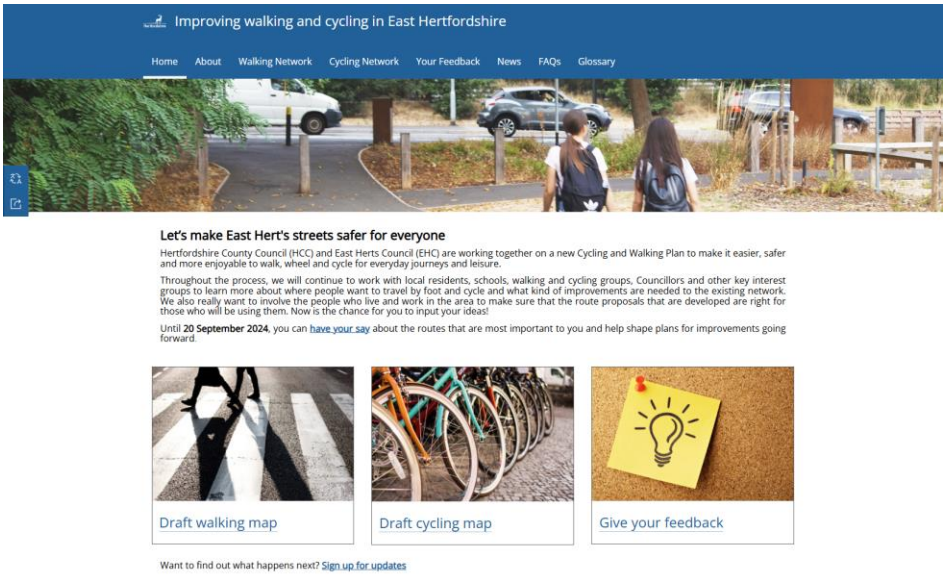


Figure 4-30 **- LCWIP Public Engagement Webpage**

Following the ten-week extended engagement period, all feedback received was compiled into an Engagement Log, totalling over 1,300 comments. HCC and EHC jointly reviewed each individual comment over a three-month period. The network plans were then revised accordingly, using the feedback to ensure that the plans were developed with the involvement of the people who live and work in the area.

5 Route Auditing and Concept Design

5.1 Route Auditing

Overview

5.1.1 Once the network plans were updated following stakeholder comments, a priority network of primary walking routes in East Herts were audited by the LCWIP project team. A decision around which of the primary walking routes were taken forward to audit on the ground in person was made with HCC and EHC officers, based primarily on their strategic importance and comments received during Public Engagement from the residents, interest groups and local Councillors.

5.1.2 Due to the large geographical extent of the district, it was not possible within the resource limitations of the LCWIP for all routes to be individually audited on the ground. Therefore, some primary, and all of the secondary, walking and cycling routes were omitted from the audit process. It is to be noted that some of the non-audited routes are still the subject of other HCC work and will be examined as part of other projects.

5.1.3 On-site audits were undertaken on the agreed routes in two phases: Phase 1 in February and Phase 2 in October and November 2024 by trained WSP, EHC and HCC personnel (majority WSP with EHC and HCC undertaking audits in the Group 1 villages). WSP helped to train EHC and HCC officers to build their confidence in the auditing process and enable them to be able to undertake audits independently. Using the DfT's Walking Route Audit Tool (WRAT), a total of 73.7kms were audited for walking. Using the Route Selection Tool (RST), 62.4kms were audited for cycling within the study area. It is to be noted that there is some crossover, as a number of the 63 routes were audited for both the walking network and the cycling network. It is also to be noted that, following the public consultation which concluded in November 2025, a further two walking routes were audited.

5.1.4 Walking Route Audit Tool (WRAT)

This tool assesses existing infrastructure on the routes against five core design outcomes for pedestrian infrastructure: attractiveness, comfort, directness, safety, and coherence. The WRAT process considers the needs of all users, including vulnerable pedestrians, such as those who are older; visually impaired; mobility impaired; hearing impaired; with learning difficulties; buggy users or children. The process of scoring routes against the criteria in the

WRAT identified issues (e.g., lack of crossing points) which informed the identification of infrastructure solutions (e.g., new zebra or signalised crossings). The assessors are also experienced in conducting safety inclusion assessments which focus on identifying improvements through a gender inclusive lens. These insights were integrated into the infrastructure improvements

5.1.5 Route Selection Tool (RST)

The tool was used to assess the suitability of a route in its existing condition against the core design outcomes of directness, gradient, safety, connectivity, and comfort. The process of scoring routes against the criteria in the RST identified issues (e.g., cyclists mixing with high volumes of traffic) which informed the identification of infrastructure solutions (e.g., segregated infrastructure). The RST also identified critical issues at junctions to be addressed.

Methodology

5.1.6 Route auditing followed the below steps identified in Figure 5-1.

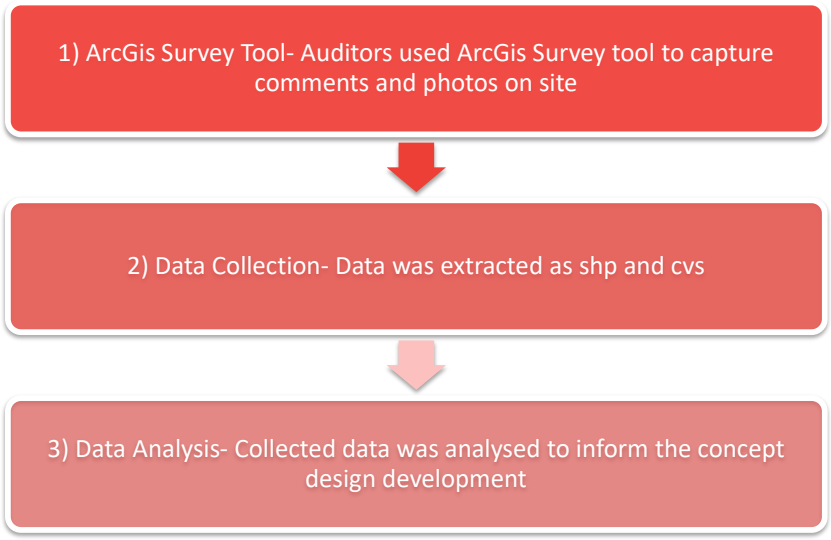


Figure 5-1 - Route Audit Methodology

5.1.7 Infrastructure Development Plan Preparation

Once route audits were complete; infrastructure improvement plans were developed for these walking and cycling routes. The improvements identified in this report are high level at this point and have not been taken through the design stages. The following pages provide an overview of the varying infrastructure improvements which have been considered for East Herts.

5.1.8 Optioneering, Project Validation & Feasibility

It should be noted that a number of key schemes within East Herts have not progressed through the full auditing and ranking stages which are ordinarily used in the development of the LCWIP. This is because these schemes have already been the subject of other pre-existing workstreams outside of the LCWIP and have been progressing independently through project validation, feasibility work, or preliminary design, and in several cases already feature in existing programme rankings or have secured funding, including Section 106 contributions. The following summaries outline the current status and purpose of each of these separate schemes and highlights their alignment with wider LCWIP objectives.

Cycle Route North, Bishop's Stortford, is currently undergoing a feasibility study commissioned by Bishop's Stortford Town Council and undertaken by Walk Wheel Cycling Trust (formerly SUSTRANS). The scheme proposes a traffic-free route through parkland, connecting Rye Street in the north of the town with Grange Paddocks Leisure Centre and providing further links towards the town centre. Its intention is to offer residents of new housing developments and nearby schools a safe and accessible alternative to the narrow and fast-moving highway network.

North Street, Bishop's Stortford, has been the subject of concept design work commissioned by the Bishop's Stortford Business Improvement District, with support from the Town Council, to explore opportunities for public realm enhancement and traffic management changes. The work proposes measures including the weekend closure of part of North Street to vehicles to create expanded pedestrian space and permanent alterations to traffic flow to reduce rat-running between North Street and South Street, thereby decreasing vehicle dominance and improving pedestrian accessibility. Hertfordshire County Council and East Herts Council remain engaged in the ongoing development of this scheme.

Ware Road, Hertford, has been the focus of a project validation exercise undertaken by Hertfordshire County Council to assess improvements to pedestrian movement between Hertford East Station and the town centre. This work generated several viable options to enhance comfort, safety, and accessibility for people walking along this key corridor, and the scheme has secured Section 106 funding to support its next stages of development.

Park Road, Ware, has been subject to feasibility work examining opportunities to improve pedestrian accessibility and comfort along Park Road and within the surrounding area. The intention of the scheme is to strengthen connections to the Ware towpath and improve access to nearby businesses and schools. Some Section 106 funding has been allocated to enable further development of this work.

Hertford East Station, Hertford, is undergoing design options to develop a scheme aimed at improving pedestrian access to the train station. This includes proposals for new crossing facilities and upgraded footways. The scheme has benefits from secured Section 106 funding which will support the development of this scheme to the final design stages. The highway outside of Hertford East Station is the sole entry point for the homes and businesses off Mead Lane, and the S106 agreement stipulates an emergency access provision throughout construction and post implementation.

Active Travel Phase 1 and Phase 2, Buntingford, represent a phased approach to improving walking and cycling infrastructure within the town. Phase 1, funded by Active Travel England and constructed in 2023, delivered a shared-use path along London Road and Station Road together with upgraded crossing facilities. Phase 2 has been developed to extend walking and cycling infrastructure into the town centre and is also funded by Active Travel England, with a public consultation on the scheme which concluded 26 April 2026.

London Road, Hertford Heath, has previously been assessed through the exploration of routing options to improve active travel connections between Hertford Heath and Hertford. The proposals aim to improve access to local schools and employment sites for residents travelling on foot or by cycle. Some of the options considered would require land acquisition to meet current design and policy standards, and further scheme development will be dependent on securing additional funding.

5.2 Walking and Cycling Network

5.2.1 61 of the 63 prioritised routes were audited for the walking network, using the WRAT, whilst 38 of the 63 routes were audited for the cycling network using the RST. The list of routes, along with their location, length and network category, are shown in Table 5-1 below. Note that many of the routes within the cycling network are longer than those in the walking network, since it is expected that cyclists will often be travelling longer distances than pedestrians. Figure 5-2 shows a map of the audit routes.

Table 5-1 – Prioritised Walking and Cycling Network

Route	Area	Length	Walking/Cycling
Hertford 1	Hertford	7.2km	Walking and cycling
Hertford 2a	Hertford	760m	Walking and cycling
Hertford 2b	Hertford	1.4km	Walking and cycling
Hertford 3	Hertford	1.8km	Walking and cycling
Thieves Lane	Hertford	493m	Walking
Welwyn Road	Hertford	710m	Walking
Royston Close to North Road	Hertford	132m	Walking
Sacombe Road	Hertford	402m	Walking
Hertingfordbury Road North / Southbound	Hertford	143m	Walking
Hertingfordbury Road East / Westbound	Hertford	373m	Walking
Hertford to Ware Tow Path	Ware	6.3km	Walking and cycling
Ware 1	Ware	4.6km	Walking and cycling
Ware 2	Ware	5.0km	Walking and cycling
Bishop's Stortford 1	Bishop's Stortford	1.7km	Walking and cycling
Bishop's Stortford 2a	Bishop's Stortford	2.0km	Walking and cycling
Bishop's Stortford 2b	Bishop's Stortford	1.2km	Walking and cycling
Bishop's Stortford 3	Bishop's Stortford	1.6km	Walking

Route	Area	Length	Walking/Cycling
Dunmow Road	Bishop's Stortford	370m	Walking
Rye Street / Meadowlands	Bishop's Stortford	2.0km	Walking
Newtown Road	Bishop's Stortford	964m	Walking and cycling
London Road	Bishop's Stortford	333m	Walking
Thornbera Gardens	Bishop's Stortford	217m	Walking and cycling
Dane Street	Bishop's Stortford	273m	Walking and cycling
Cemetery Road	Bishop's Stortford	519m	Walking and cycling
Apton Road	Bishop's Stortford	20m	Walking and cycling
Magnaville Road	Bishop's Stortford	228m	Walking and cycling
Whittington Way	Bishop's Stortford	203m	Walking and cycling
Obrey Way	Bishop's Stortford	609m	Walking and cycling
Norfolk Way	Bishop's Stortford	395m	Walking and cycling
Park Avenue	Bishop's Stortford	192m	Walking and cycling
Bishop's Avenue	Bishop's Stortford	285m	Walking and cycling
Hayley Bell Gardens	Bishop's Stortford	237m	Walking and cycling
Pig Lane	Bishop's Stortford	528m	Walking
Bishop's Stortford - Sawbridgeworth	Bishop's Stortford	4.8km	Walking and cycling
Sawbridgeworth 1	Sawbridgeworth	1.8km	Walking and cycling
Sawbridgeworth 2	Sawbridgeworth	656m	Cycling
Sawbridgeworth 3	Sawbridgeworth	895m	Walking
High Wych Road/Bonks Hill/ London Road	Sawbridgeworth	996m	Walking
London Road	Sawbridgeworth	428m	Walking
Bell Street	Sawbridgeworth	261m	Walking
West Road – Sawbridgeworth	Sawbridgeworth	678m	Walking

Route	Area	Length	Walking/Cycling
Cambridge Road – Sawbridgeworth	Sawbridgeworth	583m	Walking
Buntingford 1	Buntingford	469m	Walking
Buntingford 2	Buntingford	758m	Walking
Bowling Green Lane and Norfolk Road	Buntingford	950m	Walking
High Street	Buntingford	869m	Walking
A10 between Puckeridge and Buntingford	Buntingford	4.7k	Walking and cycling
Braughing 1a	Braughing	875m	Walking and cycling
Braughing 1b	Braughing	1.6km	Walking and cycling
Hertford Heath 1	Hertford Heath	1.4km	Walking and cycling
Hunsdon 1	Hunsdon	799m	Walking and cycling
Hunsdon 2	Hunsdon	233m	Walking
Much Hadham 1	Much Hadham	1.1km	Walking and cycling
Hadham Road	Much Hadham	3.3km	Cycling
Station Road	Standon and Puckeridge	1.2km	Walking
Puckeridge 1	Standon and Puckeridge	1.8km	Walking and cycling
High Street	Standon and Puckeridge	230m	Walking
Stanstead Abbotts 1	Stanstead Abbotts	597m	Walking
Watton-at-Stone 1a	Watton-at-Stone	821m	Walking and cycling
Watton-at-Stone 1b	Watton-at-Stone	779m	Walking and cycling
Watton-at-Stone 2	Watton-at-Stone	655m	Walking
High Street	Watton-at-Stone	403m	Walking and cycling
Clappers Lane	Watton-at-Stone	244m	Walking
Walkern Road	Watton-at-Stone	398m	Walking and cycling
Walkern 1	Walkern	1.1km	Walking and cycling

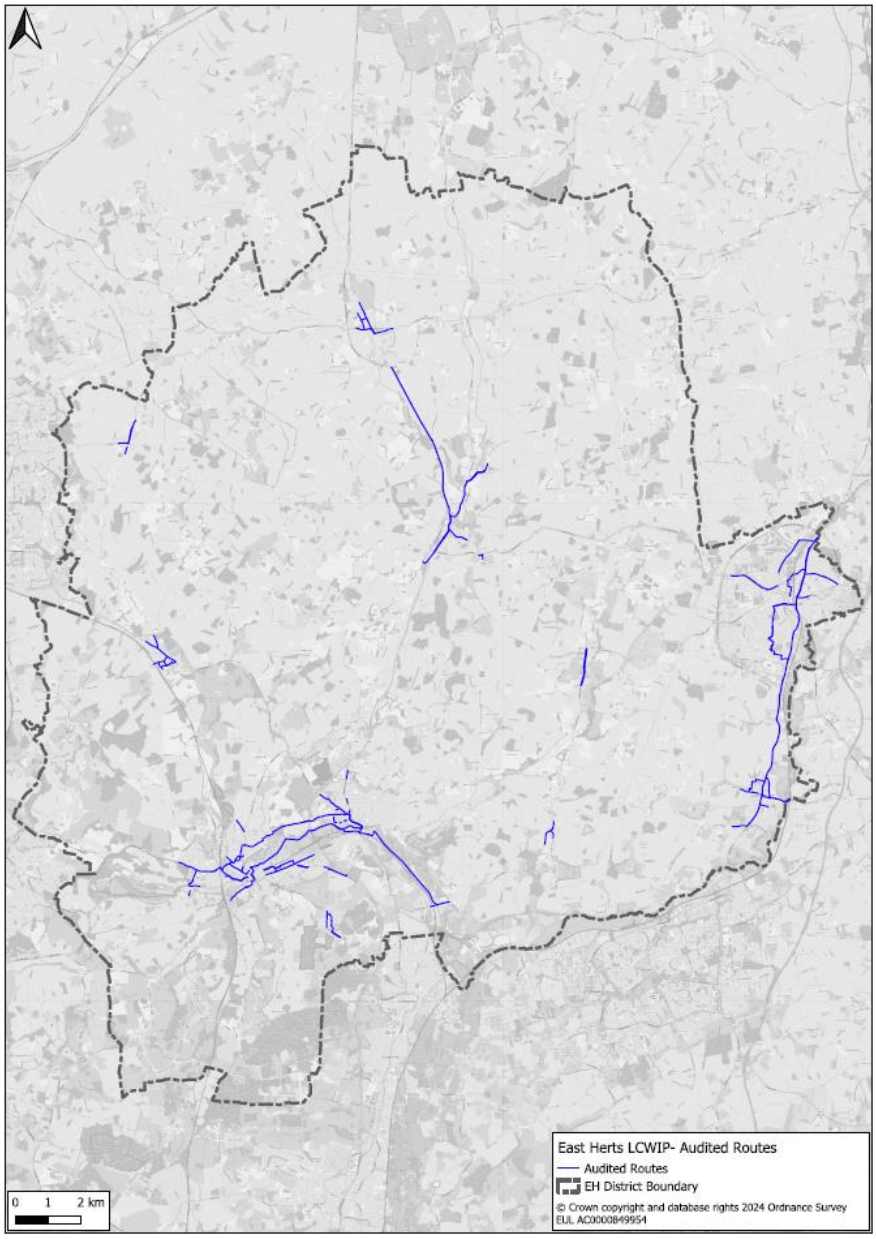


Figure 5-2 - Audit Routes

5.3 Walking and Cycling Infrastructure Improvements

5.3.1 Following the route audits, auditors generated plans of the high-level infrastructure improvement that could be designed to enable significant mode shift to walking and cycling. This was originally done individually by auditors (i.e., walking infrastructure improvements were generated separately from cycling infrastructure improvements). The plans were reviewed to ensure that there are no contradictions where the walking and cycling routes overlap and combined into draft infrastructure plans covering the following areas: Hertford and Ware; Bishop's Stortford and Sawbridgeworth; Buntingford; and the Group 1 Rural Villages. The final versions of these plans can be seen in Appendices C and D, in map and list format respectively.

5.3.2 The completed and detailed walking and cycling audit forms are not included in this report but have been retained by HCC for use when schemes are taken forward.

5.3.3 The completed walking audit forms (and associated documentation) contain the detailed information on what specific footway improvements (e.g. widening, resurfacing, lighting) would be needed where in order to bring the infrastructure in line with current best practice. The plans shown in Appendices C and D do not go into this level of detail for footway improvements as this is simply too much information to convey in the report format. The plans in the report and appendices instead identify the locations where footway improvements are needed (without specifying precisely what form these may take), alongside the locations where there is a need for new/improved crossings and other relevant walking (and cycling) infrastructure.

5.3.4 In terms of cycle infrastructure, more detail of the suggested improvements is contained in this report and its appendices. Specific design details are not included (for example bus stop treatments where segregated cycleways are proposed) but general principles and assumptions are given where possible.

5.3.5 The infrastructure improvements identified in this section of the report have not been taken through feasibility design. Rather, they are concepts of the types of infrastructure which are believed possible, should be investigated further and, if implemented correctly and in appropriate packages, should bring about modal shift. For example, where segregated cycle lanes are proposed on bus routes, the design used will require comprehensive optioneering and consultation to determine the appropriate treatment at each specific location.

5.4 Intervention Types

5.4.1 Information on each type of intervention shown in the infrastructure plans is given below:

- **Minor junction improvement:** Where a need for minor junction improvements has been identified at side roads or mini roundabout, this typically denotes a need to build out the footways (to tighten junction geometry, reduce turning speeds and shorten crossing distances) and add dropped kerbs and/or tactile paving where missing. In some cases, these improvements could be complemented by other measures, such as raised tables, continuous footway or cycleway crossings, or to replace them with unsignalised priority T-junctions, especially where there are double mini roundabouts.
- **Medium junction improvement:** At mid-size junctions, improvements typically denote a need for pedestrian crossings and protected cycle infrastructure on the approach legs, for example providing Advanced Stop Lines (ASL) that improve visibility and safety for cyclists ahead of queuing vehicles. In some cases, this might mean signalising the junction. Other medium junction improvements can involve providing step-free access over existing footbridges or replacing existing bridges with ground-level crossings.
- **Large junction improvement:** At large junctions where a need for junction improvements has been identified, this typically denotes a need for pedestrian crossings and protected cycle infrastructure on all arms. At particularly large junctions this might mean a Dutch-style roundabout (with parallel crossings on each arm). Some large junctions which are roundabouts may need converting to signalised crossroads or other forms of signalised junction to be able to provide the required improvements to pedestrians and cyclists.
- **New / improved pedestrian crossing:** Where these are included in the plans, this denotes providing new priority (controlled) crossings for pedestrians to reduce severance or improving existing crossings. In some cases, this might mean installing new zebra or signalised pedestrian crossings. In other cases, this may refer to improving an existing crossing, for example by increasing the green time available at signalised crossings or replacing informal traffic island crossings with zebra crossings. This has the added benefit of reducing pinch points on the carriageway for cyclists.

- **New / improved pedestrian and cyclist crossing:** Where these are included in the plans, this denotes providing new priority (controlled) crossings for pedestrian and cyclists. In some cases, this might mean installing a new parallel crossing, or a new signalised pedestrian and cycle crossing (ideally not toucan crossings as these rely on shared use which is discouraged in LTN 1/20). In other cases, it might mean improving an existing crossing, for example by upgrading a zebra crossing to a parallel crossing which cyclists can also use.
- **Potential areas for traffic filtering:** Areas in which traffic filtering is suggested are areas in which there is a need for reduced traffic volumes and/or speeds. Methods of implementing this include traffic filtering using modal filters, banned turns, or one-way systems. Bus filters/bus gates can also be suggested. These prevent non-bus motor traffic from entering a road. They can use various enforcement measures including signage, rising bollards and traffic signals. LTN 1/20 guidance recommends that bus gates and bus-only roads are by default accessible by cyclists; cycling infrastructure has been considered where bus filters are recommended.
- **Footway improvements:** This could refer to a number of different types of footway improvement. It could denote ensuring footways have 1.5m clear width to allow wheelchairs and buggies to pass, widening and/or relocation of permanent/temporary footway obstructions as necessary (including footway parking). It could also denote resurfacing to fix surface issues (patching, trenching, uneven surfaces, trip hazards), lighting improvements, and/or the removal of excess bollards, guard railing and vegetation.
- **Segregated cycleway:** This denotes the addition of LTN 1/20 compliant segregated cycle facilities such as kerb-segregated tracks, stepped cycle tracks, footway level tracks, off-road cycle tracks or lightly segregated cycle lanes (whichever is judged most suitable in feasibility design). It also includes the necessary traffic calming and speed limit changes need to make the route LTN 1/20 compliant, as well as any necessary bus stop redesign (i.e. to bus stop bypass or shared use bus border) resurfacing, wayfinding, and gulley cover replacement as necessary. Generally, where this is shown on the plans, a single red line will refer to a one-way cycle facility on both sides of the road. In some cases, e.g. where there are more space limitations, a two-

way track on one side of the road may be preferable. All options should remain open for investigation at the feasibility design stage.

- **Shared-Use Paths/Footways:** These denote sections of routes where cyclists can use the footway as their main travel corridor rather than the carriageway. These are typically suggested in locations where the highway is spatially constrained or where available road space needs to be used for other measures such as bus priority. Footways with shared-use facilities are anticipated to have relatively low numbers of pedestrians (up to 300 pedestrians per hour). Where a shared-use facility carries up to 300 cyclists per hour, the footway width should be a minimum of 3.0m. Where the facility carries over 300 cyclists per hour, footway width should be a minimum 4.5m to reduce the risk of conflict.
- **Mixed Traffic Cycling:** Cyclists are likely to be able to cycle on-carriageway under mixed traffic conditions on roads with light traffic flows (up to 2,500 vehicles per day) and low speeds (up to 20mph). Where mixed traffic has been recommended in the infrastructure plans, crossings and junction treatments have also been recommended to maximise user safety and ease connections to local networks. Most cycling on mixed traffic route segments will take place without any specific cycling infrastructure. Mixed traffic has been suggested in predominantly space constrained highways where the existing road conditions are assumed to be safe enough to support cycling under mixed traffic conditions.
- **Suggested Alternative Cycle routes:** Alternative route alignments have been recommended in places where existing constraints limit the ability to achieve LTN 1/20 standards. This has been identified along a link between Hertford and Ware following a PRoW, along Hadham Road outside Bishop's Stortford, in Sawbridgeworth connecting West Road and Cambridge Road.
- **Scheme Under Development:** This shows existing walking and cycling projects that are either in the planning stage or committed to in separate studies. It is important to show these links to ensure that this LCWIP focuses on connectivity to existing and planned sites.

5.4.2 Finally, the plans also show existing Rights of Way and National Cycle Network routes, and existing shared footways. In some cases, these are of a decent standard and upgrading them should not be an immediate priority (in favour of instead creating new infrastructure).

In other cases, some improvements to these have been suggested on the plans (both through other infrastructure proposed and suggestions in the textboxes).

5.5 Workshop 2: Member and Stakeholder Engagement 2025

5.5.1 The two draft infrastructure plans (showing proposed prioritised walking and cycling routes) were presented to members and key stakeholders in a third and final round of stakeholder engagement in March 2025. The purpose of this third period of engagement was to inform the stakeholders about the infrastructure improvements identified and give stakeholders an opportunity to comment and provide additional improvements that could be considered. Stakeholders were also shown updated network plans which had been amended in light of information received following stakeholder feedback from the second period of engagement, as well as the subsequent public engagement responses.

5.5.2 As with the second round of stakeholder engagement, feedback was primarily obtained using the online engagement platform (ArcGIS online). Access to the ArcGIS online survey was available for two weeks after the workshop to ensure all stakeholders had an opportunity to review the materials and leave comments. Stakeholders were also given the option to provide feedback via email.

5.5.3 A wide range of organisations and members were invited to attend the workshops, and comments were left by representatives from across these groups.

5.5.4 Members from disability groups were invited to engage (please see Appendix E for full list), however, there was no attendance from these members of the community in Workshop 2.

5.5.5 Stakeholders provided valuable feedback with 208 comments received online and additional emailed responses in relation to the infrastructure plans, including:

- Whether they were supportive of particular infrastructure or not
- Potential issues and opportunities which might be associated with implementing the infrastructure
- Further issues and opportunities for active travel (some of which were not raised in the first period of engagement)
- Suggestions for additional routes and infrastructure

5.5.6 A number of valuable comments were also made with regard to infrastructure improvements in areas not included in the infrastructure plans. While these were not in scope for this

iteration of the LCWIP, the comments have been recorded and acknowledged as part of this process.

5.6 Public Consultation 2025

5.6.1 Following the consideration of responses to the public engagement held in 2024 and subsequent member and stakeholder feedback to the route prioritisation engagement in 2025, the two councils worked jointly to shape a final draft of the document and mapping for public consultation purposes. The LCWIP schemes were refined and prioritisation included, with costings applied to the highest rated routes.

5.6.2 The public consultation version of the LCWIP was presented to members from all three tier authorities and stakeholders through briefings held on 17 and 18 September 2025, respectively, ahead of the launch of full public consultation.

5.6.3 A six-week full public consultation was then undertaken between 25 September and 05 November 2025. Both councils' communication teams promoted the event both prior and during the consultation period through numerous publicity methods.

5.6.4 As part of the consultation strategy a number of public events were organised so that officers, supported in several cases by local members, could raise awareness and discuss the proposals face to face with the public.

5.6.5 Public events were held with stalls set up with relevant material and tablets to enable input on-site in each of five of the towns in the district. Single events were held in Sawbridgeworth 27 September, Buntingford 29 September, Hertford 11 October and Ware 13 October. Although officers were in attendance and met with people and businesses in Bishop’s Stortford on 04 October, due to gales the planned event was unable to have a stall presence, so a second full event was held in the town on 01 November.

5.6.6 Further to the public events, a total of 81 schools across East Herts were also engaged during the LCWIP development process. This outreach encompassed all state schools within the district’s boundary, with a focus on ensuring consistent messaging, accessible information, and opportunities to contribute feedback.

5.6.7 In addition to districtwide communications, 11 priority schools received an enhanced level of engagement due to their proximity to proposed priority walking and cycling routes.

5.6.8 Following the close of the consultation a total of 444 comments were received. These comments comprised:

- 269 comments made online
- 149 via email
- 26 issues raised at events (which may have been raised by more than one person)

5.6.9 The assessment of the responses to the public consultation by both councils led to the refinement of the previous walking and cycling networks, as appropriate, as well as two additional walking route extensions being audited in Sawbridgeworth and Buntingford.

5.6.10 The public consultation responses have been captured in a way that will enable future scheme delivery to easily identify specific points raised around issues that need addressing and suggested potential solutions, where such information was provided, for any given mapped location.

5.7 Proposed Infrastructure Improvements

5.7.1 Following the third round of member and stakeholder engagement, the draft infrastructure improvements were finalised and infrastructure plans were produced. These plans were subject to public consultation between September and November 2025.

5.7.2 The final versions of the plans consider the relevant comments from all member and stakeholder engagement sessions, public engagement, public consultation, the results of all audits, and further internal discussions between HCC and EHC officers. It is important to note that where stakeholders expressed opposition to certain infrastructure, this has not necessarily resulted in removal of the infrastructure from the plans unless this opposition was informed by a particular technical or political constraint which could not feasibly be overcome. Moreover, it is important to note any infrastructure identified in this LCWIP would undergo additional stakeholder and public consultation, as appropriate, in due course as part of the standard design and development process for schemes at a more detailed level – allowing a fuller picture of support/opposition to be developed at that time.

5.8 Rural Connectivity

5.8.1 As discussed previously in this report, there are certain routes within the East Herts district that have not been audited as part of this stage of the LCWIP but are nonetheless key to active travel plans in the district. Many of these routes are in fact already undergoing some form of analysis and/or development as part of separate projects. For example, a number of improvements in Bishop's Stortford and Sawbridgeworth are in the proposals for the HCC Stanstead to Rye House Cycle Route study, such as links along Cemetery Road and Warwick Road.

5.8.2 The WARE2 emerging development has also identified several improvements to the cycle network through infrastructure upgrades, such as those along Ware High Street. Since many of these improvements are being brought forward through these other workstreams, this LCWIP has focused on routes and connections elsewhere which are a priority for creating mode shift.

5.8.3 This LCWIP has reviewed connections within and between the key urban areas discussed along with the key rural villages identified in Phase D. The study also considers the potential for cross border connections to other areas in Hertfordshire and Essex. Where possible, the LCWIP routes developed for East Herts have been designed to connect into neighbouring LCWIP routes. Although many of these cross-boundary routes are rural, so future iterations of this LCWIP will explore more strategic rural connections than has been possible at this stage.

5.9 Final Network Plans for Walking and Cycling

5.9.1 The network plans have been revised following each round of workshops and public engagement and consultation, to reflect the feedback received.

5.9.2 All rail stations, town centres and schools are connected to the networks with either primary or secondary routes.

The final network plans for both walking and cycling for all Phase areas can be found in Appendix F.

6 Route Costing and Prioritisation

6.1 Approach to Route Costing

6.1.1 Each infrastructure improvement or 'scheme' was given a high-level costing estimate based on typical unit costs by type of infrastructure. Indicative costs were sourced from LCWIP guidance and reference schemes in Hertfordshire and nearby counties and are the same as those used in the North Hertfordshire, Stevenage and Welwyn Hatfield LCWIPs. They are given in Table 6-1.

Table 6-1 - High Level Cost Estimate by Infrastructure Type

Infrastructure	Cost
Shared Use Path	£216,000.00 per km
Mixed Traffic Cycling	£71,000.00 per km
Footway Improvements	£200,000 per km
Traffic Calming	£350,000 per km
New / Improved Pedestrian Crossing	£65,000
New / Improved Pedestrian & Cycle Crossing	£65,000
Minor Junction Improvement	£30,000
Medium Junction Improvement	£500,000
Large Junction Improvement	£1,580,000

6.1.2 It is very important to note that these costs are high level approximations of construction costs only for indicative purposes. They do not account for inflation and do not include design, risk, and contingency costs. They also do not account for optimism bias. All these elements can add significantly to the estimates as individual schemes progress. Further feasibility design work accompanied by a more detailed costing process will be needed for any scheme which is being considered for funding or further development. This includes additional considerations, including matters such as land acquisition.

6.2 Approach to Route Prioritisation

6.2.1 Individual infrastructure improvements were grouped to form a selection of 'prioritised routes', which combine all the infrastructure improvements on an alignment – including both pedestrian and cycling improvements. Each route was considered in terms of its alignment and the infrastructure proposed and then scored in terms of:

- How likely walking and cycling trips are to increase in this location (based on the GIS models introduced in Section 4)
- How well it fits with the strategic road network
- How well it supports the strategic fit, connecting to routes which are allocated growth and development areas in line with the East Herts' District Plan or relevant Neighbourhood Plans
- How well it supports access to educational facilities
- Whether it supports access to jobs
- How well it aligns with LTN 1/20
- How technically feasible it is likely to be
- Its dependency on other schemes and projects

6.2.2 The total scores of each were then used to rank the routes/groups in a prioritised list. Concurrently, the costs of individual infrastructure items were summed to create an indicative total cost for each prioritised route/group, although cost has not factored into the prioritisation of routes/groups.

6.2.3 The likely level of stakeholder support was considered as a metric, but there is not enough information available at this stage to accurately quantify and score this. As such, this measure has not fed into the prioritisation process at this stage. Further stakeholder engagement, as appropriate, will be undertaken for individual schemes in due course before any routes are taken forward through design and implementation.

6.2.4 The costed, prioritised list of routes can be seen in separate document Appendix D.

6.3 Scoring Criteria and Ranges – Multi criterial analysis tool (MCAT)

6.3.1 Different scoring ranges were given for the criteria, based on their perceived relative importance. Details of the scoring ranges of the different criteria are outlined in Table 6-2, along with a commentary of how they were scored. At this stage, no additional weighting was applied to the criteria.

Table 6-2 – Scoring Criteria and Ranges

Criteria	Range	Description of How Scheme Was Scored
Increase in walking & cycling trips	0 to 2	Locations of proposed route were compared against the outputs from the relevant LCWIP GIS Model run (e.g. footway improvements were compared against the walking model output; segregated cycleways were compared against the cycling model outputs). Where outputs indicated higher potential for trips, higher scores were given. The GIS models factored in allocated growth and development areas in line with the East Herts' District Plan and other relevant neighbourhood plans.
Infrastructure impact on active travel	-1 to 3	Routes scored '-1' if there would be a reduction in walking and cycling rates, a '0' if there would be no change, and between 1-3 for a small, moderate or significant increase and modal shift away from car.
Connectivity	0 to 2	Routes that connect to multiple and diverse primary destinations were scored a '2', routes that connect to some primary and secondary routes scored a '1', and those that do not do either scored a '0'. This involved reviewing how well a route fits with the strategic road network.
Access to education facilities	0 to 2	Routes that were directly connected to education facilities (primary and secondary schools) were scored a '2', routes that were connected to routes with education facilities were scored a '1' whilst routes further away from schools scored '0'.

Criteria	Range	Description of How Scheme Was Scored
Access to jobs	0 to 2	Where routes were on or connected to routes to key employment areas, these were scored higher than infrastructure improvements which were further away.
LTN 1/20 compliance	-1 to 3	Where routes strongly supported the principles of LTN 1/20 (e.g., modal filters, segregated cycleways), these were scored higher than other infrastructure improvement types (e.g., traffic calming).
Technical feasibility	-2 to 2	Routes with no significant technical or land ownership obstacles were considered 'quick wins' and scored higher than those with such challenges.
Dependency	-1 to 1	Routes which could be implemented in isolation and would still bring benefit if implemented were scored higher than routes which were dependent on the implementation of other infrastructure for success.

6.3.2 The maximum number of points a proposed route could score was 17. Routes were then sorted by total score, creating a 'ranked order' of prioritised routes.

6.4 Commentary on the Prioritised List

6.4.1 A total of 63 priority routes were identified across East Hertfordshire. The 10 highest scoring routes are detailed in Table 6-3 below, with the full table available in Appendix D showing the results for each route individually along with the costing estimate. There is a separate document in Appendix C showing the location of each route along with the proposed infrastructure improvements.

Table 6-3 – 10 Highest Scoring Routes

Route	Mode Supported	Total Cost	Total Score
Bishop's Stortford - Sawbridgeworth	Walking and cycling	£4,762,598	15
Hertford 2b	Walking and cycling	£3,685,459	15

Route	Mode Supported	Total Cost	Total Score
Hertford to Ware Tow Path	Walking and cycling	£4,455,562	15
Stanstead Abbotts 1	Walking	£1,062,986	14
Station Road, (Puckeridge)	Walking	£3,089,558	14
Bishop's Stortford 2a	Walking and cycling	£2,504,865	14
Dunmow Road – Bishop's Stortford	Walking	£5,592,817	14
Hertford 2a	Walking and cycling	£3,402,662	14
Bishop's Stortford 3	Walking	£13,392,817	14
Sawbridgeworth 1	Walking and cycling	£1,317,329	14

6.4.2 The three top scoring routes are located in the key urban areas, scoring 15 out of the maximum 17. *Bishop's Stortford* connects Sawbridgeworth to Bishop's Stortford. *Hertford 2b* is within Hertford, and *Hertford to Ware Tow Path* connects Hertford to Ware. All three of these routes are walking and cycling routes. These routes scored highly due to their potential to link people to employment and education, their potential to generate mode shift from car use, and their compliance with LTN 1/20.

6.4.3 The top scoring routes for Phases A, B, C and D are shown in Tables 6-4, 6-5, 6-6 and 6-7 respectively.

Table 6-4 – Phase A Top 5 Scoring Routes

Route	Mode Supported	Total Cost	Total Score
Hertford 2b	Walking and cycling	£3,685,459	15
Hertford to Ware Tow Path	Walking and cycling	£4,455,562	15
Hertford 2a	Walking and cycling	£3,402,662	14
Hertford 1	Walking and cycling	£6,487,733	13
Ware 2	Walking and cycling	£6,352,081	13

Table 6-5 - Phase B Top 5 Scoring Routes

Route	Mode Supported	Total Cost	Total Score
Bishop's Stortford	Walking and cycling	£4,762,598	15
Bishop's Stortford 2a	Walking and cycling	£2,504,865	14
Dunmow Road – Bishop's Stortford	Walking	£5,592,817	14
Bishop's Stortford 3	Walking	£13,392,817	14
Sawbridgeworth 1	Walking and cycling	£1,317,329	14

Table 6-6 - Phase C Top 5 Scoring Routes

Route	Mode Supported	Total Cost	Total Score
Bowling Green Lane and Norfolk Road (Buntingford)	Walking	£1,146,159	13
A10 between Puckeridge and Buntingford	Walking and cycling	£3,619,293	11
High Street (Buntingford)	Walking	£2,278,118	10
Buntingford 1	Walking	£638,333	9
Buntingford 2	Walking	£1,154,950	9

Table 6-7 - Phase D Top 5 Scoring Routes

Route	Mode Supported	Total Cost	Total Score
Stanstead Abbotts 1	Walking	£1,062,986	14
Station Road (Puckeridge)	Walking	£3,089,558	14
Puckeridge 1	Walking and cycling	£4,846,356	13
Braughing 1a	Walking and cycling	£1,591,579	12
Braughing 1b	Walking and cycling	£1,404,305	12

6.4.4 Many of the routes which had the highest scores included the following types of infrastructure improvement, which may reflect the higher 'impact on active travel' and 'LTN 1/20 compliance' scores these types of infrastructure received:

- Shared use paths
- Footway improvements
- Medium junction improvements
- Large junction improvements
- New/improved pedestrian crossings

6.4.5 It is also important to note that there are some plans for active travel improvements in East Herts being taken forward independently of this LCWIP that are not included in the costed, prioritised list. These remain unaffected by the LCWIP prioritisation.

6.5 Benefits and Limitations of Packaging Infrastructure into Prioritised routes

6.5.1 Packaging infrastructure improvements into routes has many benefits. One principal benefit is that it fits with HCC's method of taking coherent and connected schemes forward and makes it easier to apply for funds, which are often deliberately targeted at corridor schemes (for example, requiring the use of the DfT's Active Mode Appraisal Toolkit). Another benefit is that it combines pedestrian and cycling improvements, to ensure that both modes of transport are catered for when plans are taken forward.

6.5.2 One limitation of this approach is that junctions often sit at the intersection of multiple routes. Therefore, summing the total cost of all improvements in this LCWIP would count junction's multiple times and therefore be inaccurate. This can also lead to higher costs overall and more complex infrastructure schemes. Care must also be taken when schemes are taken forward to ensure that junctions are not just improved to facilitate the connection that is being made along the single linear corridor being developed but also considers the other links.

6.5.3 Another limitation of packaging infrastructure into routes is that there are several schemes identified in this LCWIP that do not easily align with any particular routes, such as individual crossings by schools on streets which were not audited (or do not require other improvements). It is important that these infrastructure improvements are not forgotten

about simply because they don’t fit neatly into a linear route. Similarly, just because an infrastructure improvement (such as a crossing) has been packaged into a particular prioritised route doesn’t mean that it can’t or shouldn’t be taken forward on an individual basis if there is a good opportunity to do so.

7 Next Steps

7.1 Integration with Transport Policy

7.1.1 This LCWIP has identified specific walking and cycling infrastructure schemes that can be incorporated into local transport policy and capital investment programmes.

7.1.2 The LCWIP supports the East Herts District Plan 2018 (covering the period 2011 - 2033) by providing a focus on where and why targeted investment in active travel infrastructure needs to be taken forward across the district. It will also form part of the evidence base for the new emerging East Herts Local Plan and aid further the delivery of infrastructure through development schemes, as appropriate.

7.1.3 The LCWIP will also support other local policy areas such as the Eastern Area Hertfordshire Growth and Transport Plan (EAGTP) and the South East Hertfordshire Area Growth and Transport Plan (SEGTP), to create a more accessible, sustainable and efficient transport network for residents and visitors and the goal of making walking, cycling and public transport the natural choice for local journeys.

7.1.4 See Appendix G for further detail.

7.2 Integration with Highways Delivery Programmes

7.2.1 Once some packages of routes/schemes to be delivered in the short-term have been identified and confirmed, these should be added into HCC's highways delivery programmes. This would then see schemes go through HCC's project validation process, have concept designs developed, undergo further stakeholder engagement and, if there are no major obstacles and funding is available, the schemes can then be designed in detail and delivered once suitable funding becomes available.

7.2.2 Highway improvement programmes separate from the LCWIP will continue to be delivered in the coming years but there are a few key steps that could be taken to align delivery of non-LCWIP highway schemes with the LCWIP, most of which would be covered by a firm commitment to following the principles of Gear Change and the design guidance contained in LTN 1/20 when delivering new highways infrastructure. Some important examples of this would be:

- Aim to provide separate facilities for pedestrians and cyclists where space and usage levels allow. Where space is more constrained and here are low volumes of pedestrians and cyclists, shared-use footways can be considered as cost-effective solutions.
- Committing to avoiding speed cushions when adding traffic calming to streets, instead referring to LTN 1/20 for guidance on cycle-friendly traffic calming

7.2.3 Consideration will also be given to the interaction of LCWIP schemes with other packages of works, such as the Bus Service Improvement Plan, where limited carriageway space may lead to competing or supporting proposals for road space reallocation for walking, cycling and bus priority measures. Further analysis will therefore be required as to how the greatest benefits for active and sustainable travel can be achieved within physical and technical constraints. These constraints and opportunities will be considered through ongoing transport planning discussions with key stakeholders, and as part of the project validation process.

7.2.4 HCC are currently implementing 20mph speed limits across targeted areas. This programme complements the LCWIP by providing low speed environments where it becomes safer to cycle on the road without the need for additional cycle infrastructure. A number of 20mph areas have already been implemented in the key urban areas including Hertford, Ware and Bishop's Stortford.

7.2.5 As well as the route improvements, HCC are also committed to providing safe and secure cycle parking at key destinations in appropriate locations. Cycle parking provision should also encompass facilities for cargo bike parking and e-bikes where suitable. Facilities for traditional or e-bike hire schemes should also be considered in appropriate locations. This provision should be considered along the LCWIP routes where suitable with the aim of increasing the ease and accessibility of cycling across the district.

7.2.6 Beyond physical infrastructure measures, HCC is committed to improving wayfinding to support walking and cycling across the district. This will include the provision of clear, consistent signage and information to help people navigate key routes safely and confidently. Priority will be given to key everyday journeys, including routes linking bus and railway stations with schools, employment areas and leisure destinations. Delivery

opportunities will be pursued through development proposals, the implementation of future transport schemes, and the supported through appropriate funding mechanisms.

7.3 Personal Safety

7.3.1 The DfT recently published research (2024) which examines interventions which can improve the personal safety of women and girls when travelling as part of the national effort to reduce Violence Against Women and Girls (VAWG) in public spaces. The auditors for this LCWIP have experience in conducting women's safety audits using WSP's Safety Inclusion Assessment (SIA) tool.

7.3.2 Although the tool has not been used throughout the auditing process for this LCWIP, observations of potential issues which could cause personal safety concerns for women and girls were observed on site, and interventions to mitigate these concerns were integrated into the concept plan development. Interventions such as improving the quality and consistency of artificial lighting, improving bus stop infrastructure and providing wayfinding at regular intervals are examples of measures that can improve the perception of safety for women and girls. Additionally, protected cycle facilities and footway widening are active travel interventions which also improve the perceptions of safety and accessibility of networks for all users.

7.3.3 It is therefore essential that detailed designs for routes and improvements identified in this LCWIP are developed with the key principles of personal safety in mind.

7.4 Future Bids for External Funding

7.4.1 HCC will explore opportunities to apply for funding from external sources, such as any future Government capital grants or funding competitions for active travel infrastructure such as future tranches of the active travel fund. In these instances, additional business case developments may be undertaken on schemes outlined in this LCWIP to help form the basis for strong applications to secure funding for design and delivery.

7.4.2 The EHC LCWIP network plans set out a comprehensive framework for walking and cycling infrastructure across the area, aligned with both current and future development. The LCWIP supports planned growth through site allocations, existing commitments, and speculative applications that may emerge.

7.4.3 All walking and cycling networks and infrastructure schemes identified, whether prioritised or listed as primary or secondary on the full LCWIP maps, are integral to delivering sustainable transport options and must also be considered in the context of development-related funding. This includes opportunities to secure financial contributions via Section 106 agreements and other planning obligations.

7.4.4 The LCWIP provides a robust evidence base to justify such contributions, ensuring infrastructure delivery keeps pace with growth. By embedding the LCWIP into the planning process, the LCWIP sets out a clear plan for implementation and future funding and development opportunities, safeguarding the ability to secure developer contributions and enabling the delivery of a connected, accessible active travel network that supports future growth.

7.4.5 This LCWIP represents the culmination of a first round of developing cycling and walking networks and infrastructure improvement plans. The initial focus has been on Hertford, Ware, Bishop's Stortford, Sawbridgeworth, Buntingford and key rural District Plan Group 1 villages due their density and associated higher potential for more active travel trips. Future iterations of this LCWIP should look to expand this process to other areas and routes, particularly in rural locations and where there are longer term aspirations to provide linkages between key settlements, such as Stevenage to Ware via Watton-at-Stone and linkages into Essex from Bishop's Stortford. Additionally, plans from other studies and developments, such as WARE2 and HCC Stanstead to Rye House Cycle Route should be incorporated into the LCWIP as these are developed further.

7.4.6 The next formal revision of the LCWIP should include audits of the remaining primary routes which were not audited in this first iteration of the LCWIP due to budgetary constraints.

7.4.7 Revisiting the LCWIP to include infrastructure improvement plans for these routes and areas will ensure a more inclusive East Herts-wide approach to the LCWIP is taken over time, and one which maximises opportunities for active travel trips between East Herts and its neighbouring authorities, although it is recognised that Local Government Reorganisation (LGR) may potentially result in an expansion of its coverage in the future. It is, however, currently envisaged that all existing LCWIPs will continue to remain in place post-LGR until revisions are deemed appropriate under new local authority arrangements.

7.4.8 HCC and EHC (or successor authorities post-LGR) will therefore review and update this LCWIP document going forward in response to new funding and delivery opportunities as a commitment to having an on-going and sustained investment plan for active travel infrastructure.

8 Appendices

Appendices are not included within this report but are listed below for information purposes.

Appendix A – List of Acronyms Used in Report

Appendix B – Hertford and Ware 1994 Study

Appendix C – Concept Design Plans

- Hertford
- Ware (including Stanstead Abbotts & St Margarets)
- Bishop's Stortford
- Sawbridgeworth
- Buntingford
- Hertford Heath
- Hunsdon
- Much Hadham
- Standon & Puckeridge-Braughing
- Walkern
- Watton-at-Stone

Appendix D – Prioritised Costed List of Infrastructure Improvements

Appendix E – Stakeholder List

Appendix F – Final Network Plans

- Walking Overview
- Cycling Overview

Appendix G – LCWIP Policy Context

Commented [KM1]: Does this section need relabelling as Concept Design Plans? Sub-headings will be needed here for all the individual maps so that people will know what they are looking for

Commented [KM2]: We need sub-headings here for all the individual maps here so that people will know what they are looking for.

Appendix A – List of Acronyms Used in Report

(listed in alphabetical order)

AADT	Average Annual Daily Traffic
ASL	Advanced Stop Line
BID	Business Improvement District
BSIP	Bus Service Improvement Plan
CWIS	Cycling and Walking Investment Strategy
CWZ	Core Walking Zone
DBEIS	Department for Business, Energy and Industrial Strategy
DEFRA	Department for Environment, Food & Rural Affairs
DfT	Department for Transport
DRT	Demand Responsive Transport
DWP	Department for Work and Pensions
EAGTP	Eastern Area Growth and Transport Plan
EHC	East Hertfordshire Council
GHG	Greenhouse Gas
GIS	Geographic Information System
HCC	Hertfordshire County Council
HCTS	Hertfordshire County Travel Survey
IDP	Infrastructure Delivery Plan
LCWIP	Local Cycling and Walking Infrastructure Plan
LEP	Local Enterprise Partnership
LTN 1/20	Local Transport Note 1/20 (Cycle Infrastructure Design)
LTP4	Local Transport Plan 4 (published by HCC)
MATS	Maintenance for Active Travel Strategy
MCAT	Multi-Criteria Appraisal Tool
NCN	National Cycle Network
PCT	Propensity to Cycle Tool
PRoW	Public Rights of Way
RCPT	Rapid Cycleway Prioritisation Tool

RoWIP	Rights of Way Improvement Plan
RST	Route Selection Tool (DfT tool developed for LCWIP audits)
SEGTP	South Eastern Area Growth and Transport Plan
SHS	Sustainable Hertfordshire Strategy
SIA	Safety Inclusion Assessment
SMS	Speed Management Strategy
SPD	Supplementary Planning Document
VAWG	Violence Against Women and Girls
WRAT	Walking Route Audit Tool (DfT tool developed for LCWIP audits)
WSP	WSP UK (engineering consultancy firm)

DRAFT

HERTFORD & WARE CYCLING STUDY

MAIN REPORT

Prepared for Hertford Civic Society, Hertfordshire County Council, East Hertfordshire District Council and Ware Town Council.

By Sustrans, 35 King Street, Bristol BS1 4DZ. January 1994.

Hertford & Ware Cycling Study

MAIN REPORT

Prepared for Hertford Civic Society, Ware Town Council, East Hertfordshire District Council and Hertfordshire County Council

by

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Appendix 4 - Other route proposals

Appendix 5 - Traffic problems in Hertford and Ware

Appendix 6 - The Frank Graham Report

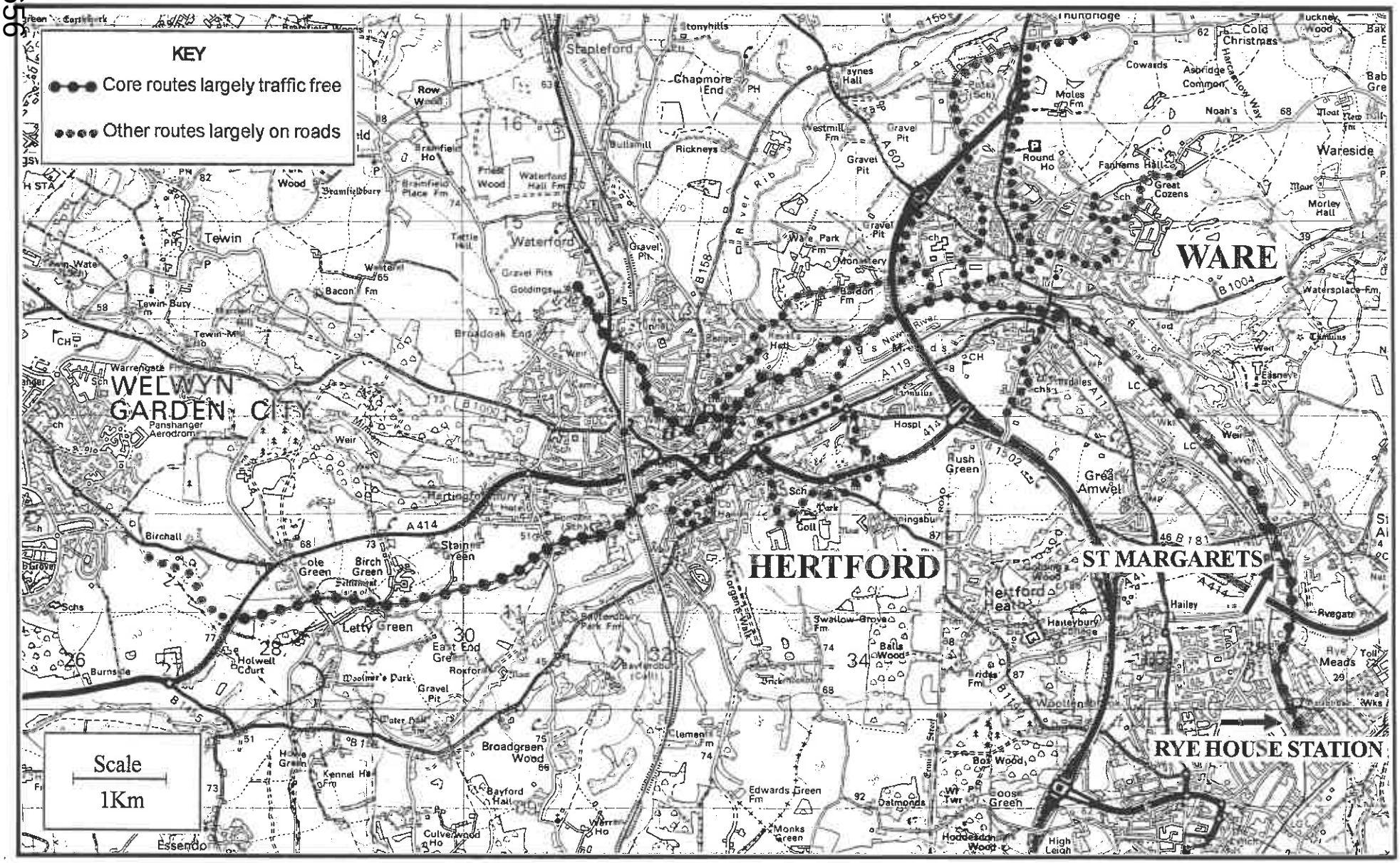
Appendix 7 - Existing and potential facilities for cycling

Appendix 8 - Crossings on Gascoyne Way and Hertingfordbury Road

Appendix 9 - Technical notes on measures on roads

Appendix 10 - Schools Survey

Fig 1:


KEY
Core routes largely traffic free
Other routes largely on roads
Scale
1Km
WELWYN GARDEN CITY
HERTFORD
WARE
ST MARGARETS
RYE HOUSE STATION
Stapleford
Tewin
Waterford
Broadoak End
Hertingfordbury
Stanstead Abbotts
Thundridge
Wareside
Cold Christmas
Chapmore End
Rickneys
Gravel Pit
Bramfield
Bramfieldbury
Tewin Bury
Bacon Fm
Goldings
Ware Park
Monkery
Baldon Fm
Great Cozens
Morley Hall
Watersplace Fm
Panshanger Aerodrome
Birchall
Cole Green
Birch Green
Stainey Green
Letty Green
East End Green
Holwell Court
Woolmer's Park
Broadgreen Wood
Bayford Hall
Edwards Green
Monks Green
Rush Green
Great Amwell
Hertford Heath
Hailey
Balls Wood
Swallow Grove Fm
Hoddesdon Wood
High Leigh
Essendo
Culvert Wood
Kennel Hall
Clement Fm
Bat Wood
Goose Green
Datmonds
Noah's Ark
Fanhams Hall
Round Ho
Moles Fm
Cowards
Asbridge Common
Harcamlow Way
A602
A119
A414
A1
B158
B1004
B1000
B1197
B1502
B1181
River Rib
New River
Mimram

1. Summary of report

"*When I see an adult on a bicycle, I have hope for the human race*" - H.G.Wells.

There is a new mood abroad in the land. Planners and transport specialists are saying that the country cannot accommodate more traffic, more roads, more congestion and more environmental degradation. The public have been saying the same for rather longer. Hertfordshire is one of the authorities leading the way. Last autumn, they set out the need to shift away from wholesale reliance on the car when the County published its "*Travelwise*" programme.

This study of Hertford and Ware is exploring one of these options. In many ways the bicycle is an ideal vehicle for our crowded and polluted planet. If means can be found of integrating into our transport system so that people can use it for some of the shorter journeys, then it would be of great benefit to us all. As three-quarters of all our journeys are less than 5 miles in length, this could be a good proposition. Denmark, for instance, has managed to take the bicycle to account for 20% of all journeys. It is no long a poor man's form of travel. In fact in Denmark it is estimated that visitors to the countryside by cycle spend more there than do the same number of motorists - simply because they can't carry so much stuff!

But there are formidable obstacles to popularising cycling. It is rightly perceived as dangerous. There are very few places where it is safe to cycle. It is not seen as the done thing to do, and the motorist is still unduly favoured in national policies.

Hertford & Ware are good places to start to make a change. They are small compact towns where distances are short. They are historic towns where wholesale road reconstruction is inappropriate. They are well served by train routes so the population is used to travelling other than by car. And they have a magnificent opportunity in the shape of the Lee Valley towpath to make a first class cycling route between the town centres.

This study examines all the opportunities for making improvements to encourage cycling in the town towns. This includes traffic calming, modifications to road junctions to make the cycle routes easier and safer, new links to avoid main roads, cycle racks at strategic locations and a whole range of policy matters designed to reinforce the concept that the authorities actually consider cycling important. The report suggests that within the heart of the two towns, walking and cycling should be considered the most appropriate, and therefore the most encouraged, forms of transport.

Fig 1 sets out the routes proposed, whilst **Fig 2** suggests a programme in order of priority to bring into being a series of useful and popular routes.

Proposed programme of measures to encourage cycling

Implementation of these proposals is described in two phases

Phase 1

ONE Folly Bridge, Hertford to Ware Lock

Hertford & Ware are fortunate in having the River Lee Navigation as a common thread running through both towns. It forms the basis of an ideal cycle route - level, safe, attractive and direct. This is where the authorities should focus if they wish to demonstrate the popularity of a quality cycle route. We recommend that their programme of endeavour should start here.

TWO Extend Riverside Route to Goldings & Ware Station

Once the first part of the riverside route is in place, the route should be extended to Goldings, partly because the County Council Highways Department resides here and it will be of great symbolic importance that they practice what they propose, and partly because the river valley and parkland here is most attractive and can serve as a public place for citizens of Hertford.

From Ware Lock, the riverside route should be extended eastwards to connect to Ware Library and Station to give more useful destinations at that end.

THREE Road scheme and development opportunities

Care should be taken to ensure that good quality cycle routes are incorporated in current road and development schemes so as to ensure that cycling is provided for at the same time as this considerable expenditure is going ahead.

These opportunities include:

- Improve the approaches to the proposed A414 Cole Green Way Subway and extend a cycling route to Welwyn Garden City.
- Ensure a good quality cycle route across the southern end of the Wadesmill bypass improvements to Thundridge.
- Make a good route from Port Vale through the McMullen development and Sele Mill to reach North Road for Hertford North Station.

FOUR Minor works

A series of relatively minor works which can make life much easier and more convenient for cyclists.

- Formalise cycling on the tarmac path from Hartham Pool to Benger Hall and modify gate at end of St Leonard's Road.

- Reconstruct wicket gate and approach paths to level crossing at Rowley's Road to allow a convenient link from the residential areas to the east of Hertford to the riverside route.

- Erect a slow down barrier to permit cyclists to use Church Steet subway under Gascoyne Way so they can reach the County Hall area.

- Build the crucial link to Wodson Park Sports Centre to allow cycle access there from Palmer Road.

- Formalise the link through Church Street Car Park, Ware.

FIVE Other measures

- Erect prominently placed bike racks in the centre of Hertford & Ware and at the very entrance to prominent buildings.

- Introduce mapping and town plans which emphasise cycling and walking routes.

- Implement policies to emphasise in a public manner that the Councils support cycling. This could include a range of measures to encourage cycling by way of sponsored rides, school competitions, openings of all sorts by officials and dignatories on bikes, etc.

Fig 2 Costings of Phase 1

1. River Lee towpath :	
Folly Bridge to Ware Lock	£97,000
2. River Lee towpath to Goldings & Ware Station	£55,000
3. Development and road scheme opportunities	
A414 Cole Green Way	n/a
Wadesmill Bypass	n/a
McMullen & Sele Mill development	n/a
4. Minor works	
Hartham Pool to Bengeo Hall	£3,000
Rowley's Road level crossing	£2,000
Church Steet Subway, Hertford	£2,000
Link to Wodson Park Sports Centre	£12,000
Church Street car park, Ware	£500
5. Other measures	
Prominent & central cycle racks	£3,000
Publicity & mapping	£3,000

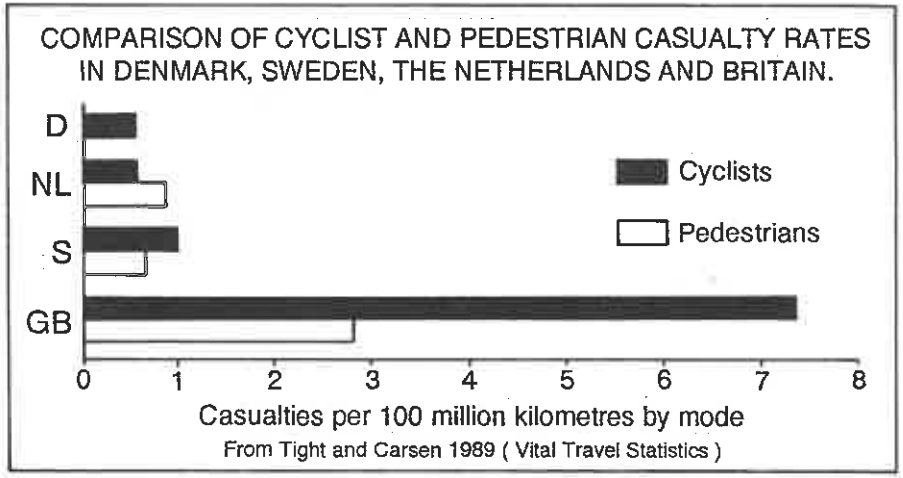
Phase 2

Once the measures described in Phase 1 are in place then it would be timely to review their popularity and use, as well as to work through the remaining proposals and suggestions in this report as they become possible or as they fit in with wider traffic management or development schemes.

1. Traffic-calming and establishment of further routes as proposed in this study as other programmes and policies dictate. These are costed in Appendix 4.

2. Collaborate with extension along Lee Valley to Waltham Abbey and beyond, and encourage neighbouring authorities to devise high quality routes into their urban area.

Fig 3



2. Background to this Study

The Study was commissioned by Hertford Civic Society in partnership with the County Council, East Hertfordshire District Council and Ware Town Council. This favourable combination of interested parties has afforded the study considerable support. In particular the County Council launched their wider initiative in October 1993 to reduce the relentless growth of traffic, whilst the Civic ~~Trust~~ Society contributed considerable local knowledge.

Sustrans has been designing and building cycle routes for over a decade. They view cycling as a particularly appropriate form of transport for this crowded and polluted country and their chief concern has been to devise practical strategies for encouraging more people to cycle.

Although cycling has long been at a low level in Britain, there are a number of reasons for considering policies to change this. Appendix 1 puts the case for encouraging cycling, including:

(a) Tackling the problems of excessive traffic, with its resulting noise, congestion, pollution and land take. As approximately half of all journeys made are under 2 miles in length, and three-quarters under 5 miles, there is considerable scope for cycling many of these trips.

(b) Accidents and casualties on the roads remain high and despite reductions in the overall number, Britain has one of the worst records in Europe for walkers and pedestrians. **Fig 3** compares this country with a number of others, on the basis of accidents per distance travelled. It is perhaps not surprising that as a consequence of this danger the number of cycling journeys made in Britain is correspondingly less.

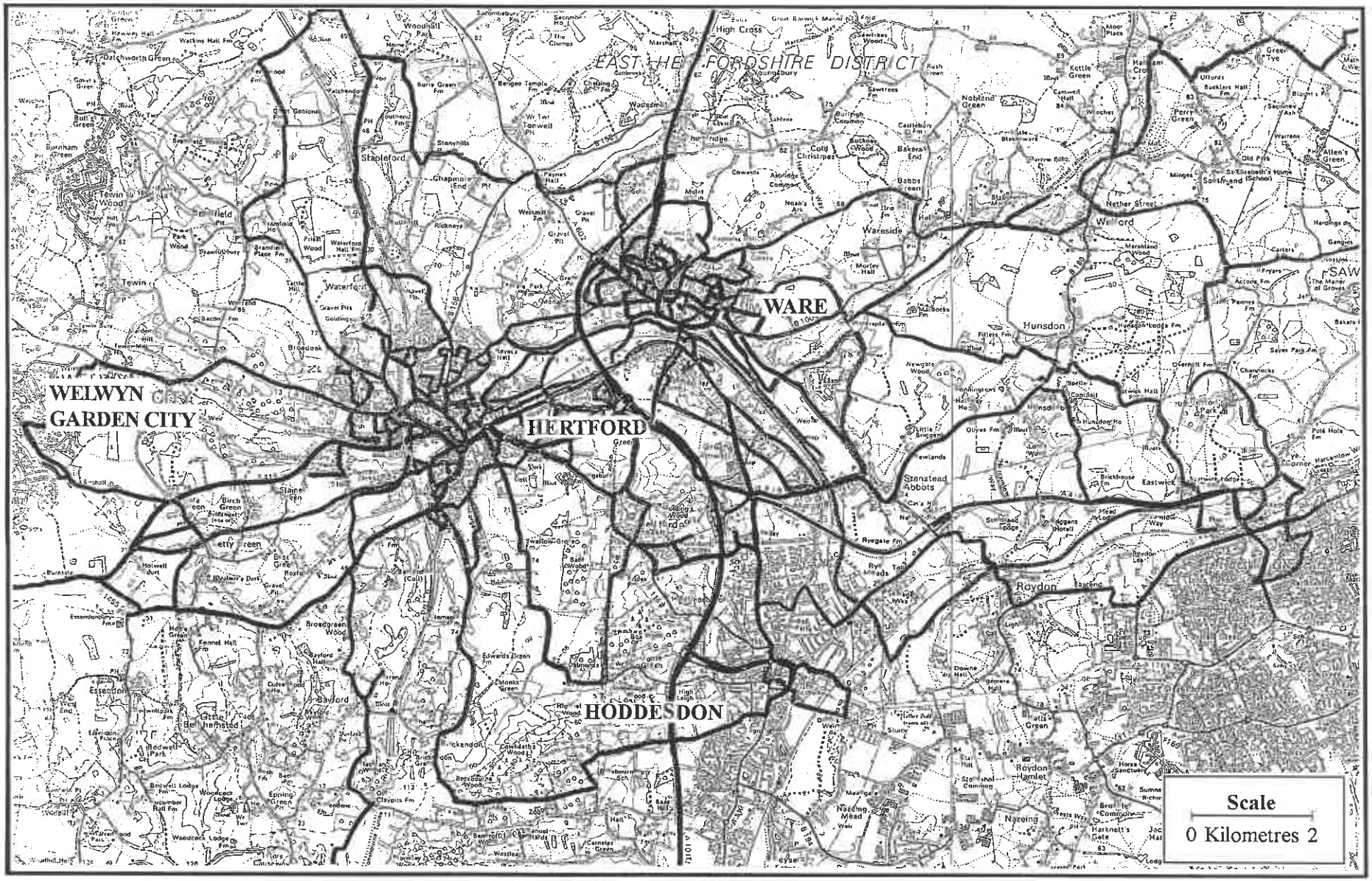
(c) The dominance of the motorcar has brought about a very great restriction on the freedom of individuals to walk or cycle. Nowhere is this better illustrated than amongst children who cannot drive and for whom the cycle is the sole independent means of travel.

(d) A reduction in personal fitness and health. Some 70% of the British population are less fit than they should be.

(e) General environmental concerns. The motor car is a major consumer of resources and if Britain is to meet its commitments made at the Rio Conference on environmental issues, use of the car will have to diminish rather than increase.

(f) Experience in neighbouring European countries demonstrates that cycling can be a popular part of transport policies. For instance, in Denmark cycling now accounts for 18% of all journeys. This is despite the fact that Danish terrain is very similar to much of lowland Britain and Denmark has an even higher level of car ownership. Many of our European neighbours also have what Britain lacks - a balanced transport strategy designed to enable individuals to use appropriate means of transport for varying trips.

These then are reasons enough for setting out on the task of examining how cycling could be encouraged here in Hertford and Ware.


EAST HERTFORDSHIRE DISTRICT
WARE
WELWYN GARDEN CITY
HERTFORD
HODDESDON
Scale
0 Kilometres 2

3. The Study method and arrangement of this report

Survey for this Study has involved a great deal of cycling in the area. **Fig 4** shows the routes covered. This survey work has enabled a close examination of practical opportunities, backed up by discussions with individuals with detailed knowledge of the area.

The Study has been managed by a Working Party, drawn from all the sponsoring groups. At its meeting on September 30 1993, a party of nine, including representatives of the organizations sponsoring the study, cycled along a demonstration route from Trinity Centre in Ware to Goldings in Hertford to examine the sorts of problems which would have to be resolved on the ground. **Fig 5** shows the route of the Working Party Ride.

This report is the result of these findings and deliberations. Most of the detailed recommendations are set out in various appendices. These include:

a) The description of a number of routes

b) A compilation of the practical measures which can be taken to encourage cycling, both through construction works on the roads and through wider policy matters.

This arrangement of separate appendices enables this report to be kept to a manageable length without sacrificing detail for future use.

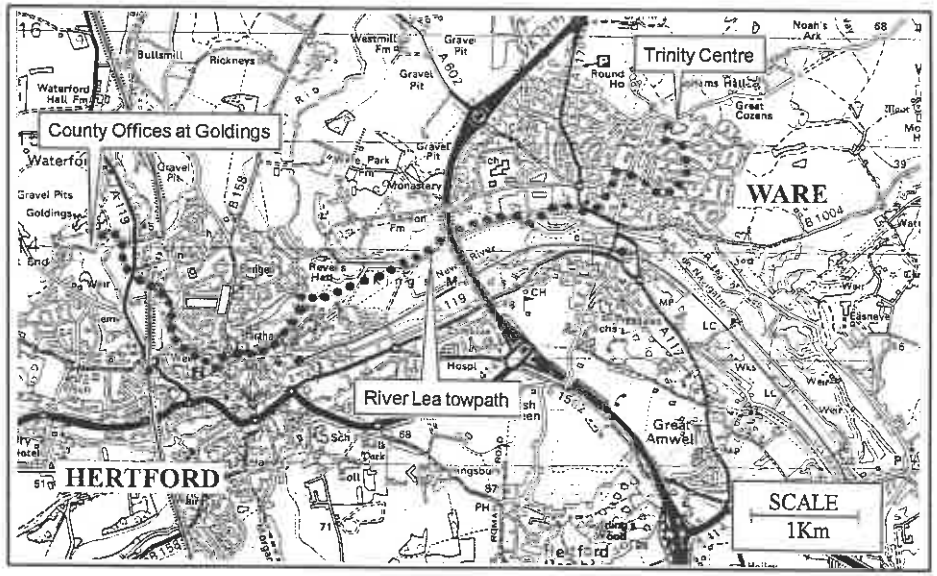


Fig 5: Demonstration route examined by working party, Sept 30th, 1993.

4. The setting

4.1 Physical setting

The most striking physical feature of the area is the valley of the River Lee (spelt Lea in its upper reaches). Several left-bank tributaries flow in from the north and carve valleys in the chalk hills. As a consequence, although the terrain rarely exceed 120 metres in elevation, there are many steep hills.

Away from the built-up areas, the landscape of the chalk country to the north is typically dominated by broad arable fields, reminiscent of many parts of eastern England. By contrast, the hills to the south of the Lee tend to be more poorly drained and are either given over to woodland or pasture. The Lee and Stort valleys comprise low-lying grazing meadows, although over wide areas, the floodplain of the rivers has been considerably diminished by the lakes left behind by gravel extraction.

4.2 Pattern of settlement

The twin towns of Hertford and Ware both lie in the Lee valley. It is quite unusual to find two towns so close together (4 kms between town centres) and yet quite distinct from one another. Both towns are of some antiquity and retain attractive old town centres, and both have suffered only limited suburban development. The compactness of Hertford and Ware contrasts markedly with most other towns of Hertfordshire, including nearly all the neighbouring towns, which have undergone recent and rapid growth.

The two towns are surrounded by open countryside, especially to the north. There are a number of commuter villages in the surrounding countryside within 6 kms of the two towns. It is only to the south-east down the Lee Valley that an almost continuous corridor of urban development runs southwards from Hoddesdon through Cheshunt to Greater London at Enfield.

4.3 Transportation

In isolation, two towns the size of Hertford and Ware, even with their flourishing economies, would not be expected to suffer acute traffic problems. When, however, we consider the regional setting of the two towns, a very different picture is apparent.

Lying within close range of Greater London, economic activity within the area and the transport links are dominated by the capital. Motorways and other main roads built to high standard converge on London and traverse the area under study. The proximity of Greater London and of several large towns in south-east Hertfordshire and west Essex results in large flows of commuter traffic - not only to and from London but also transversely across the area. To these must be added substantial local and long-distance commercial traffic serving London and local towns.

A more detailed evaluation of the traffic problems of Hertford and Ware is given in **Appendix 5**.

5. The role of cycling

Within the context of heavy traffic, cycling is increasingly seen as an attractive alternative and has many advantages for short journeys. This report is primarily concerned with utility and commuting cyclists who wish to use their bikes for a variety of essential journeys. Consideration of utility cycling should not, however, ignore recreational cycling. In many places, it has been the experience that provision of safe recreational cycling routes has encouraged cyclists to broaden their horizons to think of cycling as a viable alternative to the car for utility journeys as well.

The cyclist can jump on his or her bike and thread a way through traffic, however congested the roads are. This, and the absence of a serious parking problem at one's destination, frequently mean that a cyclist can accomplish a journey of modest distance (say up to 10 kms) in less time than a motorist. To this may be added the health benefits of the physical exercise involved. Less tangible, but nevertheless vitally important benefits include the reduction of pollution and congestion. The benefits of cycling to the individual and to the community are summarised in **Appendix 2**.

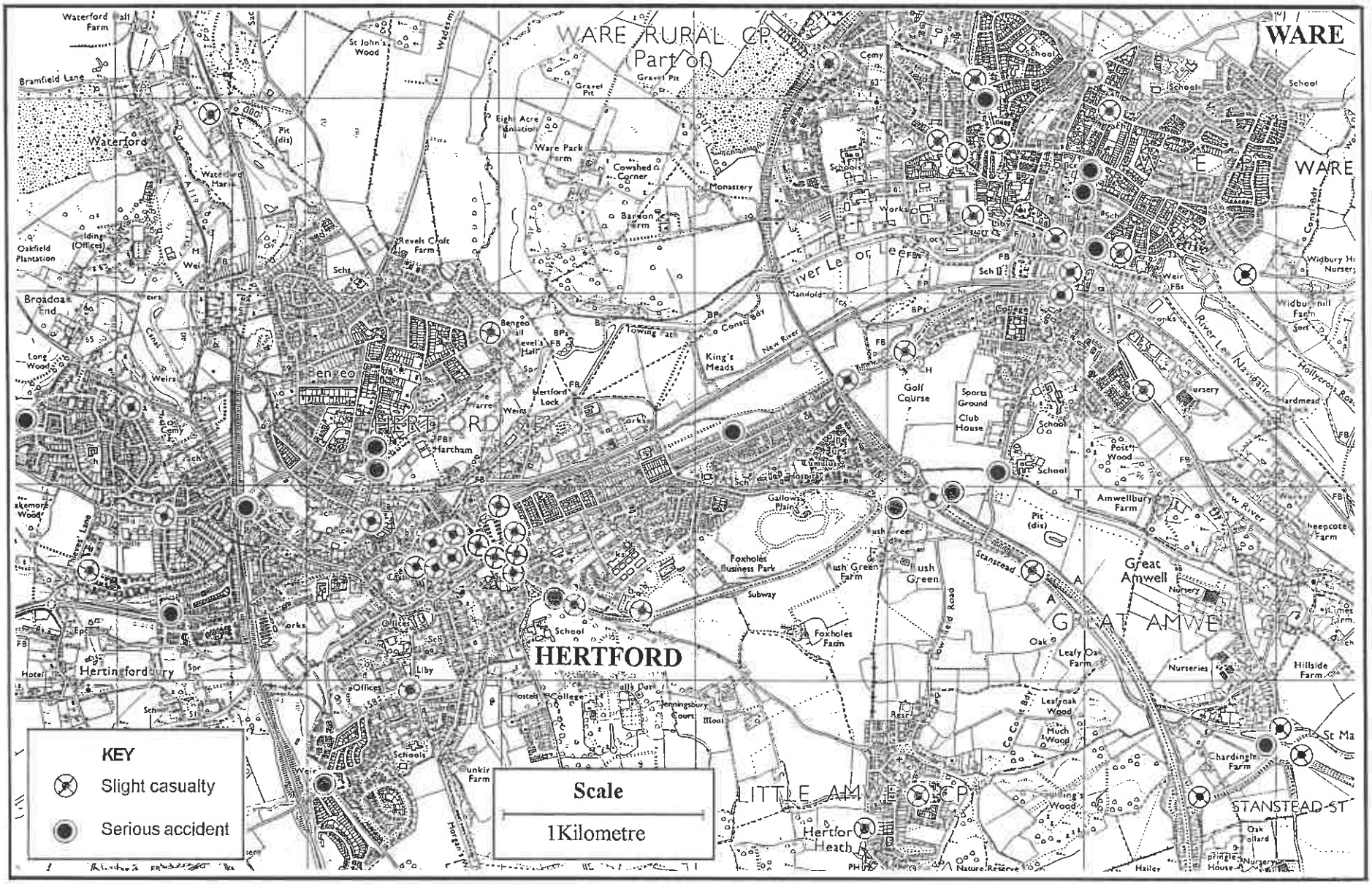
Unfortunately, the current climate of opinion and the poor provision for the needs of cyclists is such as to discourage a large number of potential cyclists from taking to the road. Amongst the reasons often cited for NOT cycling are:

1. Danger from motor traffic.
2. The exertion involved.
3. The weather.
4. Lack of security.

The dangers from motor traffic are all too real. Even if sharing the road with heavy motor traffic may be a little bit safer than perceived, it is nevertheless not a pleasant experience. Where possible cycling can be encouraged by traffic reduction measures - to reduce the amount of motor traffic on the roads and traffic calming - to reduce the speed of motor traffic. The greatest encouragement to cycling, however, is by the provision of 'green' or 'exhaust-free' routes which are completely clear of motor traffic. The engineering details of traffic reduction, traffic calming and green routes are described in another part of this report.

The exertion involved in cycling is likewise exaggerated. The perception of cycling as 'hard work' is often based on experience with old, often poorly maintained machines, possibly only single-speed. Most modern bikes are equipped with at least 12 gears which make light work of all but the most severe gradients. It is true that cycling for more than 5 kms or so may well be 'aerobic'. A major contribution can be made by employers by providing changing facilities and showers at places of work.

The English weather is something we cannot do much about, but its shortcomings are greatly exaggerated. It only rains for 3% of the time on average; this leaves 97% of the time dry. Other meteorological factors which can discourage cycling are cold and wind. Vigorous cy-


WARE RURAL CP
Part of
WARE
HERTFORD
HERTFORD CP
LITTLE AMWELL CP
GREAT AMWELL
STANSTEAD ST
Waterford
Bengeo
Foxholes Business Park
Golf Course
Sports Ground
Club House
King's Meads
Gallows Plain
Amwellbury Farm
Great Amwell
Stanstead
Lowfield Road
Subway
Hertingfordbury
Hertford Heath
Nature Reserve
KEY
Slight casualty
Serious accident
Scale
1Kilometre

cling will, however, normally warm up a cyclist to a very acceptable level, whilst the wind is rarely too much of a problem within a built-up area.

The problem of security is two-fold. One aspect is the risk of cycle theft - although this is less than the risk of car theft. Provision of secure cycle storage at places of work, places of sport and entertainment and in shopping areas, can go a long way towards reassurance. The other aspect of security is of personal security on routes away from roads with regular motor and foot traffic. This risk is again more of a perceived than an actual problem. It is made worse by the short hours of daylight in winter. Any project for long off-road cycle routes which are to be used by cycle commuters should give consideration to lighting along the way.

Our Study was unable to make any precise assessment of the number of cycling trips being made at present. A questionnaire of 150 pupils from school revealed that a large proportion of the pupils had bikes, but that few used them. Nationally some 90% of men and 66 % of women can cycle and there is no reason to think that it would be different here.

That local people do cycle is unfortunately borne out by the cycle casualty figures for the area. **Fig 6** shows a plot of these over the last 3 years. The Departent of Transport quotes average costs to the comunity of:

£750,000	per fatality
£75,000	per serious casualty
£6,000	per slight casualty.

On this basis, cyclist accidents in this area alone are coting the community some £400,000 per year. Pedestrian casualties are just as bad.

The remainder of this study is devoted to a consideration of how these potential facilities for cycling can be developed to increase the levels of cycling within the area.

6. The Study

In this Study we have mainly been examining ways in which the circumstances on the ground can be improved for cyclists. Can their environment be made safer and more attractive?

This is usually achieved by a combination of measures on existing roads such as cycle lanes at advanced stop lines at traffic lights; by traffic calming techniques in which the speed and volume of motor traffic is reduced to 10 or 20 mph at which levels it is much more compatible with other users of the road space - walkers and cyclists; and by building special traffic-free routes so that cyclists can move away from the conflict of traffic altogether.

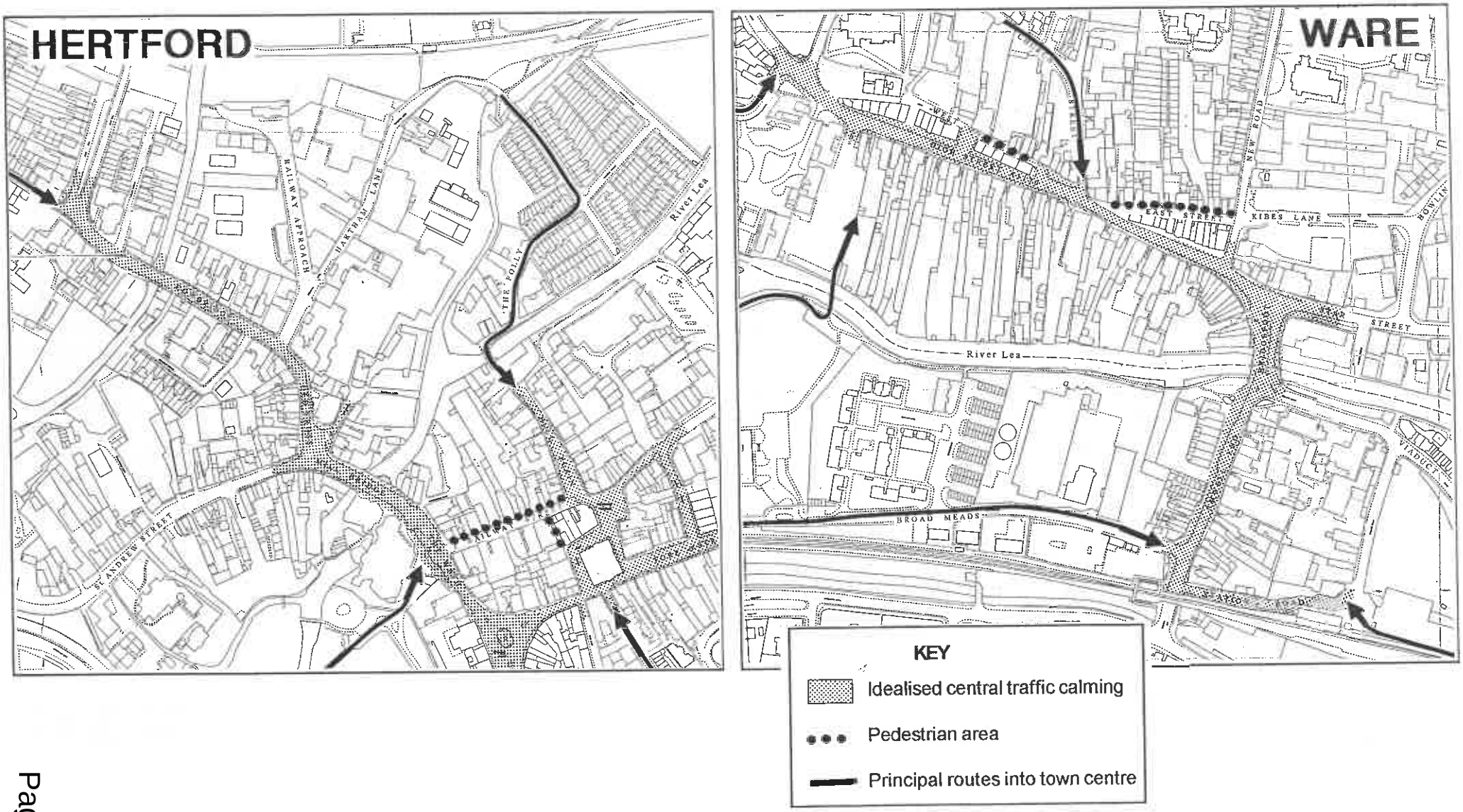
Any practical policy is a combination of all three approaches. Usually an authority attempts to string together a series of measures to make meaningful routes. The ones proposed in this Study are described in **Appendix 4**. The objective is to create a series of routes, which taken in combination with relatively quiet residential roads will enable a large proportion of the population to make more of their local journeys in more safety and with more confidence. This will be achieved by promoting safe alternatives on some of the more dangerous sections and by signing. Above all, the creation of these routes will be seen as an official statement that cycling is desirable and is being encouraged.

This chapter looks at the different angles from which one can approach the provision for cyclists. Depending upon the individual, different sorts of journey will be more important, and the Councils might prefer to invest in the journey to work, or recreational trips, for instance, to initiate their policy.

6.1 Traffic calming initiatives

This is probably the most important type of measure which can improve matters for cyclists. It is the speed and volume of traffic which is so incompatible with the exposed cyclists. If the whole town was to be reduced to 20mph or less then cycling would be much easier throughout the area. This is not wishful thinking. In Holland the "Woonerf" system has been in operation for nearly 20 years where traffic speeds are reduced to 10 mph. Numerous urban areas in the country have effective speed limits of 20kph (15mph). Traffic-calming is now at last accepted by the Department of Transport and cities such as York and Leicester have ongoing programmes tackling a number of streets each year. This work has been found to be very cost effective in reducing accidents and improving the quality of life of residents. Not only do cyclists benefit, but of course pedestrians and residents also do so to an equal measure.

As Hertford and Ware are both historic towns, traffic calming will be an effective option, whereas the construction of new road capacity is not. We recommend that the central areas of both towns are enhanced by traffic calming schemes designed to a **maximum speed of 15mph**. This central area should extend as far as the beginning of some of the residential minor roads as this would enable cyclists to reach the town


HERTFORD
WARE
River Lea
KEY
Idealised central traffic calming
Pedestrian area
Principal routes into town centre

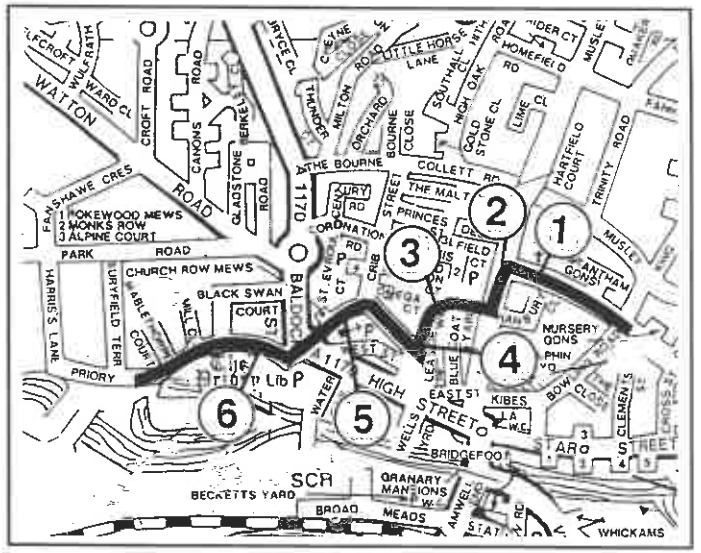
centre much more easily. **Fig 7** shows the appropriate areas.

This Study has not detailed what might be done, as the options are various and outside the scope of this report. But one objective would be to make it clear to motorists that they were entering a zone which belongs to the local residents, and that within that zone walkers and cyclists were the preferred travellers and should be given consideration and preference. Within this traffic calmed area there will be small pedestrian zones where cyclists are discouraged, but care should be taken to ensure that these are not such as to cause serious inconvenience to cycling routes or to force cyclists back onto busy trafficed roads.

6.2 Special routes

By way of illustration, we show a route through Ware which was observed to be used by staff cycling to Glaxo. It makes use of a short-cut through the car park and a short pedestrian path to provide a route which avoids the town centre. Cyclists are always looking for such opportunities! **Fig 8** draws this up to show how it could be formalised, including a section of two-way cycle use of a one-way street (Church Street), and a protected crossing of High Street. In fact we will recommend later in this report that this protected crossing forms the western end of a traffic-calming scheme for the whole of the High Street as far as Bridge Foot.

Fig 8 - Route to Glaxo



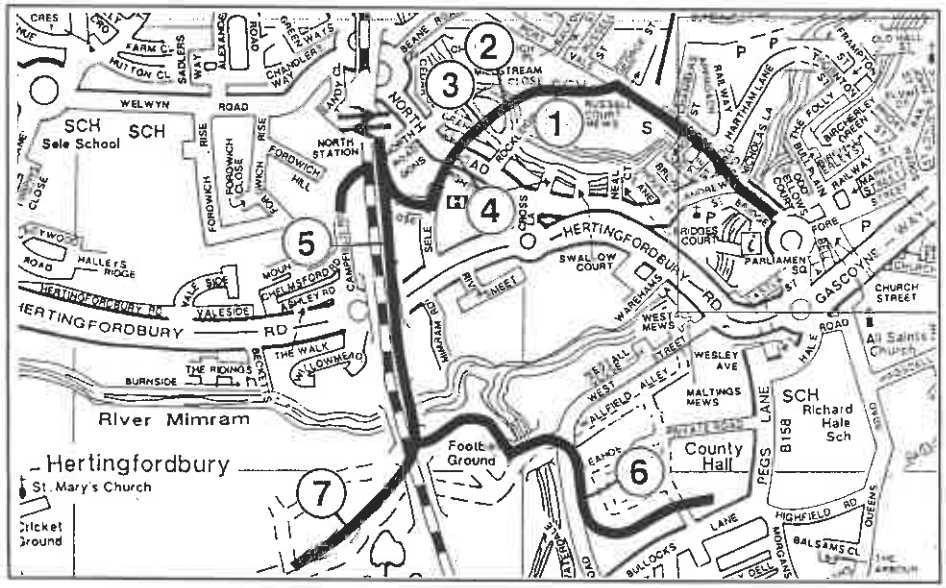
1. King Edwards Road is fairly level and not busy.
2. Almost straight over New Road to car park access. This could be improved with traffic-calming to New Road.
3. Car Park access is lightly trafficked and a cul-de-sac.
4. Through car park and use a short length of linking path to reach Church Street. This needs formalising with dropped kerbs.
5. This section of Church Street would need to be modified to allow 2-way traffic flow. (This can be achieved by reducing the one-way section to a very short length at its western end with a cycle bypass).
6. Straight over the end of High Street to reach Priory Street. A raised crossing here could form the start of traffic calming along the High Street to Bridgefoot.

6.3 Routes to stations

Leaving a car at the station all day is expensive and wasteful of resources. If passengers are driven to and from the station this adds to peak hour congestion, as well as committing someone to be a chauffeur. In Hertford and Ware, the stations are fairly central and reasonably accessible, so not much can be done to make shorter routes. Much, however, can be achieved by making more attractive routes and options for Hertford North are shown in **Figs 9** & **10**. Here we can visualise two largely traffic-free routes to the station, one via new developments to make a path from the town centre avoiding the long trek down the busy St Andrews Street and North Road. The other runs along the remains of the former Welwyn Branch railway to make a route to the County Hall area. This latter in particular avoids roads which are completely unsuitable for cycling, produces a shorter route and gives access to the principal employer in the area. Of particular advantage would be the making of a new link direct to the platform from the Fordwich Hill footbridge. This is possible via the remains of the Welwyn Branch line.

Stations (and many other destinations) will require good cycle racks. In the case at Hertford North we recommend that these are both sited at the low level in full view of the ticket office and at the high level platform for convenience.

Fig 9: Possible routes to Hertford North Station



1. Path to be incorporated in new development to reach the riverside.
2. New footbridge required.
3. Path incorporated along side of Sele Mill redevelopment to reach North Road.
4. Protected crossing of North Road to Hospital entrance and path to station footbridge.
5. Link via remains of old railway and new bridges.
6. New path up hill to County Hall.
7. Cole Green Way.

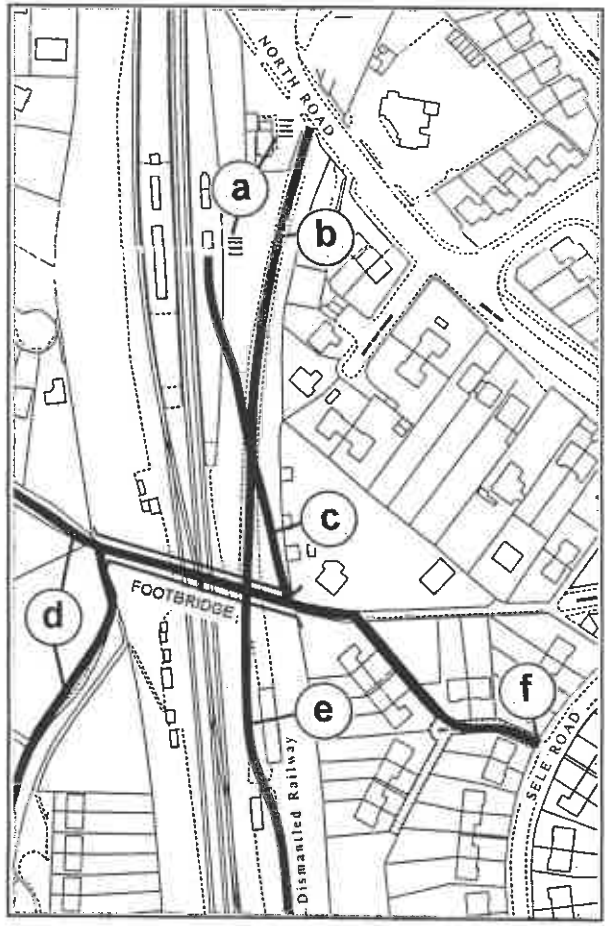
Fig 10: Detail of link to footbridge near Hertford North Station

a. Hertford North Station. Cycle racks could conveniently be put beside the London platform and adjacent to the booking hall.

b. Construct long ramp at 1:20 down to North Road on line of existing disused railway. The material excavated for this can be used to make a new ramp up to the footbridge for direct access to the station.

c. Build up new ramp to edge of footway.

d. Existing paths to Sele School, Fordwich Hill area and Health Centre.



e. Proposed connection to Cole Green Way and traffic-free route to County Hall.

f. Sele Road closed to traffic.

6.4 Routes to schools

One of the most extraordinary changes in travel patterns in recent years has been in the journey to school. Dr Mayer Hillman, of the Policy Studies Institute, has shown how between 1970 and 1990 the proportion of 8 year old allowed to go to school on their own has plummeted from 80% to 10%. This change has been brought about by a fear of danger on the streets, and has resulted in more danger as more children are driven to school and less people are about on foot in the streets. Dr Hillman estimates that this chauffeuring is now costing the nation between £10 and £20 billion annually, as well as depriving children of their independence and of the opportunity for them to develop qualities of initiative and self-reliance. Instead, children are indoctrinated to regard their ultimate ambition as joining the ranks of car-drivers and car-owners when they reach the appropriate age.

In secondary schools the change is often evident in long racks of cycle storage abandoned and empty.

Cycle routes to schools should be a key priority, for the fitness and independence of the pupils, and in order to indicate that society considers cycling a mature and worthy way of travelling. Cycle racks should be provided at the school entrance under the surveillance of the office staff, and staff car parking should be swept around the back of the school to emphasise its lesser status!

Fig 11 shows a route to Chauncy School as an example. This route would provide an attractive route direct to Bridge Foot and the Railway Station. In fact we have found it difficult to devise good routes to cater for the whole length of many journeys to school in this area, although many could benefit from the small details shown here.

There are a number of measures which could be adopted to create the climate in which cycling would once again take its place as a major mode of travel to school.

These are:-

1. Provision of safe routes between schools and their catchment areas.

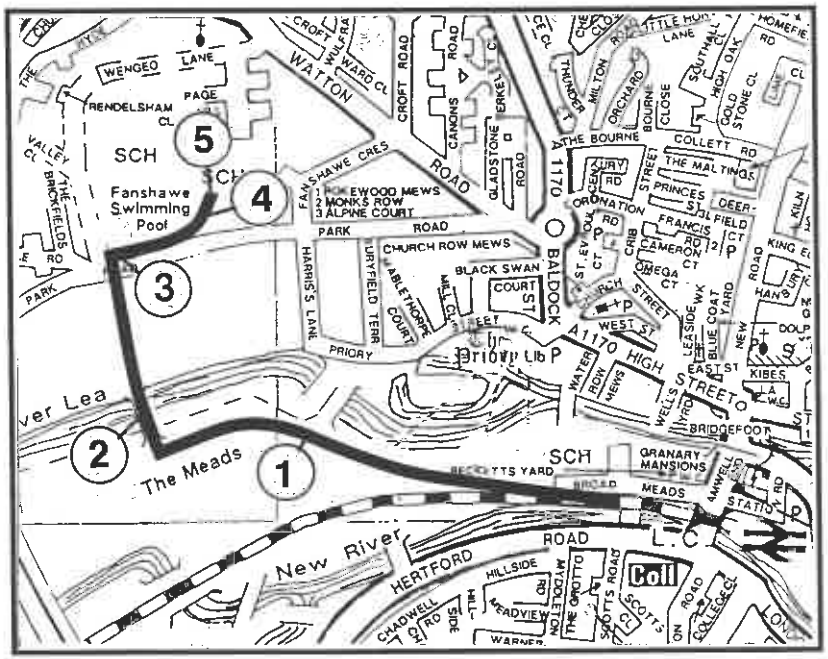
2. Provision of adequate, secure and sheltered cycle storage at schools.

3. Other measures to reduce the apparent advantages and status of the motor car, best described under the heading of "culture".

Safe routes to schools

All the secondary schools lie on, or close to, one or more elements of the proposed cycleway network. Some extra links are needed to connect particular schools with their catchment areas.

Fig 11: Route to Chauncy School



1. Riverside path and new link from Broad Meads.
2. Footbridge.
3. Raised pavement crossing of Park Road.
4. Use existing separate footpath beside Park Road. Link from Park Road.
5. Bike parking outside school office and main entrance.

Cycle storage

The provision of cycle storage at schools is generally woefully inadequate, as indeed is cycle parking at all places frequented by the public throughout the town.There are three inter-related elements to be considered in the provision of adequate cycle storage:

a) Physical support for the like. The varieties of wheel-holding type of racks range from barely adequate to the completely useless slots in a block of concrete. Stands which support the frame and to which the like can be secured find most favour nowadays.

b) Protection from the weather - this implies a roof and possibly walls. This arrangement, however, militates against security from theft. Possibly the best arrangement is a canopy made of translucent material protecting well beyond the stands underneath.

c) Security from theft. This can be achieved by one or both of two means:

   i) Controlled access to the cycle storage area by a gate which is only unlocked at the beginning and end of school.

   ii) Siting in a central position which is readily overseen. One such position could be a central courtyard, out of sight of the road, and the general public, but over looked by the surrounding classrooms. Another favoured position is the forecourt of the school by the main entrance and overlooked by the school office.

Culture

There are various other means of a largely psychological nature which can be used to reduce the apparent advantage and status of travel by car relative to that by bike.

a) Removal of car parking from the front of the school (which as seen above is a good location for cycle storage), especially of such privileges as reserved bays for senior staff.

b) Stringent restrictions on car-parking for pupils within school grounds.

6.5 Routes to hospitals and health centres

In 1992 the British Medical Association published its book "*Cycling: towards health and safety*". It expressed concern about the deterioration of the nation's health due to our sedentary lifestyles, and the consequence this would have for illness. It recommended that cycling

was the most practical way of improving the health of a wide section of the population.

It follows then that cycling to and from hospitals and clinics should be made as attractive and safe as possible. Again cycle parking should be prominently provided at the main entrance and cars removed from this area.

The Hertford County Hospital in North Road, which it is understood is due to be developed as a day and diagnostic hospital is well situated on the proposed route out from Hertford Town Centre to the Sele Estate.

The position of the East Herts Hospital on Stanstead Road is more problematical as it lies at the top of a hill. Shared use of the footway up Stanstead Road is not practicable, but there may be some scope for developing a route into the back of the hospital from the grounds of the school.

6.6 Sports and recreational facilities

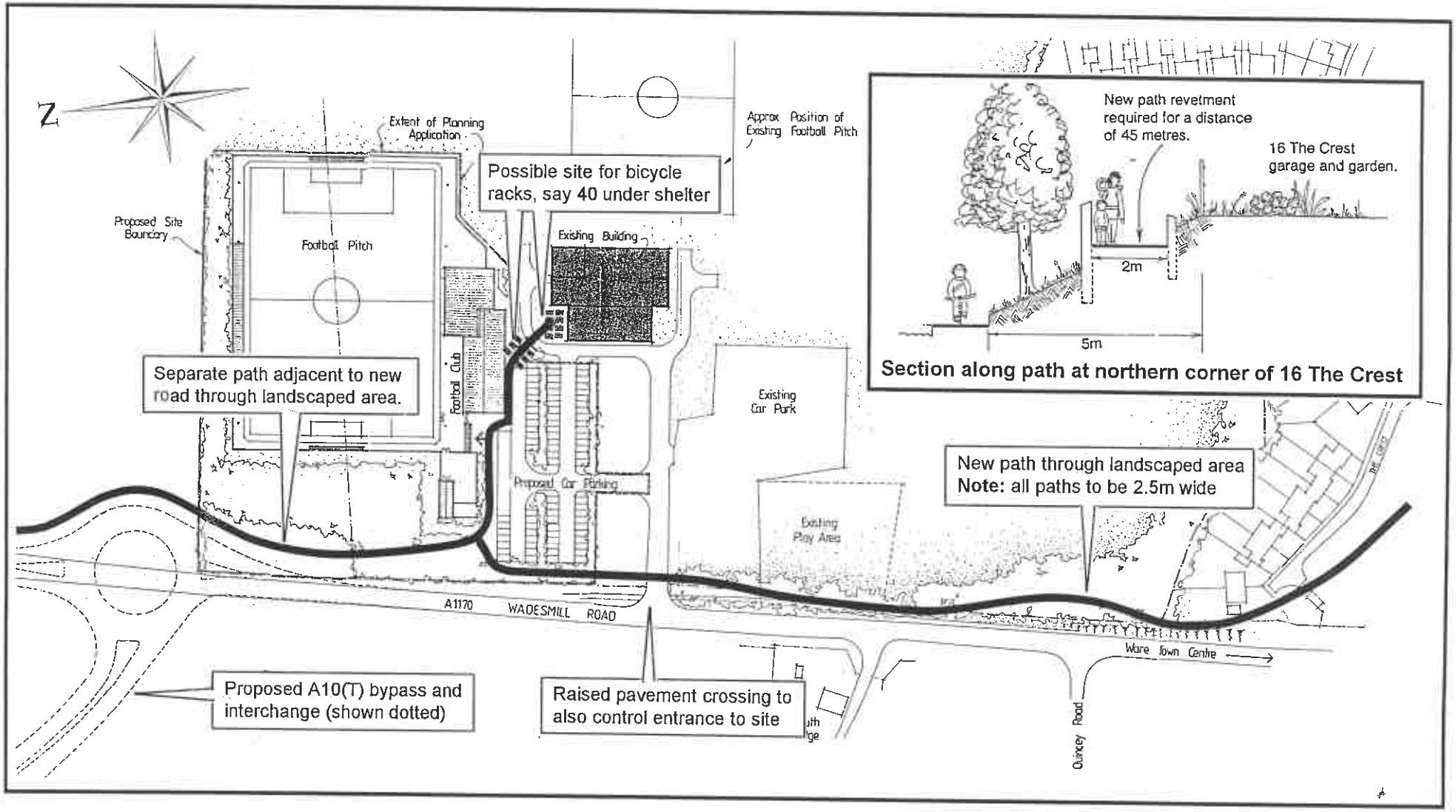
Sports Centres are for improving health and fitness. A good quality cycle route to and from all playing fields and other sports facilities should be seen as an integral part of the facilities. In the case of Ware the Sports Centre is a little out of town, and a direct cycle route will make them accessible to a much larger range of people.

Fig 12 shows a crucial link from the head of The Crest cul-de-sac to reach the Wodson Park Sports complex. This would provide immediate access to the northern part of Ware whereas at present the Centre is virtually inaccessible to all but motorists given the heavy traffic and narrow pavement along Wadesmill Road.

The Hartham Pool in Hertford is well located with regards to potential routes and it already has an ingenious cycle rack which is well located immediately outside the main entrance.

Good cycle storage is also important at the location for spectator sports.

Fig 12: Route to Wodson Sports Centre from The Crest, Ware



6.7 Links to the surrounding countryside

Probably the most extensive facilities available to cyclists at present are the nearby minor country roads, many of which are lightly trafficked and most attractive.

The problem lies in reaching them. Not only does the cyclist have to travel through the town on unsuitable roads, but is often faced with a length of main road before reaching the minor road in question. Most of the roads into the countryside from the towns are main roads, or, if not classified, still carry considerable amounts of through traffic. To some extent, the road network can be supplemented by maintenance and upgrading of suitable bridleways at the edge of the built-up area which ultimately give access to the quieter lanes further into the countryside.

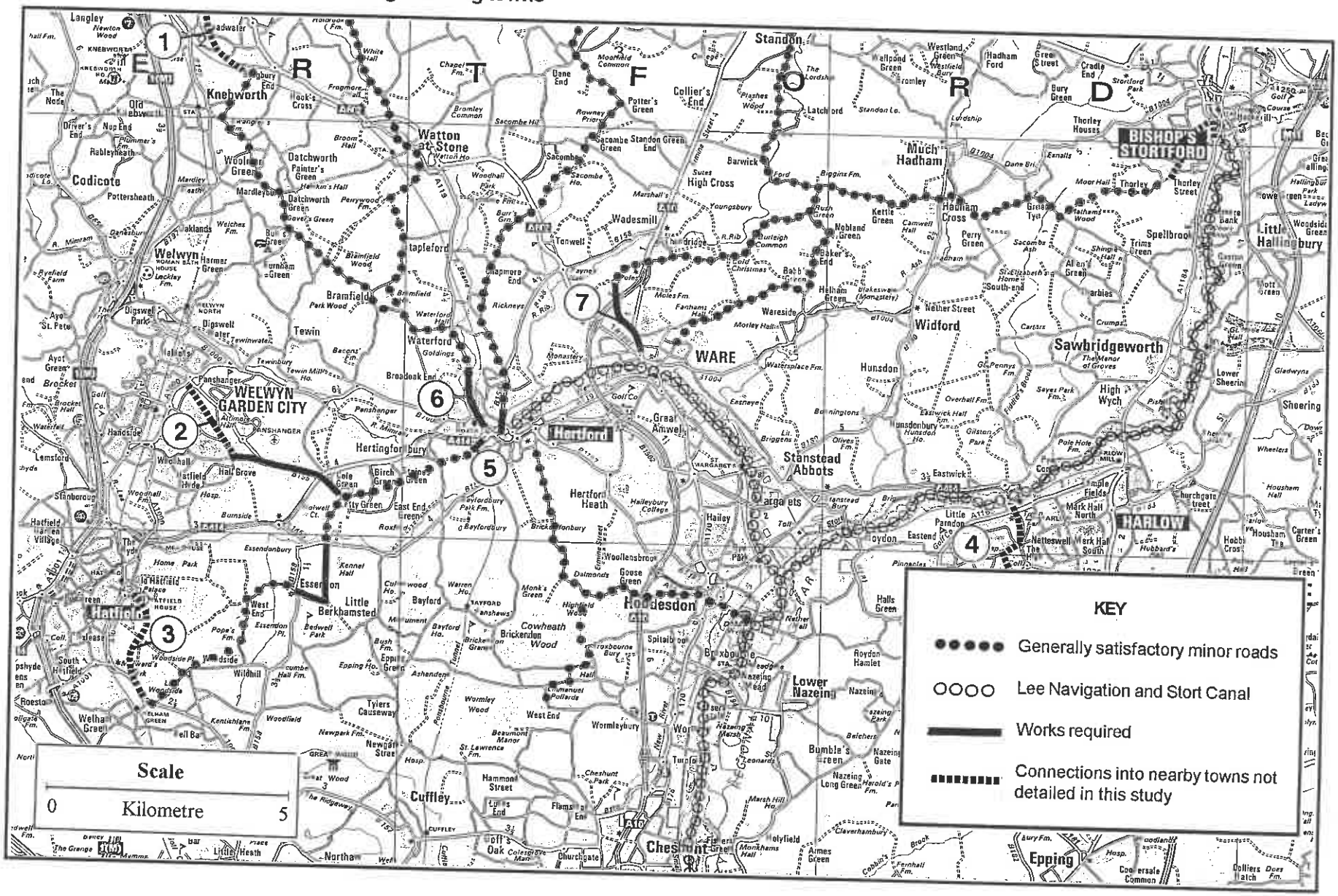
For instance, Bramfield Road going north-west from Hertford branches off the A119 (North Road). Furthermore, the first kilometre of Bramfield Road is much used by lorries travelling to and from the gravel extraction site. Another example is the road to Cold Christmas north of Ware which is cut off by the A10.

Fig 13 illustrates the problem and focuses on the works which will be needed to give access to the countryside. The most useful routes are those which reach right to the town centre and in this respect Hertford & Ware are fortunate in having the Lee Navigation with its continuous towpath running through both areas. This has the potential for becoming a route of the highest quality and one which acts as a focus for cycling policy in the area.

This corridor is likely to feature prominently in any cycling strategy for the area because it is largely traffic-free. This means that it will be the one place in this area where novice cyclists of all ages can gain confidence before going on to tackle routes which make more use of roads. As a consequence this route is likely to be the principal catalyst for changing travelling habits. Indeed, if a good quality cycling route between Hertford and Ware does not convince a commuter between those two towns to cycle rather than drive, then probably nothing will in the present climate. We anticipate that this route would be so direct, so attractive, and so quick, that it would in fact be very popular with regular travellers.

For this reason the Lee Valley Route is given pride of place in this Study and written up in some detail in **Appendix 3**. This appendix describes a continuous route running as far as Waltham Abbey to illustrate the very considerable recreational opportunity that also exists here for the people of Hertford and Ware. It could be a full day out for a family group, and one on which there were ready options for returning by train. Where such journeys are made in preference to an alternative car trip, this could start a real trend towards a less motor orientated travel pattern in the area.

Fig 13: Links to the countryside and neighbouring towns



6.8 Routes to neighbouring towns

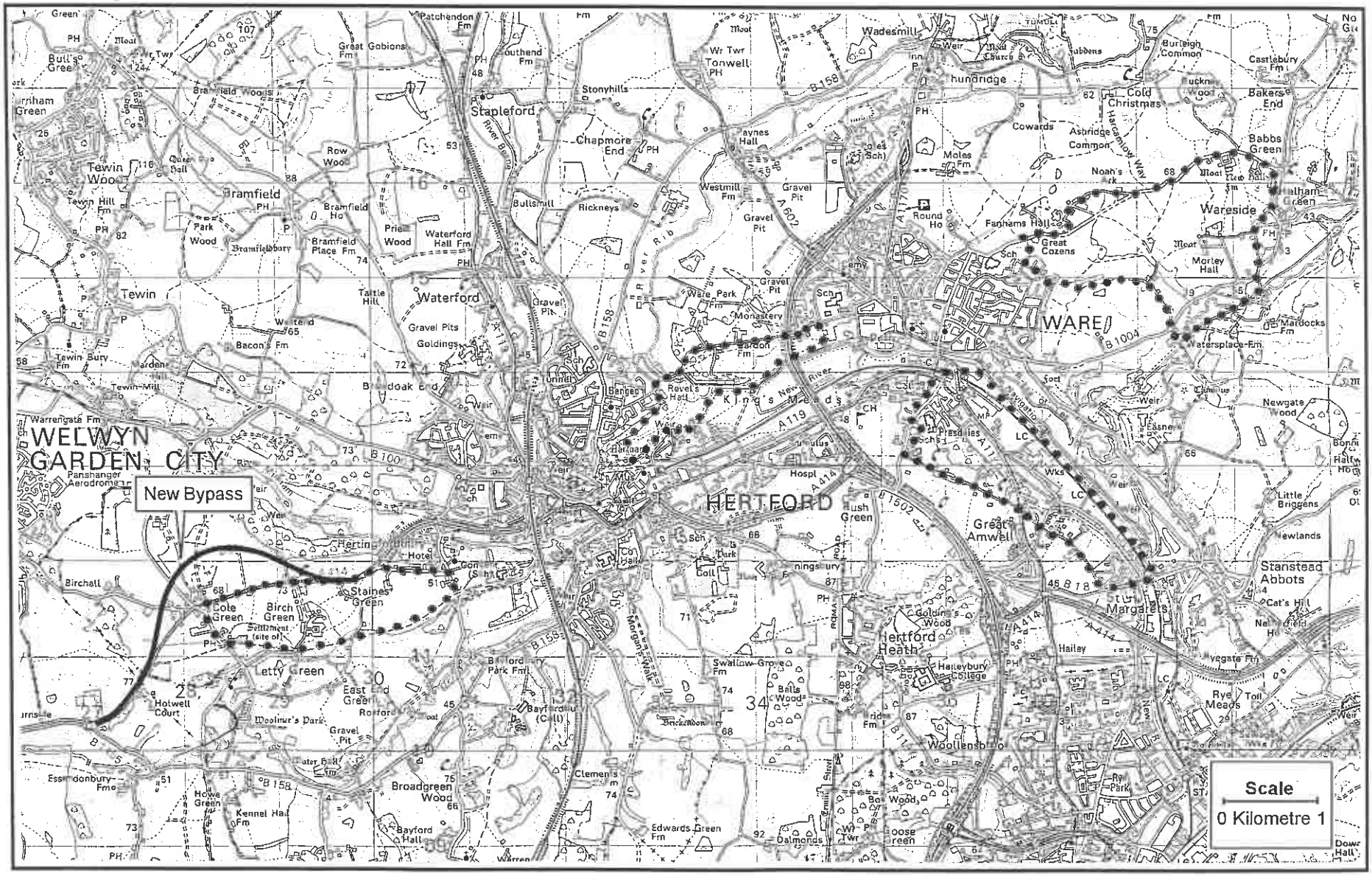
Although straying somewhat beyond the boundaries of Hertford and Ware, a study of this kind can not be considered complete without consideration of links to neighbouring towns. These are important not only as routes in themselves - in that people from Hertford may want to visit Bishop's Stortford for instance and vice versa, but because such routes will give access to minor roads and hence village communities throughout the area.

The best opportunities are provided by the towpath route which will give access downstream to Hoddesdon and Broxbourne and, via the Stort, up to Harlow; whilst the Cole Green Way could be extended with considerable advantage in towards Welwyn Garden City. From Welwyn Garden City, there is some scope for continuing on to Hatfield, although there are gaps in the provision of safe cycling routes in this direction at present.

As with Hertford and Ware, there is the corresponding problem of finding safe ways into neighbouring urban areas. There are also points along almost every minor road route where difficult roads need to be crossed, or even used for access, and the resolution of these problems will require some works even in the countryside. Finally there is the matter of traffic on the minor roads themselves. This frequently goes much too fast, and on some roads which form "short cuts" between main roads, for example, the volume of traffic is high. Attention should be given to ways of reducing traffic speeds in rural as well as urban areas. The idea of village gateways, becoming common in Europe, where "features" are placed on the approaches to villages at the point where speed restrictions to perhaps 30 mph are introduced. The purpose, and effect, of these gateways is to mark the transition from the open road, to a community's "living" space - namely the village streets. In the open countryside itself some work could be done to reduce traffic on the selected roads by means of careful signing and the avoidance of such schemes as "scenic drives"!

We would also like to see the introduction of access only regulations to selected country roads to further reduce traffic to the minimum. This is common in France and Germany where there is, in effect, a tertiary network of minor roads which is very lightly trafficked and so particularly suitable for cyclists. Once the problem of getting safely into the countryside has been resolved, attention can be given to the question of safe cycle routes to neighbouring towns. It has to be admitted that the scope for providing safe routes to neighbouring towns is presently limited.

Fig 14. Examples of circular routes



6.9 Circular routes

It has been quite common for local authorities to publish circular cycling routes. These quite commonly ring the County boundary and mayh well be the only cycling feature in the area, for example, Cumbria Cycle Way. However unless works are undertaken it is highly unlikely that such routes will be particularly successful because they will have numerous deficiencies along the way. They may represent the best that can be done without recourse to expenditure, but that alone will not, and indeed has not, led to any real popularity for cycling.

We suggest that there is not a great benefit from putting much effort into making long circular routes in the countryside. Clearly if some of the inter-urban routes we have been suggesting are implemented, then there is scope for creating circuits by linking these together by minor roads - but this can be done by various means, not the least by the publication of good maps.

In one particular case, however, there is the opportunity for a rather attractive local circuit between Hertford and Ware which can be created without much difficulty and although only 6 kms in length, contains a wide variety of views and landscape. It would be very worthwhile implementing such a route at an early stage, as it serves to act as a valuable introduction to cycling as well as a pleasant family outing.

6.10 Cycle Parking

Cycle parking facilities need to be prominent, central and convenient. Prominent because the Council will wish to make it clear that cycling is to be encouraged. Central and convenient, so that the public can enjoy shorter journeys and quicker times than they can by other modes.

A major deterrent to the use of bicycles is the presently poor standard of cycle parking facilities in many places. The elements which go to make up satisfactory cycle storage are described under the heading of "Cycling to Schools".

Urgent consideration needs to be applied to the provision of cycle parking at different locations.

At places of work, all employers should be given every encouragement to provide adequate cycle storage. This should be within the secure perimeter of the works where applicable. Where there is no secure perimeter, the siting of cycle parking should be within sight of the reception area or security guard and/or in a locked out-building to which only cycling employees have access.

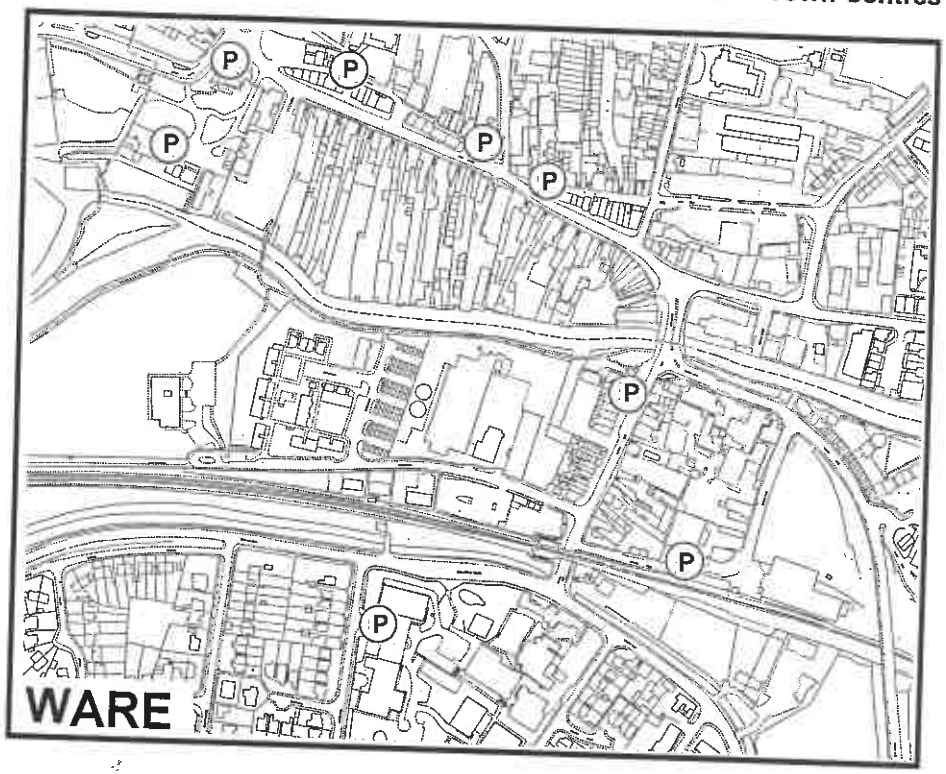
It is important to provide safe and secure cycle storage, particularly at railway stations, where people undertaking long journeys can switch modes between cycling and public transport.

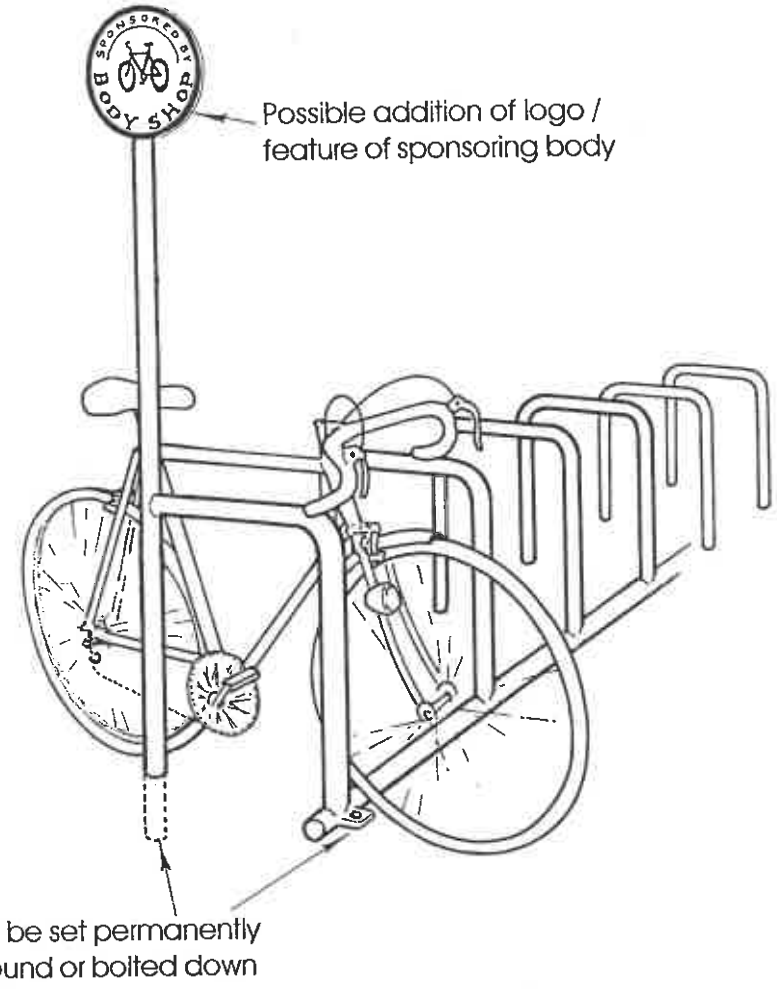
It is particularly appropriate that at sports and leisure facilities, safe cycle storage should be provided within sight of the box office or pavilion. Good cycle storage is also important at the location for spectator sports.

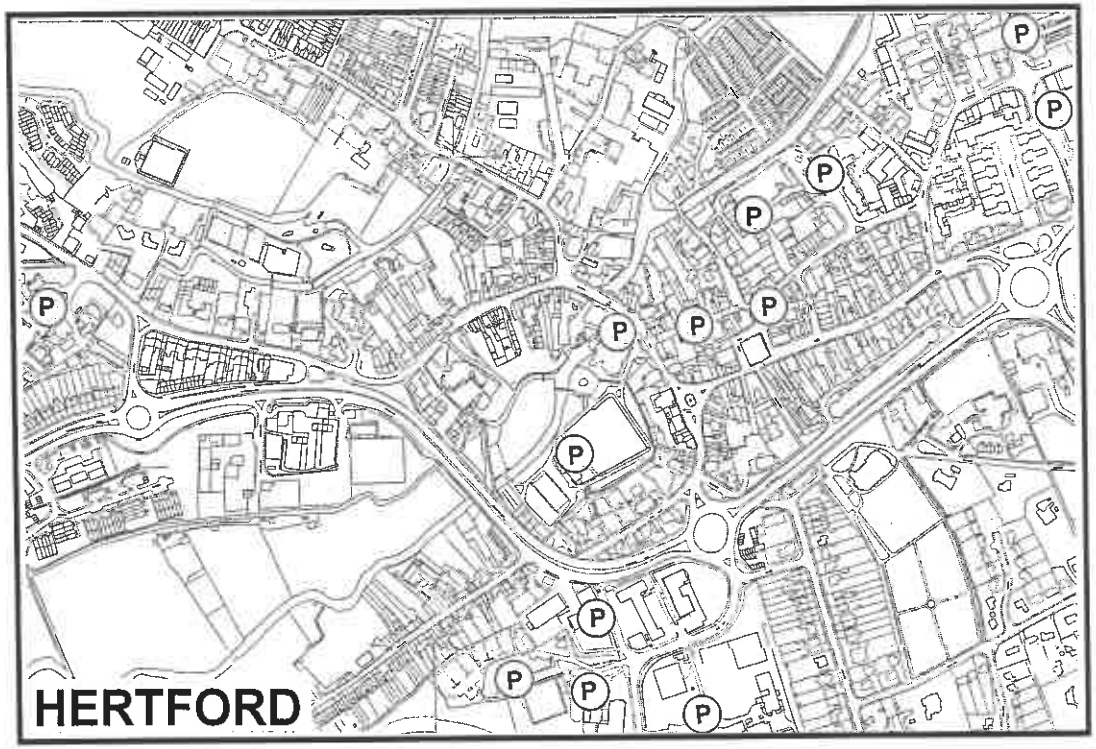
Nearly all the shops are concentrated in the centre of the two towns. Cycle storage in the form of Sheffield racks, to which cycles can be secured should be sited in easily visible locations in the town centres, not hidden away from sight. **Fig 14** shows a convenient central location in Hertford. Cycle stands could be designed as sculptural features and their location should be in those very places where the traditional urban planner would normally seek to have a piece of attractive paving to take up a fragment of central space for which there is no particular defined use.

The health benefits of cycling are being increasingly recognised. It is therefore particularly appropriate that cycling by staff and visitors to hospitals and health centres should be encouraged, particularly by the provision of safe storage.

Fig 15: Cycle parking in Hertford and Ware Town Centres




SPONSORED BY
BODY SHOP
Possible addition of logo / feature of sponsoring body
Units can be set permanently in the ground or bolted down


HERTFORD

6.11 Planning and development

All new development should include provision for cycling and should contribute to making a safe route to and beyond the development. For instance, an office or industrial project should include plans for the construction for a safe cycling route back to the centre of town, in just the same way that it would have to include the cost of road modifications in the vicinity of the development.

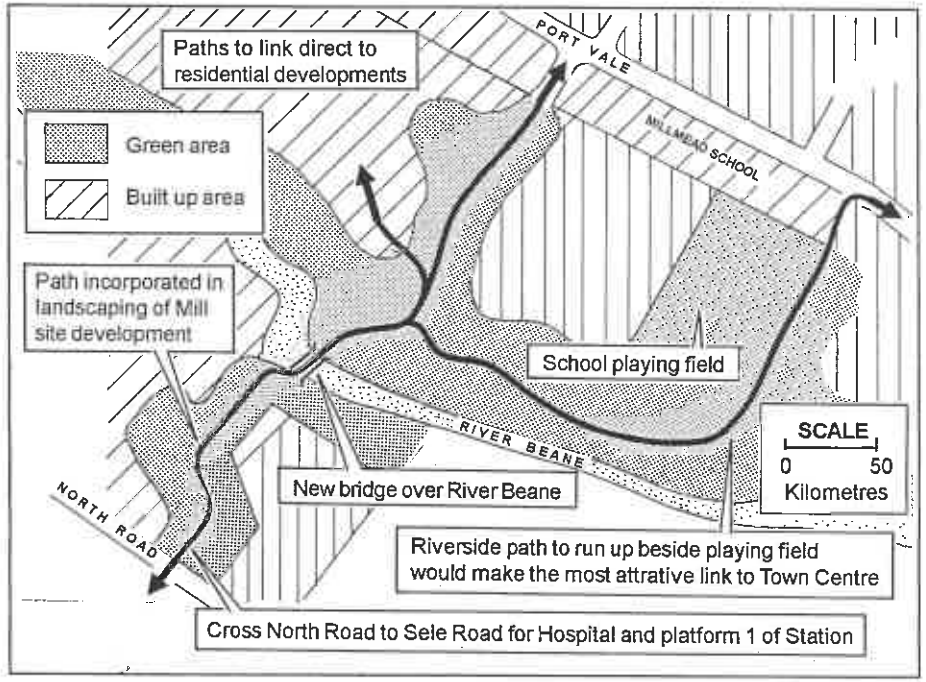
We have referred to a number of examples of this already - Ware Station for instance.

Fig 16 illustrates the particularly worthwhile example to make an approach to Hertford North Station, across land made available by the redevelopment of the McMullen's sports ground. Here the creation of a public path will require the positive foresight of the authority to ensure that a useful link can be created, and one moreover which is quite direct and placed in an attractive setting away from the town's main roads.

6.12 Road schemes

Road improvements and new highways are a special form of development which should give particular thought to how best to cater for walkers and cyclists. Each new project whether it is a new length of road or a junction modification provides some opportunity for improv-

Fig 16: Cycle routes incorporated in new developments



ing facilities for cycling. Avon County is one Council which has followed this policy for a number of years and radical measures have been introduced to help cyclists as part of wider schemes.

In addition to provision for cyclists to cross new roads safely, and, if necessary, pass along them, there are opportunities to be realised by the release of traffic from old main roads onto new bypasses. There are two major road schemes being implemented at present. The Cole Green bypass is at present under construction and on its completion, the old course of the A414 should become a quiet backwater. This will not, in fact, provide any better a route to the west of Hertford which is already well served by the Cole Green Way, but will offer the opportunity of making a circular tour.

The Wadesmill bypass is presently at the design stage. Its completion will not, however, offer greatly improved facilities, as the old A10 is a straight road serving quite a sizeable population in the villages of Thundridge, Wadesmill and High Cross.

6.13 Council premises

The County's Council's offices have a huge and specially built multi-storey car park which epitomises the Council's present commitment to the motor car. **If the local authority is serious, and wishes to be taken seriously about its intention to promote cycling, it must set a good example in this respect.** To make any fundamental change in that policy will be difficult, but a valuable start can be made here by implementing the following measures:

1. A purpose-built route from Hertford North station.

2. Prominent cycle racks outside each main entrance.

3. Changing and shower facilities.

4. Preferential mileage rates designed to make cycling at least as attractive as motoring.

5. A lead from civic dignatories and others to use bikes where possible, thereby demonstrating that cycling is a proper way of travelling for normal adults.

6. The provision of similar facilities, especially of secure cycle storage, at other Council managed establishments, particularly libraries, museums and schools (as discussed earlier).

6.14 Publicity

The proposed new facilities for cycling are likely be under-utilised unless adequately publicised.

Ideally, cycling facilities should be added to Ordnance Survey maps and other tourist maps. At present the Ordnance Survey does not show cycle facilities in any standard way by means of a conventional sign. Representations should be made to the Ordnance Survey to this effect. In the meantime the County Council should consider publishing their own map of the area of the county in four sheets. Such a map should be based on the Ordnance Survey 1:50 000 series, with an overprint of tourist details and other features of interest, as well as the evolving network of cycle routes.

In the short term, possibly the best solution is to take the commercially published street maps and overprint whem with colour to highlight cycle routes.

7. Drawing things together

The last section of this report has set out examples of almost all the sorts of initiatives which could be taken in Hertford and Ware. If widespread traffic calming was introduced, if priority routes were created for cyclists, if special links were built to enable cyclists to ride quiet country roads and if the Council resolved to promote cycling as an integral part of its transport policy, then cycling would certainly flourish.

The maps of the two towns would change. For local people, in particular, the walking and cycling routes would begin to form a much more visible and tangible part of their towns. For children and those without transport, today's maps might fade and be subtly revised to show their ways of travelling as the more important routes when compared with the major roads which stand out today.

Figs 17 & 18 show these maps combining all the proposals set out so far.

7.1 A practical programme

With the best will in the world, changes of this magnitude do not happen overnight. Existing commitments and priorities need to be modified and prejudices need to be overcome. The rate of change will be influenced by a combination of external imperatives arising from worldwide resolves to challenge environmental degradation and resources depletion, and individual resolves to increase personal fitness, to reduce accidents and to provide for children and those without vehicles in an equitable manner.

The rate of change will be influenced by the Council's policies and decisions - whether to provide a real place for cyclists or not. The most effective programme will be the one which produces an early demonstration of the popularity of cycling - the one which encourages the public to take up cycling again, for whatever purpose.

In this context, the towpath of the River Lee stands head and shoulders above all other individual proposals. It has the potential of providing a direct, level and attractive route between the two town centres, and one which is so short that cyclists might easily find it provides quicker journey times door to door at the busier times of the day. This is a route which will cater for the journey to work (particularly to Glaxo), to school and all manner of recreational and personal journeys. It is straightforward to create and relatively cheap to make. **We recommend the creation of this riverside path as a first priority in any cycling programme.**

Upgrading of the towpath route should be rapidly followed by an extension to Goldings, both to give access to the countryside to the northwest and to the Council offices at Goldings itself. At the eastern end, the towpath route should be extended at least as far as Rye Station (for an easy return to Hertford!) and the junction with the Stort Navigation and its towpath to Harlow. Neighbouring authorities should be

Fig 17: Proposed routes in Hertford

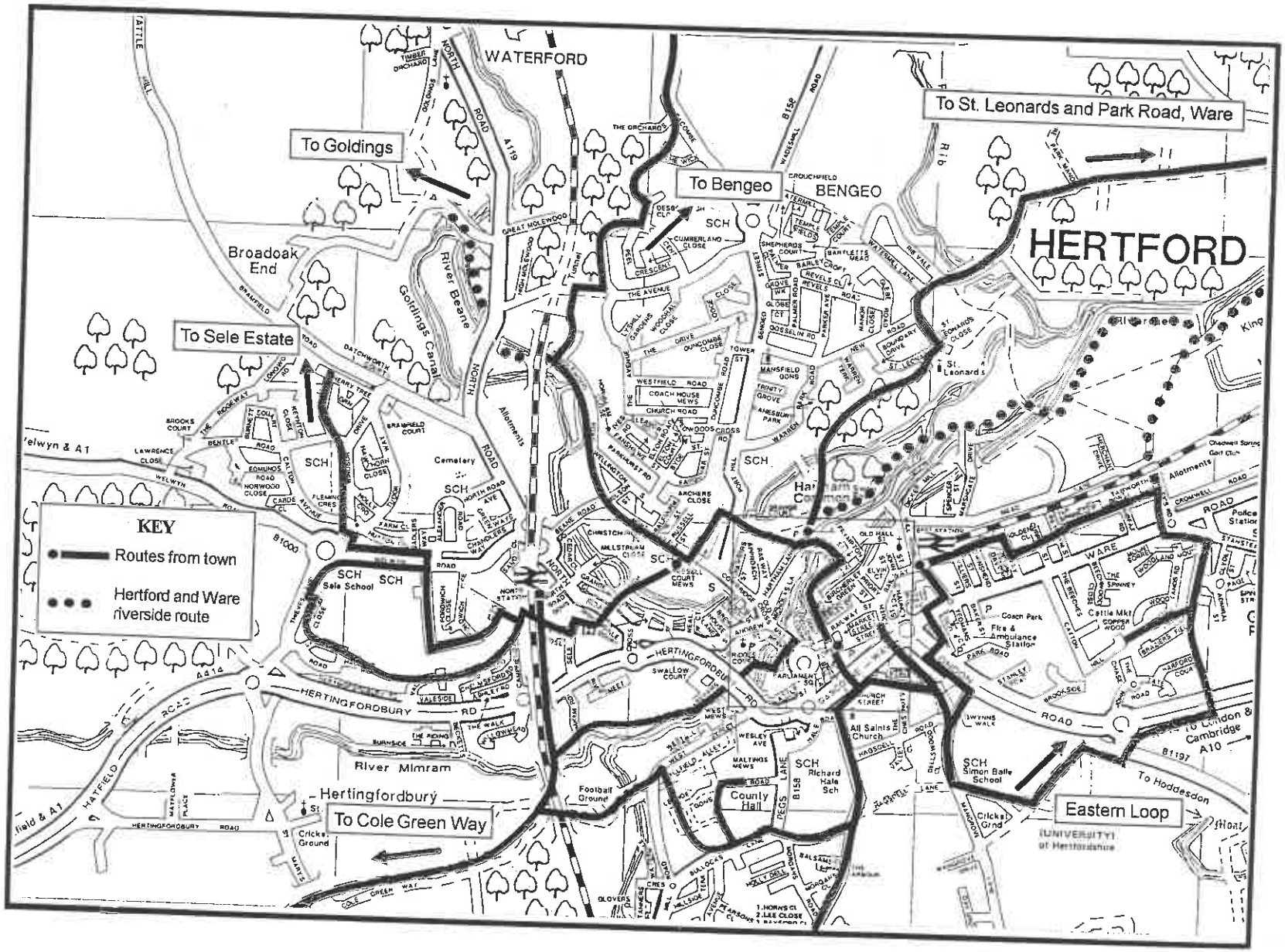
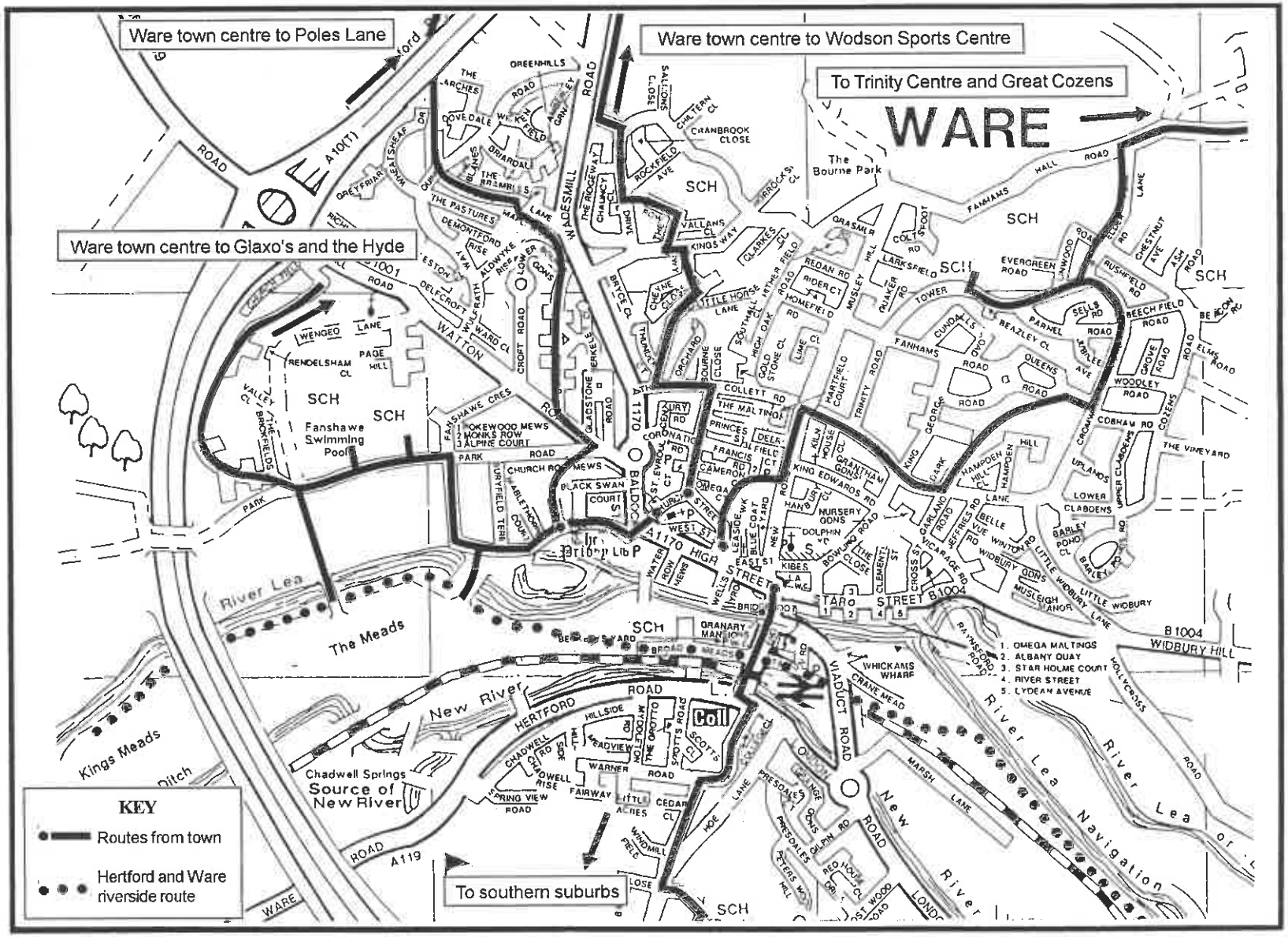


Fig 18: Proposed routes in Ware



approached with a view to linking up with improvements along the Lee Valley through the Lee Valley Park (where there are extensive cycle routes) and Waltham Abbey. The Council should initiate a programme to turn this into a Regional Route leading to the Thames.

At Hertford, the link should be made between Hertford North station and the Cole Green Way (the area's other level and traffic-free route) and this should be improved to the District Boundary. Negotiation should be put in hand with neighbouring authorities to extend the Cole Green Way towards the centre of Welwyn Garden City. Around the central spine routes afforded by the towpath route and the Cole Green Way, the other proposed routes described in this report should be added, as and when the opportunities arise.

Road schemes such as the A414 dualling at Cole Green, and the A10(T) Wadesmill Bypass should both make careful provision for cyclists.

The expansion of sports facilities at Wodson Park should include a cycle route back to the residential parts of town as an essential and integral part of their scheme.

All traffic calming measures and other road modifications resulting from other policies should all include priority measures to encourage cycling.

In these various ways the balance of transport provision should be gradually, but increasingly tilted towards encouraging cycling and discouraging motoring.

Fig 2 set out a possible programme of works. Whilst many details remain to be resolved, the spine cycle route at the centre of it all is ready to be implemented immediately.

8. Technical matters

For ease of reference, most practical construction details have been separated off into the various appendices. **Appendix 3** covers the towpath route and Cole Green Way from one side of East Hertfordshire to the other. **Appendix 4** covers a selection of routes through the towns which be developed given relatively minor investment in small works and changes to existing road layouts. **Appendix 9** has been specially written for this Study and covers design details of selected measures on roads such as advanced stop lines and raised pavement crossings, giving examples of other authorities which have used them. This appendix also gives a bibliography of publications concerned with engineering for cycling.

It is proper at this point in the main report to discuss some general matters of importance including -

- The establishment of a **cycle project team**.
- The walking and cycling partnership including **shared use** of selected paths and spaces.
- The place of **sculpture** and landscape design.
- **Maintenance matters**.

8.1 Cycle Project Team

Authorities with a positive cycle programme, for example Avon and Lothian, have cycling teams dedicated to this work. Ideally Hertfordshire County Council would have a cycling group of at least 3 officers who focused on cycling issues and ensured that all highway and transport schemes in the County included careful provision for the cyclist.

The County has produced an initial handbook of guidelines, but this is rather slight compared with those produced by other authorities such as Central Region in Scotland. At the very least, examples of the standard followed in the appendices of this report are required, together with the backing of a Council policy that they will be implemented.

Some input will also be required at the District level, particularly in the matter of ensuring that all development schemes have measures to extend the network of cycle routes, and proper cycle racks. District initiatives can also take the lead on routes away from the road, for example, the Lee towpath.

But at the centre, it is the Transport Policy Authority which must make the running, and for this a dedicated Cycle Project Team is required, with a brief and a budget!

8.2 Shared use of routes by walkers and cyclists

Walkers have as equally difficult a time as cyclists. **Fig 3** showed how they too find travelling more dangerous than in some European countries. They are faced with discontinuities at every road crossing, with pavements broken or blocked by illegal parking, by frustrating flights of steps, by endless statutory services excavations and by filth (particularly from dogs) in their way.

By combining resources for both classes of users, walkers can both assist, and benefit from, improvements for cyclists. It is not appropriate for cyclists to use the pavement beside roads in urban centres except in a few very particular circumstances. However paths well removed from traffic, such as the Lee Towpath, may often be quite suitable and there are many miles of satisfactory path elsewhere to confirm this.

For shared use, the path should normally be built up to a width of 2.5m with adequate verges. Vegetation which is crowded up on the edge of the path should be replanted further back

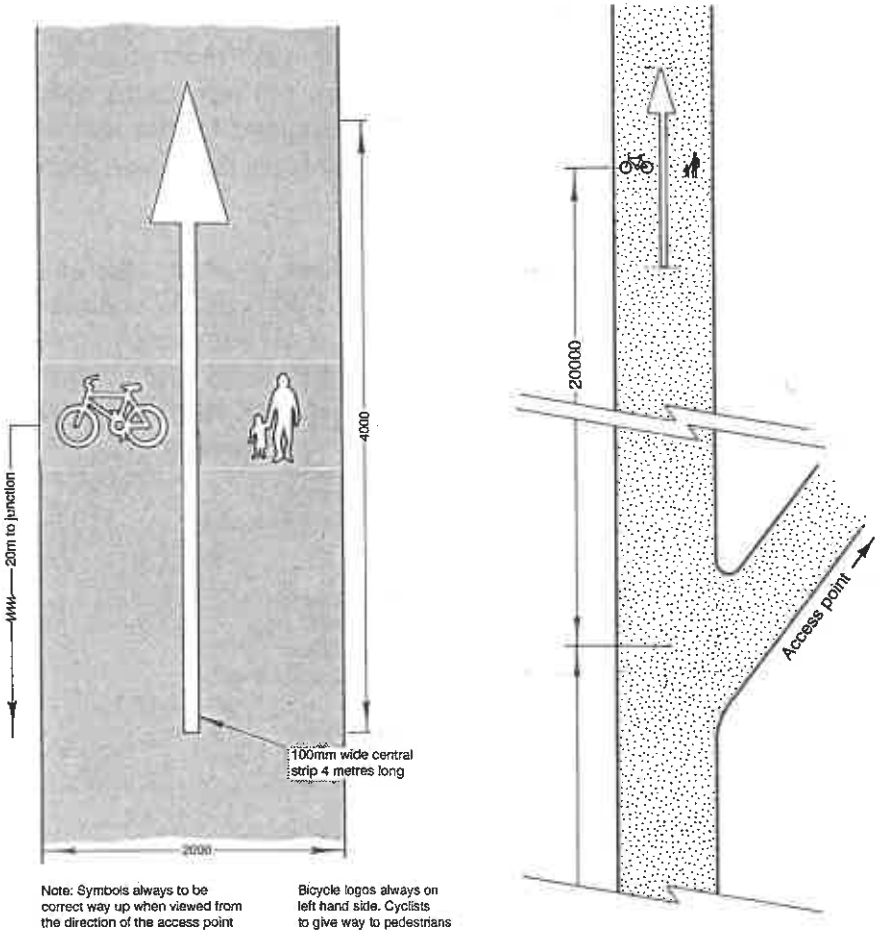
It is important, in all "shared-use" settings, that walkers and cyclists get on with each other. Both parties have a rough time on traffic-laden roads and, for all, the creation of space where motorised vehicles do not intrude is a blessed relief. If there is actual physical conflict between the two, it is always likely to be of a far less serious nature than that experienced by either of them in conflict with the car.

Where paths may be used by cyclists, we need to take into account not only the physical condition and the legal status but also width and possible conflict of interest with pedestrians on narrow paths. In general, the downhill speeds attained by cyclists on slopes of more than about 7% preclude shared use on hills.

On tarmac paths in urban areas it is crucial that both walkers and cyclists know that the path is for shared and equal use. This should be achieved by a combination of markers on the path surface, standard shared use signs on lighting columns, easily understood continuity, and widely available leaflets.

Signs on the path surface should be painted 10 metres either way from each entry point as shown in **Fig 19**. Over this distance a white dividing line will usually be required. Cyclists should be diverted to one side or another throughout the whole length of a section of path. Where possible they are best on the left (that is, the normal side) when going downhill (that is, when travelling faster). The standard DTp sign for shared use is shown and can be attached at frequent intervals to lighting columns. It is perhaps best to use too many to start with and then move most onto a fresh scheme once the first has become established.

Fig 19: Shared use path markings



Signposting is crucial to enable people to follow the route with ease. We recommend adopting the practical system used in Leicester with tape on existing street columns.

This could be augmented by the GR System used on National Walking routes in France which gives positive notice of turnings and junctions.

Leaflets should set out the whole of the proposed network as well as the pieces presently available, and should be designed so they can be updated regularly as the network expands.

At specific locations there will also be the need for direction signs to particular destinations and map based signs showing the whole network.

8.3 Sculpture and landscape design

Routes for cyclists (and walkers) should be made as attractive as possible. Their purpose, after all, is for enjoyment and to encourage the public to use them in preference to other modes.

Cyclists are used to travelling comparatively slowly. They can stop at will. They are exposed to the elements, both the sun and the rain. They can take notice of a detailed plaque describing the New River, or could take advantage of a shelter. Walkers particularly need seats at

frequent intervals. Both need the benefit of a varied landscape with a constantly changing view to give the journey more pleasure. In towns, avenue tree planting is a key device for "softening" the street and for securing the path from motor vehicles.
Milepost markers or sculpture can be an appropriate way to punctuate a longer route. Sustrans commissions markers as a matter of course on all its projects. They provide a target to reach, a place to linger at, and a means of interpreting the history or significance of that point. They will be particularly desirable along the long length of the Lee Valley towpath.

The signs and maps referred to earlier can be coordinated with sculpture and landscape and become objects of interest as well as information. Even street lighting, bollards and other mundane paraphernalia of paths and roads have been used as the starting point for imaginative work to create public places of greater interest and popularity.

8.4 Maintenance matters

Good paths need to be maintained in a good condition if they are to remain popular. Appropriate construction standards and appropriate maintenance regime are crucial to the success of these projects.

Paths adjacent to the highway, including cycle lanes, tend to accumulate all sorts of junk thrown to the side by cars and left lying in wait to puncture cycles. These areas must be carefully swept. They must be kept free of cars, particularly police cars, which in Bristol at least all too often use cycle lanes as convenient laybys. In new paths away from the highway the worst damage is often caused by the maintenance vehicles themselves - a Land Rover will quickly damage a stone waterbound path.

The public should be brought in and got involved, in what, after all is their space. Very often a part-time ranger can co-ordinate voluntary groups, schools and clubs. Sometimes a group will adopt a particular length of path. Individuals can dedicate memorial seats and so forth. It is a positive policy to seek the public's involvement in maintenance matters.

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January 1994

DRAFT

HERTFORD & WARE CYCLING STUDY

APPENDICES 1, 2, 5, 6, 7, 8 & 10

Prepared for Hertford Civic Society, Hertfordshire County Council, East Hertfordshire District Council and Ware Town Council.

By Sustrans, 35 King Street, Bristol BS1 4DZ. January 1994.

Project Brief

1. **The impetus** for this study has come from the sense that there just cannot be any more traffic shoehorned into these towns, and that the current level of traffic is seriously damaging their fabric and degrading social and civic life in the towns. It is hoped that positive measures for encouraging walking and cycling can lead to a reduction of traffic, the creation of traffic-free areas and the possibility of a more attractive pair of towns to the benefit of local people, traders and visitors alike.

2. **The objective** of the study is to put forward a series of practical proposals for creating safe and attractive cycling routes in the towns and their immediate hinterland.

3. **The survey** will examine all opportunities for safe routes including the canal towpaths, riverbanks, disused railways, parks, public lands, bridleways and other open spaces. Routes through the two towns and links to each neighbouring town including Bishops Stortford and Stevenage should be devised if possible. Opportunities for leisure and tourist routes, for journeys to work and safe routes to school should be identified. As well as traffic free options, routes on minor roads and measures to make them acceptable and safe should be considered.

4. **Liaison with local groups.** Sustrans will contact as many local cycling groups as possible based upon the names to be provided by the commissioning partners. Where considered appropriate local knowledge and local proposals for cycle routes will be included in the report.

5. **Interaction with walkers.** The study will give great care to resolving any possible conflict with walkers by showing how shared use measures have operated elsewhere and by ensuring that the proposals extend the opportunities for walkers, not merely ask them to share with cyclists in places.

6. **The report** will assemble the findings of the survey, will put forward a series of practical opportunities, a possible programme of works suitable for completing by the year 2000 as a Millennium Scheme for the area, and will cost the works giving possible sources of funding and an estimate of the benefits of the route.

7. **Management of the project.** Sustrans will report to the co-ordinating committee as and when required. At this stage it is envisaged that an interim report will be made on Thursday 30th September, meeting in Hertford. The draft of the final report will be issued by the end of the year and Sustrans will then make a presentation to local councillors if required.

The meeting on 30th September will consist of a site meeting during the morning - possibly along the towpath of the River Lee Navigation - which will be open to councillors and others if required. Details of works to a Lee Valley route will be ready by September 30th so that the Councils can take an early decision for commencing works in the year 94/95 if they wish.

Sustrans *9.7.93.*

THE VALUE OF CYCLING : Why promote the use of the bicycle?

Sustrans is a national charity which designs and builds traffic-free routes for cyclists, walkers and people with disabilities. These routes are multi-purpose, used for leisure, touring, sport and safe commuting. We have already built over 250 miles of such routes and are working to produce a national network of trunk cycleways linked to important secondary routes and networks.

Interest in non-motorised travel is increasing rapidly, partly as a response to growing traffic problems, partly out of a renewed interest in personal health and fitness. For several years annual sales of cycles have been considerably above those for private cars, and cycle ownership in Britain is now 15 million (1).

As might be expected, Sustrans fully endorses the view that cycling is worthy of promotion. Many readers of this report may well be unconvinced, so it is worthwhile to rehearse various aspects of the value of cycling.

Sustainable Transport

Current discussion about transport policies takes place against the background of Government traffic forecasts issued in 1989 (predicting up to 142% increase in road traffic by 2025) at the same time as the White Paper announcing a doubling of spending on the roads programme (2).

These twin announcements were widely criticised as a step away from the trend towards sustainable forms of transport, which most organisations agreed were vitally necessary if traffic growth was not to inflict serious environmental damage and lessen the overall quality of life in Britain (3).

There is particular concern about some of the toxic pollutants emitted by motor vehicles such as carbon monoxide, nitrogen oxides and hydrocarbons. Not only harmful in themselves, under certain circumstances elements of these gases can combine to form acid rain and ground level ozone, which can severely affect natural habitats. Perhaps of even more concern is the increasing agreement that these pollutants damage health and cause respiratory difficulties. The considerable increase in asthma in Britain in recent years is probably mostly due to vehicular pollution. Although these pollutants can be reduced by catalytic converters, calculations have shown that such measures will be nullified by the effects of rising traffic levels (4).

Additionally, catalysts have no effect on emissions of carbon dioxide, the main global warming gas. The average car emits 4 tonnes of carbon dioxide a year, and rising traffic levels make attainment of the Government target, of stabilising carbon dioxide emissions at 1990 levels by the year 2000, look almost impossible.

Increased motorisation brings a series of other problems - noise, waste of resources, landscape degradation, land loss to quarrying and danger to other road users. Despite overall improvements in reducing road

deaths and injuries, non-motorised users remain particularly vulnerable. Even with a rather conservative valuation system, the economic cost of road casualties in Britain is reckoned to be about £6.3 billion per annum [5].

Types of trip

There is a huge potential to convert journeys from the private car to other modes. 75% of all journeys in Britain are 5 miles or less. Half of personal trips are 2 miles or under [6]. Creating the right environment should encourage large numbers of non-motorised trips, and Sustrans' experience bears this out. Our first disused railway line conversion between Bristol and Bath is now used for well over one million journeys annually.

The ultimate potential for cycle use has been researched by Waldman in 1977 and Earth Resources Research in 1991 [7]. The former calculated that in the safest, most attractive circumstances 43% of U.K. journeys to work could be by cycle. The latter updated the study and arrived at a figure of 47%, with 30% being the average readily possible for many urban areas. Interestingly 31% of trips to work in Copenhagen are by bicycle, and the Dutch city of Groningen has a cycling modal share of over 50%.

Urban cycling

There is by now considerable experience of successful provision for urban cycling. Basel (Switzerland) and Graz (Austria) both doubled cycle use over a five year period. The German 'Cycle-Friendly Towns' experiment offers detailed evidence of ways to increase cycle use [8]. At home some of the most determined efforts to increase cycling are in Leicester, Oxford, York and Scotland's Central and Lothian regions.

A concensus has by now emerged that cycle facilities by themselves are but part of the solution. Pro-cycling policies should be accompanied by area-wide traffic calming, traffic management measures, reduced levels of car-parking, and priority for public transport.

These radical measures, always controversial at their inception, have met with remarkable success in continental cities. In Groningen, for example, a planned programme to replace urban motorways, car parks and through traffic with cycle and bus lanes, pedestrian streets and greenery has led to economic resurgence, booming rents and a halt to population outflow. The very businesses which stridently opposed these measures, claiming that if the cars went, so would their customers, now clamour for further traffic restraint [9].

From the cyclists' viewpoint dedicated routes on and off the highway should be backed by special crossing facilities at main roads, cycle parking and improved links with public transport. Particular efforts can

be made to tackle journeys to work, shops, offices and places of education.

Schools should be a special focus of attention. In 1971 80% of 7 & 8 year old children walked or cycled to school without supervision: by 1990 the figure was 9% [10]. Motorised traffic on 'escort trips' is now a recognised source of early morning congestion.

For whatever purpose, cycle trips in urban areas reduce noise, pollution and congestion. Cycling is a highly efficient use of road space, and very cost-effective in parking terms. Non-motorised modes 'return streets to the people' and make urban living more attractive. They improve the personal horizons of those without cars, and offer a real alternative to car use for short journeys, thereby making sustainable planning more feasible.

The common public perception of a hostile street environment is fed in part by the removal of many of the 'ordinary' citizens into cars, reducing the calming and comforting effects of populated streets and casual surveillance. A major success of the continental urban improvement projects referred to above has been the improved sense of individual security in urban streets.

Rural cycling

However, whilst there is a broad agreement about the benefits of urban cycling and best practice in planning this, rural cycling has been comparatively neglected, together with detailed discussion on traffic problems.

Yet rural areas face higher than average forecasts of traffic growth. The seminal study here is the Countryside Commission's 1992 report 'Trends in Transport and the Countryside', which revealed that average traffic levels could treble over little more than 30 years. The results would be acute congestion at popular locations, a spread of noise, danger and intrusion, and a growing urbanisation and fragmentation of rural areas.

Sustrans believes that it is time to consider a new role for non-motorised modes in rural areas, linked - as in towns - with a broad package of other measures to halt the growth in car traffic. Elements of a new programme should include:

- Safe cycle and pedestrian routes to schools, shops and major tourist attractions.
- Rural traffic-calming measures.
- Particular attention given to safe routes linking urban and rural areas.
- Creating non-motorised routes to areas of ecological and landscape importance

- Widespread use of 'Park and Ride' and 'Park and Cycle' sites in vulnerable areas.

- Carefully designed cycle access to public transport net works, with safe approaches and good cycle parking.

- The creation of rural networks of cycle/pedestrian routes, using quiet roads, upgraded bridlepaths, derelict land, and land recently taken out of agricultural or military use.

- The creation of a national network of cycle routes similar to those implemented for Denmark and The Netherlands and proposed for Spain and France [11].

Additionally, all organisations concerned with rural affairs should re-evaluate the role of staff and visitor movement in the creation of traffic problems, and consider new approaches as a way of solving these.

Health and Receation

Both urban and rural cycling are tied up with a new-found interest in health and recreation. This was given considerable official sanction in the BMA's recent publication 'Cycling: Towards Health and Safety'.

This report not only discusses official policy towards cycling, but is an essential source book on a wide range of topics associated with its benefits. These are considered under four main headings:

- Increased fitness
- Lower risk of heart attack
- Losing excess weight
- Lessening stress

This study quotes a report which concluded that occasional cyclists enjoy a fitness level 5 years younger than the average, and regular cyclists a level 10 years younger.

It is the fitness benefits of cycling which commend it so strongly to organisations in the field of public health. Programmes for exercise and for reducing heart attacks are the two main target areas in the Department of Health's 'Health and the Nation' programme. The Health Education Authority has stated that it would like to see cycling double over the next 5 years [12].

Such interest is given sharper focus by findings highlighting the general unfitness of the population. The Allied Dunbar National Fitness Survey discovered that 70% of men and 80% of women were below their appropriate levels of fitness. Other surveys have underlined the general lack of physical fitness of school children who no longer walk or cycle to school.

To counteract such concerns many organisations, such as the Sports Council, have placed greater stress on recreation and 'informal' rather than competitive sport [13]. This is where the accessibility of cycling scores heavily. 90% of men and two-thirds of women can cycle, and

many view it as a 'normal' mode of transport and recreation.

It is these inter-related benefits of improved health and public popularity which causes some experts to rate cycling so highly. The Director of the National Fitness Survey, in a personal capacity, has concluded that: 'Cycling presents the greatest possiblities of any activity for realizing the goal of recruiting significant percentages of our sedentary population to physical activity' [14].

The value of cycling

Cycling can thus be seen to have considerable benefits in terms of:

- Improved health
- Accessibility and popularity
- An environment-friendly mode

Moreover it has further benefits in terms of income generation, job creation, and value for money.

Detailed research on the value of cycle tourism and recreation is so far lacking. British Tourist Authority figures for 1991 suggested that cycling as a 'main activity' might be worth £77 million annually, but this excludes a broad range of other activity. In Denmark, where provision for cyclists is immeasurably better, cycle-tourists in one area studied were found to spend more, per capita, than motorists [11]. In any event, the economic benefit of cycle touring is well disseminated across an area, rather than focussed on the honeypots: cycle tourists support village shops and pubs, small hotels and B & B's.

The Countryside Commission analysed the types of recreational cycling and divided this into aspects such as casual cycling, day touring, cycle hire, mountain biking, sport and fullscale cycle holidays [15]. It concluded that the potential for all these activities was either medium or high. Sustrans has calculated that annual usage of its proposed Dover-Inverness route might be 20 million [16].

Sustrans has also concluded that the 1,000 miles of this projected National route might be constructed for £20 million. By contrast, the same figure is estimated to be the cost of one mile of the projected M25 widening project.

Thus, building a national network of similar high-grade routes would be excellent value for money and would stimulate both tourism and immediate job creation. Cycle path construction is local, labour intensive work, and creates over twice as many jobs per pound as roadbuilding.

Conclusion

Cycling increasingly fits in with official policies on sustainable transport, public health , recreation and 'quiet enjoyment'. Increased levels of both urban and rural cycling are not only realistic, they are useful measures to be deployed in the fight to contain traffic growth.

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Traffic problems in Hertford and Ware

Main roads

Lying within close range of Greater London, economic activity within the area and the transport links are dominated by the capital. One of the principal elements of the road network is the A10 which was the original main road from London to Cambridge, Ely and King's Lynn. Although it has been supplanted in this role by the construction of the M11 motorway, whilst other northbound traffic tends to follow the A1 and A1(M), the A10 still carries very high volumes of the traffic. Much of the road is dual carriageway including the bypass to the west of Ware.

The other main element in the road network is the A414. This road parallels the M25 and for some traffic serves as a relief road to the M25. It connects Chelmsford and Harlow and the towns of southern Hertfordshire to the M1 and the western limb of the M25.

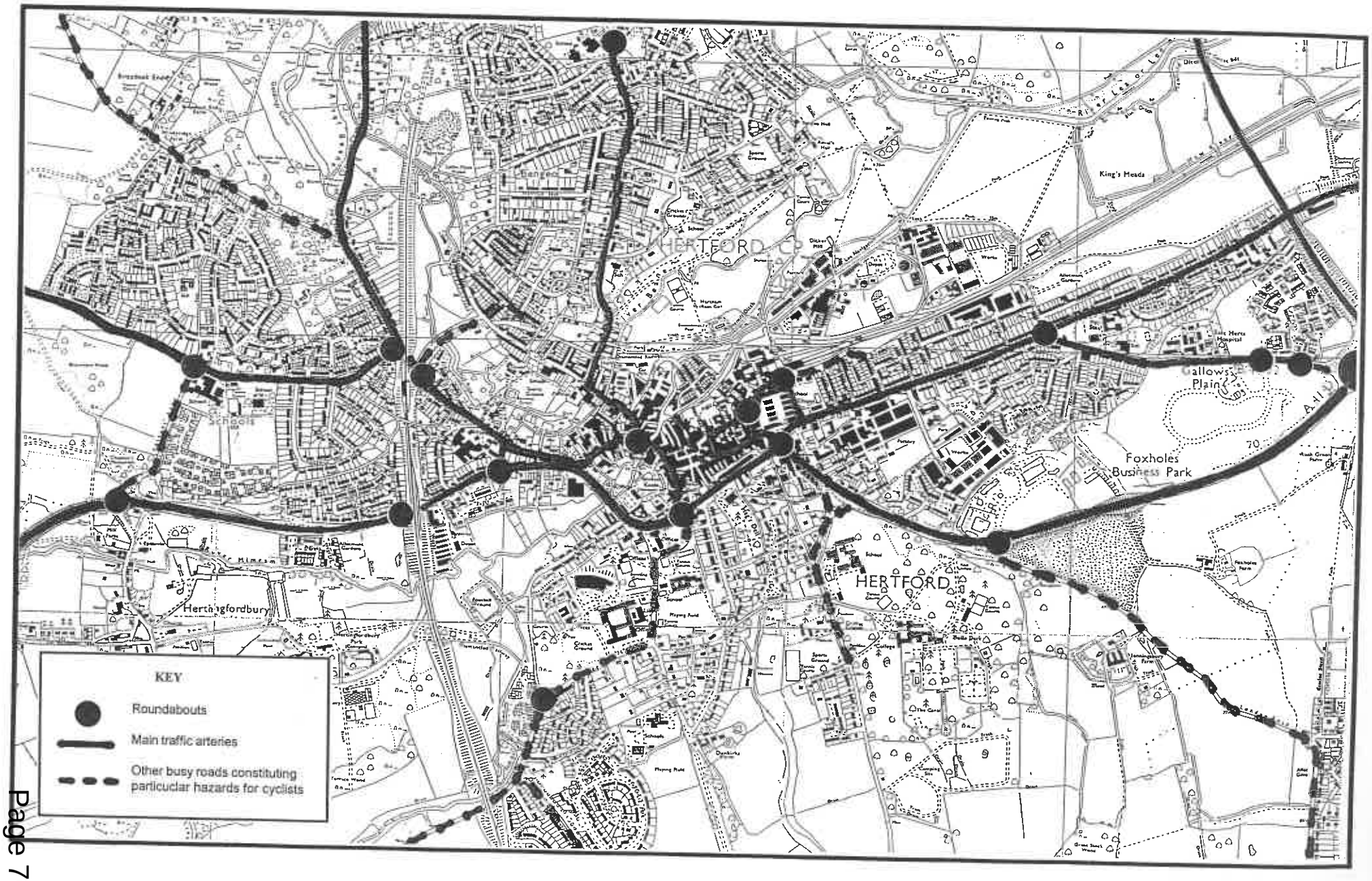
There are a number of other classified roads in the area which have principally a local function connecting the various towns with each other. The A602 has a wider significance as a primary route connecting the A10 at the Ware bypass with the A1 at Stevenage.

In the last two decades, the traffic problem has been addressed principally by the construction of new arteries - the A1(M) and M11 and further afield, the M25 - and new bypasses - the A10 round Hoddesdon and Ware, the A414 round Stanstead Abbotts and eastern Hertford and close to Hertford town centre. Further work is in hand on the construction of the Cole Green bypass on the A414, and the Wadesmill, High Cross and Colliers End Bypass, on the A10. With the completion of these two projects, both the main traffic arteries of the area will be dual-carriageway throughout.

This road-building and road-improvement programme has not, however, brought any lasting solution to the traffic problems of the area. The construction of new roads and bypasses may bring relief to old High streets, village centres and residential areas, but this relief is often short-lived. With the expansion of economic activity, traffic levels rapidly expand to fill the new road capacity. Commuting by car over longer and longer distances becomes feasible - although hardly pleasant - and there is a drift of population away from the older urban areas of Greater London to the more attractive environment of the new towns and commuter villages. Such a population is imbued with the car 'culture' and apart from commuting, generates disproportionate amounts of local traffic. In an attempt to avoid the delays caused by the congestion on the new roads, traffic is often tempted or even forced back on to the old urban and village roads.

Rail transport

As an alternative to road travel, the rail network offers an attractive option which has much less environmental impact. Hertford is served by two commuter railway lines - one from Moorgate to Hertford North and on to Stevenage, the other from Liverpool Street up the Lee Valley


HERTFORD
HERTFORD
Foxholes Business Park
Gallows Plain
King's Heads
Hertingfordbury
KEY
Roundabouts
Main traffic arteries
Other busy roads constituting particuclar hazards for cyclists

Appendix 5

to terminate at Hertford East. Whilst the road expansion programme has continued apace, however, the rail network has suffered from a long history of under-funding and decline.

Traffic problems in Hertford

The traffic problem is exacerbated within Hertford and Ware by the nature of the old street pattern. This contrasts with the opportunities for traffic planning from first principles provided in the neighbouring new and greatly-expanded towns.

The centre of Hertford stands on the plain of the River Lea which is criss-crossed by several waterways, mill-races and back-waters. There has been limited growth of the town along the Ware Road to the east, and along the valleys of the Mimram and the Beane.

For the most part, however, the suburban growth of Hertford has been up the slopes of the valleys and along the spurs between the valleys. Access to these suburbs is necessarily by steep hills, which are sometimes also main roads.

There are some long-established industries in the town centre and a number of industrial estates in various quarters of the town. As the historic county town, the biggest employer, however, is the county council, and there are offices at County Hall and at Goldings on the outskirts of the town off the Stevenage Road.

The main roads

The pattern of traffic movement in Hertford is dominated by the A414. It is nearly all dual-carriageway, except for a short section under the railway bridge. The central section, Gascoyne Way, was constructed in 1965-6.

Passing very close to the town centre, it serves the dual function of acting as a bypass for through traffic, and as an inner relief road for traffic within the town which just needs to circumvent the town centre. It effectively severs the town into a northern and southern half, with a number of important establishments lying to the south. All motor traffic between the northern and southern halves of the town must pass through one of three roundabouts.

The suburbs of Hertford mostly lie on the valley slopes and spurs, and are mostly reached by steep busy main roads. Communication between the different suburbs usually involves dropping down to the central valley, thereby imposing further pressure on the A414.

The town centre experimental traffic scheme

An experimental traffic management scheme is presently in operation within the town centre. Whereas it would be premature to judge the

success of this experiment, or to anticipate what final solution may be adopted, this scheme is effective in eliminating all through traffic from the town centre, which is all channelled onto Gascoyne Way. One unsatisfactory feature of the experimental scheme is that it permits west-east traffic along the west end of Fore Street - ostensibly to relieve traffic on Gascoyne Way, the road which was designed to relieve the traffic on Fore Street!

The Frank Graham report

Frank Graham Traffic Consultants of Reading were responsible for devising the experimental town centre traffic management scheme and have recently submitted a report on traffic management within the whole of Hertford. The report considers a number of options, including a cycling option which seeks to maximise cycling within the town by provision of safe cycle routes. The effect of this and other options were subject to computer modelling to determine the final recommended option which includes elements from several of the options.

The report attaches considerable importance to cycling as an alternative mode of transport, which can go some way to reducing the traffic problems in the town.

A summary of the main recommendations of the report and a critique fo the cycle/pedestrian routes proposed appear in Appendix 6.
Hazards to cyclists and pedestrians

The sheer volume of traffic along the main roads of the town and the absence of safe and suitable alternative routes pose serious problems for cyclists and pedestrians alike. In particular, they cross the A414, which passes very close to the town centre, at their peril.

Throughout Hertford, many roundabouts have been installed which are well-known as hazardous for cyclists.

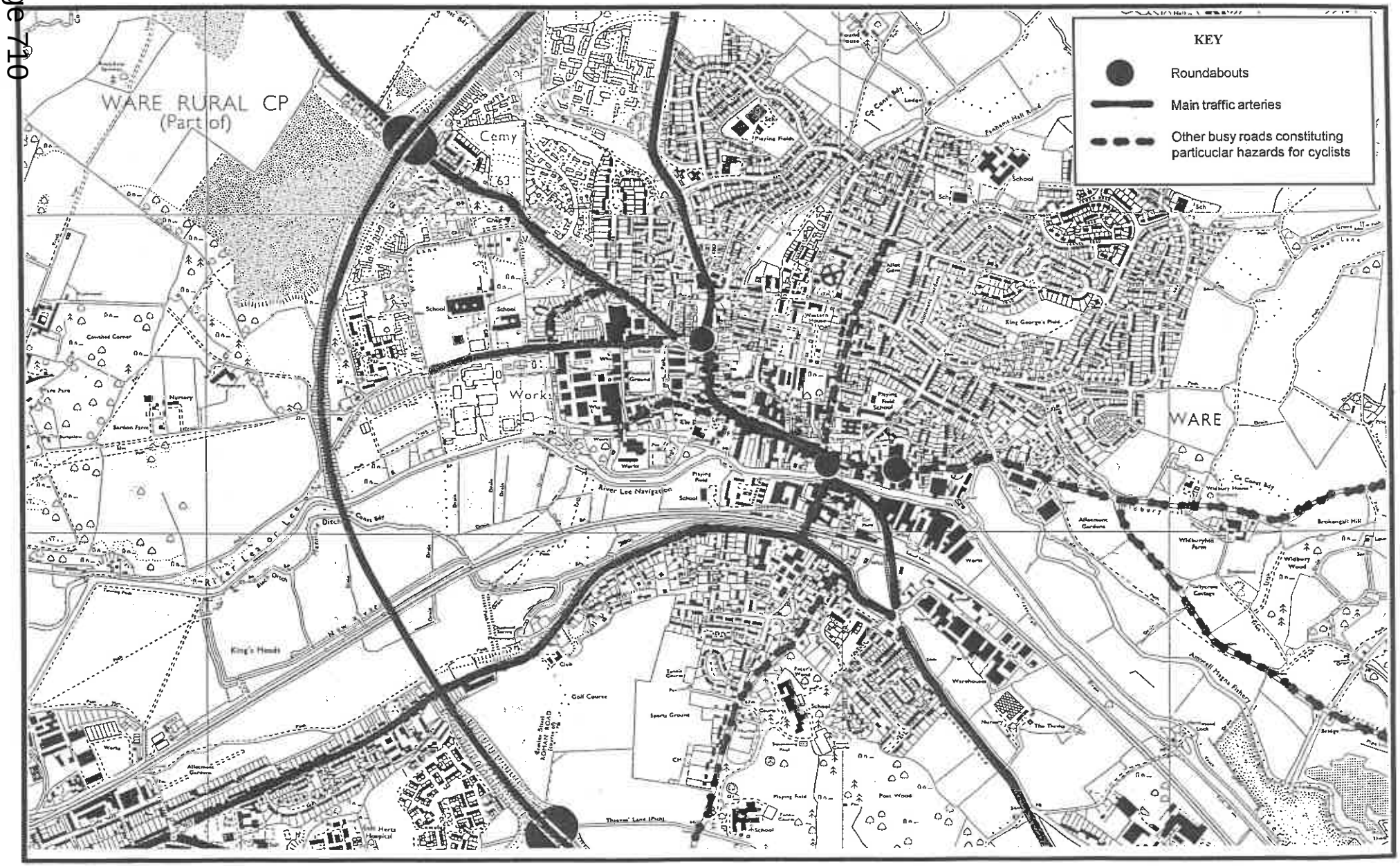
Traffic problems in Ware

By comparison, Ware is a slightly smaller town and is of more compact form. Again the town centre occupies the floor of the Lea valley. The residential areas lie mostly on the northern slopes, which is only dissected by one minor valley.

Employment is dominated by Glaxo's which occupies the western quarter of the town and has some 2,700 employees between two constituent companies. Access to the Glaxo site is difficult, by three narrow roads off Watton Road / Baldock Street with no through way out to the west. Other employers include smaller industrial estates in the lower part of the valley floor.

The main roads

Unlike Hertford, Ware is spared the worst of the through traffic. The A10 is carried on a viaduct over the Lea valley well to the west of the


KEY
Roundabouts
Main traffic arteries
Other busy roads constituting particuclar hazards for cyclists
WARE RURAL CP
(Part of)
WARE
River Lee Navigation
River Lee or Lea
Cemy
Works
King's Meads
Golf Course
Sports Ground
Allotment Gardens
Nursery
Warehouse
Amwell Nature Reserve

town, and the A414 keeps to the south. Within the urban area, the main roads radiate from the town centre up some steep hills, although not all of these carry through traffic.

High Street

The High Street is narrow and carries all traffic from the residential parts of town and from Glaxo's which is bound for the sole bridge of the River Lea. Because of the circuitous nature of connecting roads, much of the traffic between the western and eastern parts of the upper town also passes along the High Street.

The Colquhoun Report

A report on traffic management in Ware has recently been published by Colquhoun Traffic Consultants. From various options suggested and subjected to computer modelling, the consultants recommended the construction of an inner relief road to take traffic round the High Street from the roundabout to Ware Bridge. This proposal was vigorously contested by local authority and residents, and has been rejected by the Planning authority, although the line of the proposed road has been reserved for possible future use. The line of the road is largely council-owned, and a proposal has been put forward to build a cycle route along the line. The western end of such a route would, however, terminate at Charvill's roundabout with no apparent safe route onward.

Glaxo's Proposals

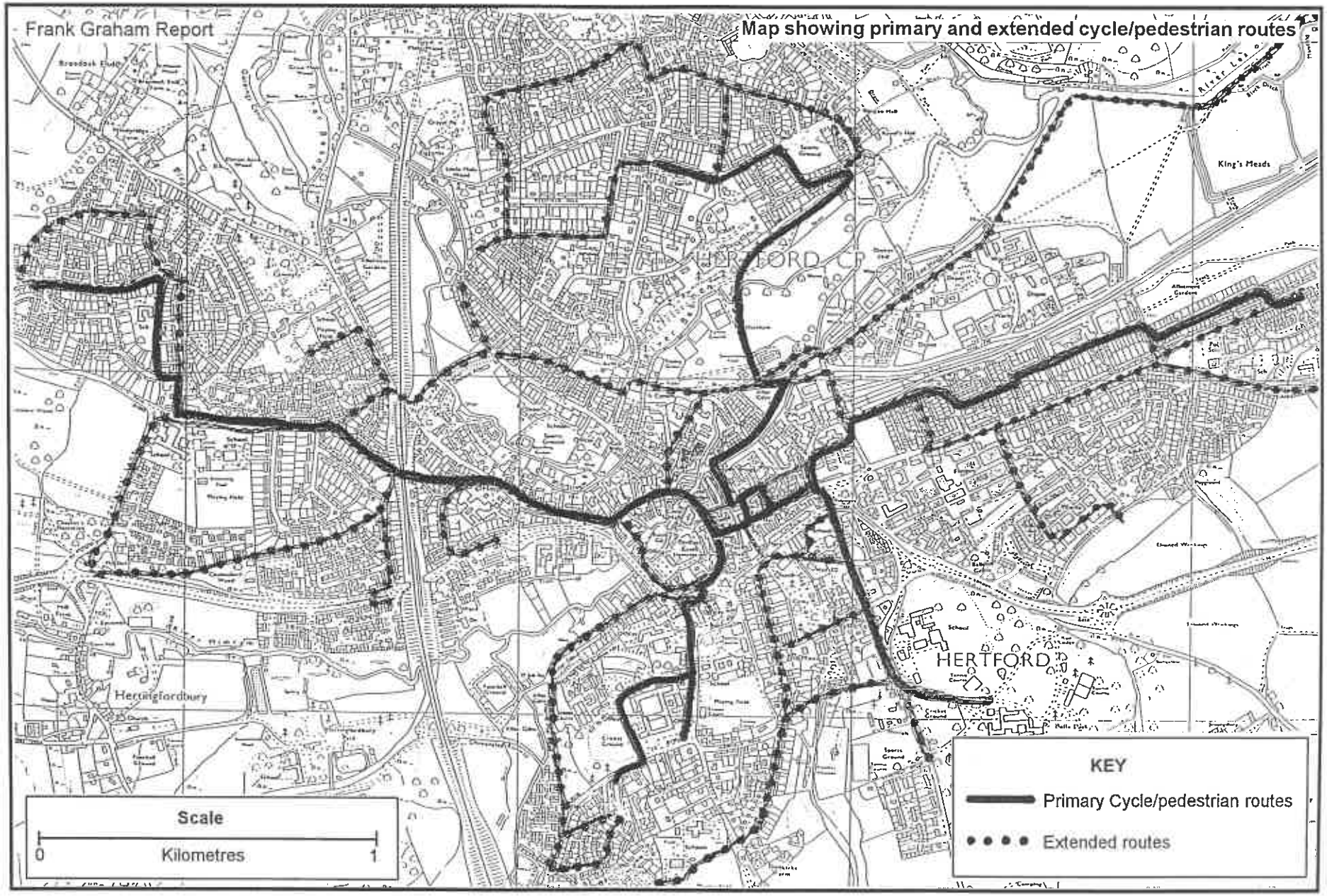
To relieve traffic problems in the roads leading to Glaxo's, approval has recently been given to plans which include the construction of a roundabout at the Watton Road/Park Road junction, realignment and widening of Park Road, and traffic calming at the southern end of Fanshawe Crescent.

Wadesmill, High Cross and Colliers End Bypass

Construction of this bypass, scheduled for possible completion in 1996, will include reconstruction of the interchange between the A1170 and the A10. Plans make provision for turns from the town via Wadesmill Road onto the southbound carriageway of the A10 and vice versa. Such turns are not possible with the present alignment. The new arrangement should serve to take some of the traffic away from the Watton Road interchange and Charvill's Roundabout.

Hazards to cyclists and pedestrians

The volume of traffic along the main roads of the town and the absence of safe, suitable alternatives pose serious problems for cyclists and pedestrians alike.


Frank Graham Report
Map showing primary and extended cycle/pedestrian routes
HERTFORD CP
HERTFORD
King's Meads
Hertingfordbury
Scale
0
Kilometres
1
KEY
Primary Cycle/pedestrian routes
Extended routes

Appendix 6

The Frank Graham Report

The text of the Frank Graham Report on Traffic in Hertford is now available. Although some more work remains to be done before the report is finally accepted, the general recommendations can be identified.

Road construction proposals include:

A) Construction of a southern bypass in the long term, to take traffic aways from the present course of the A414 through the town.

B) Opening up of a link road between Rowleys Road and Mead Lane along the line of the present pedestrian level crossing over the railway.

Unlike the Colquhoun Report for Ware, the Frank Graham report gives serious consideration to the need for improving facilities for cycling and stresses the advantages of pursuing the cycling option. The report identifies the development of a cycle/pedestrian route network in two stages:

1) A 1st phase of 5 primary routes radiating from the town centre.
2) An extended network.

Whilst this constitutes a commendable effort to switch travel to cycling and walking mode, the specific proposals for cycling have a number of practical shortcomings:

a) Where the initial network runs along roads, as for example along North Road and St Andrew Street, the report rather naively suggest that *"whilst not traffic calmed, these streets could be designated as cycle routes and white paint used to indicate safe areas of cycling. This would immediately provide for an alternative mode"*.

In practice, not many cyclists would be reassured of the protection from traffic provided by nothing more substantial than a white line. A more serious limitation is that no provision is suggested for the safe passage of cyclists at major road crossings and roundabouts. Without real initiatiatives in the way of traffic calming and/or reduction of traffic volume, a scheme based on such flimsy investment is likely to be rapidly discredited.

b) No details are given of the nature of traffic calming proposed. Some traffic calming is much more cycle-friendly than others.

c) The routes mentioned are described as being for cycle / pedestrian use, but no attention is given to the possible problems and conflicts that might arise from shared use. Such conflicts may arise:

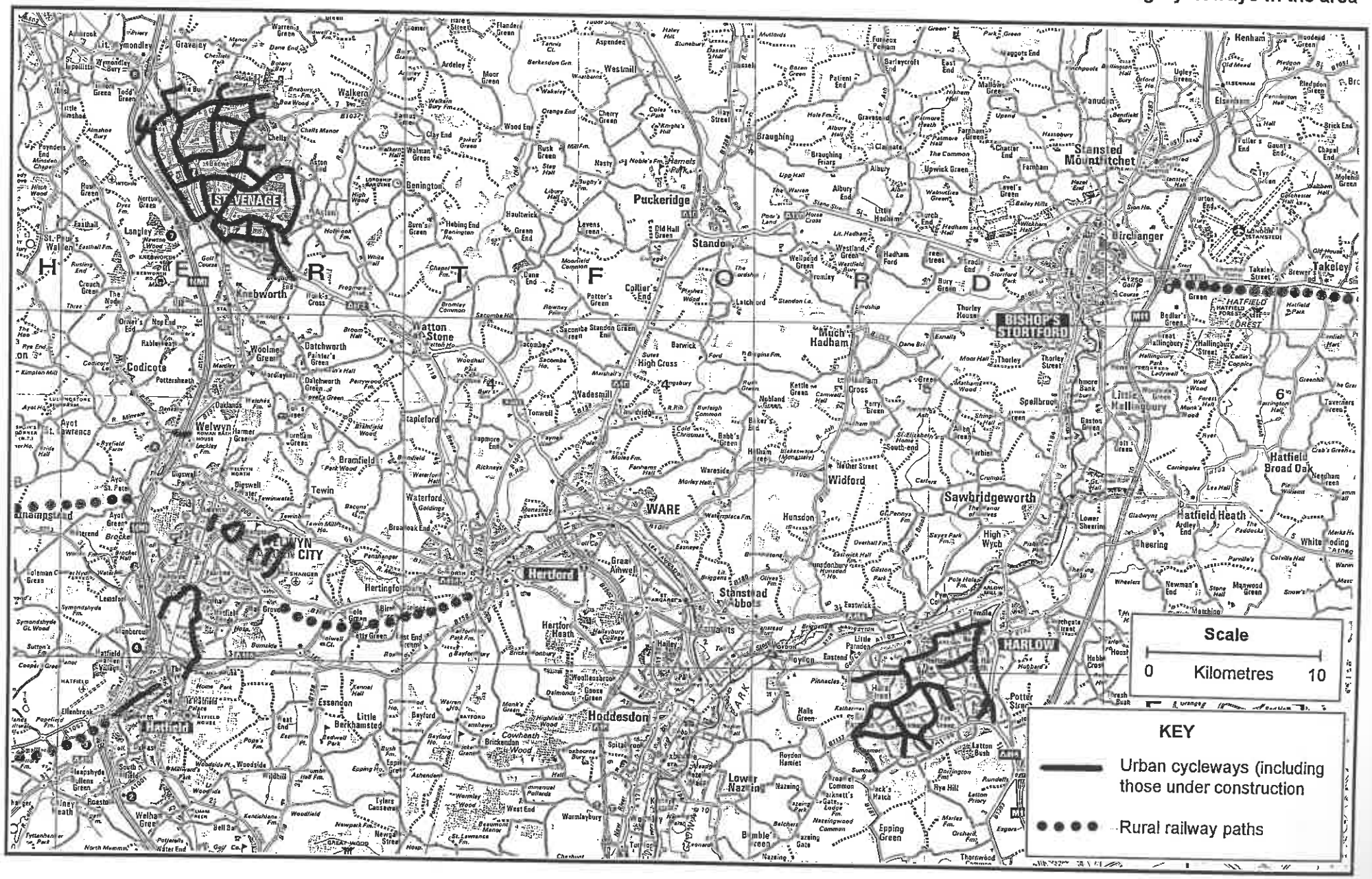
i) At the subways.
ii) Where paths are too narrow for cycling (as along the Castle Bridges).
iii) Where paths are too steep for shared use (as along the up per part of Rooke's Alley).
iv) Where pedestrian flows are too heavy.

d) The route to Bengeo is too circuitous to attract much use. We have also found no adequate answer to the problem of a safe route to the centre of Bengeo.

e) No account has been taken of the opportunities provided by new building plans and re-development.

f) The most obvious and easily-implemented cycle route of all -the towpath to Ware is only accorded low priority.

Existing Cycleways in the area



Appendix 7

Existing and potential facilities for cycling

Developing the cycling option obviously requires suitable roads, tracks or paths, and this section considers the existing network of rights of way and other tracks and paths in the area, with particular attention to the needs of cyclists. Within Hertford and Ware there are a limited number of measures which, whilst not specifically intended as such, incidentally make life easier for cyclists, by way of grade-separated crossings, traffic calming and other traffic management measures. There are also a number of potential opportunities for developing cycleways segregated from motor traffic.

Purpose-built cycleways

Stevenage is world-famous for the network of cycleways which form an integral part of the fabric of the town. Harlow, likewise, has a well-developed cycleway system. In both towns, however, there has also been a very substantial investment in a high-grade road network. As a result, motoring is too easy and trouble-free and the cycleway network as a result is greatly under-utlised.

Hertford and Ware, being of older foundation, and limited by local topography, do not have the privilege of a purpose-built cycleway network such as those enjoyed by new towns. It is much more difficult to identify opportunities for continuous lengths of off-road cycleways.

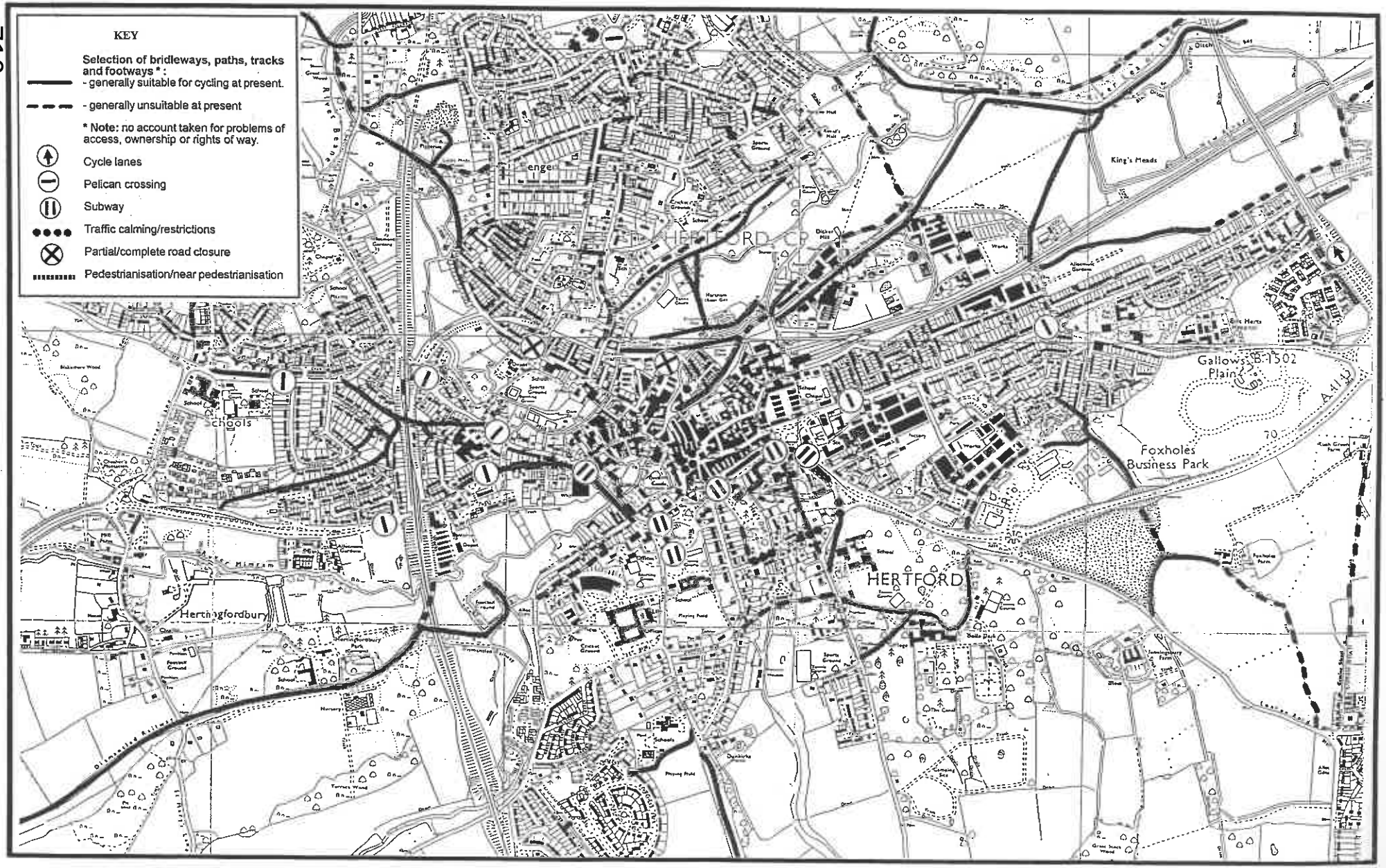
Public roads

In the past, cyclists have traditionally kept to public roads. As traffic volumes have increased, even cyclists with conventional 'sports' bikes have tended to consider using the better quality tracks and paths, whilst on busy roads, cyclists now habitually use the footways even if it involves bumping over kerbs. The enormous popularity of the 'All-terrain' or 'Mountain' bike in the last five years has greatly extended tthe range of tracks which cyclists are prepared to use.

In considering the existing network of public roads, we must take into account the attractiveness and safety for cyclists. The idea of cyclists using the main carriageway on all the 'A' and 'B' roads can immediately be dismissed as unsuitable by virtue of the volume of traffic and high speeds. To considerations of safety must be added objections on the grounds of traffic noise and fumes which combine to make cycling along classified roads a thoroughly unpleasant experience.

Further dangers to cyclists are posed by intersections, including those controlled by traffic lights, and especially by roundabouts. Cyclists are particularly at risk from traffic turning into or across their path, and when turning right across the line of traffic.

Currently, very little provision has been made for cyclists on existing classified roads in the area. Token cycle lanes where cyclists are separated from the main carriageway by nothing more substantial than a


KEY
Selection of bridleways, paths, tracks and footways * :
- generally suitable for cycling at present.
- generally unsuitable at present
* Note: no account taken for problems of access, ownership or rights of way.
Cycle lanes
Pelican crossing
Subway
Traffic calming/restrictions
Partial/complete road closure
Pedestrianisation/near pedestrianisation
HERTFORD CP
HERTFORD
Hertingfordbury
King's Meads
Gallows Plain
B1502
A414
Foxholes Business Park
70

Appendix 7

white line are found at the interchanges on the A10, together with 'cut-throughs' which ensure that cyclists cross the slip roads onto the main road at a right angle. Although this limited provision may be better than nothing for those cyclists brave or even foolhardy enough to ride the A10, finite resources would certainly be better applied elsewhere. On most unclassified roads in built-up areas, traffic flows and traffic speeds are lower than on classified roads. Nevertheless many urban streets are dangerous for cyclists; to the other elements already mentioned should be added the dangers posed by indiscriminately parked cars and jay-walking pedestrians.

On rural routes with generally faster-moving traffic, flows in excess of 1,000 motor vehicles a day are inconsistent with safe cycling.

Tracks and paths

The network of public roads is complemented by tracks and paths which are often used by and useful to cyclists. It is important to make the distinction between the physical state and the legal status of these 'off-road' components.

The type of surface encountered may range from tarmac or concrete to informal paths and tracks with little or no foundations which run alongside or across open fields.

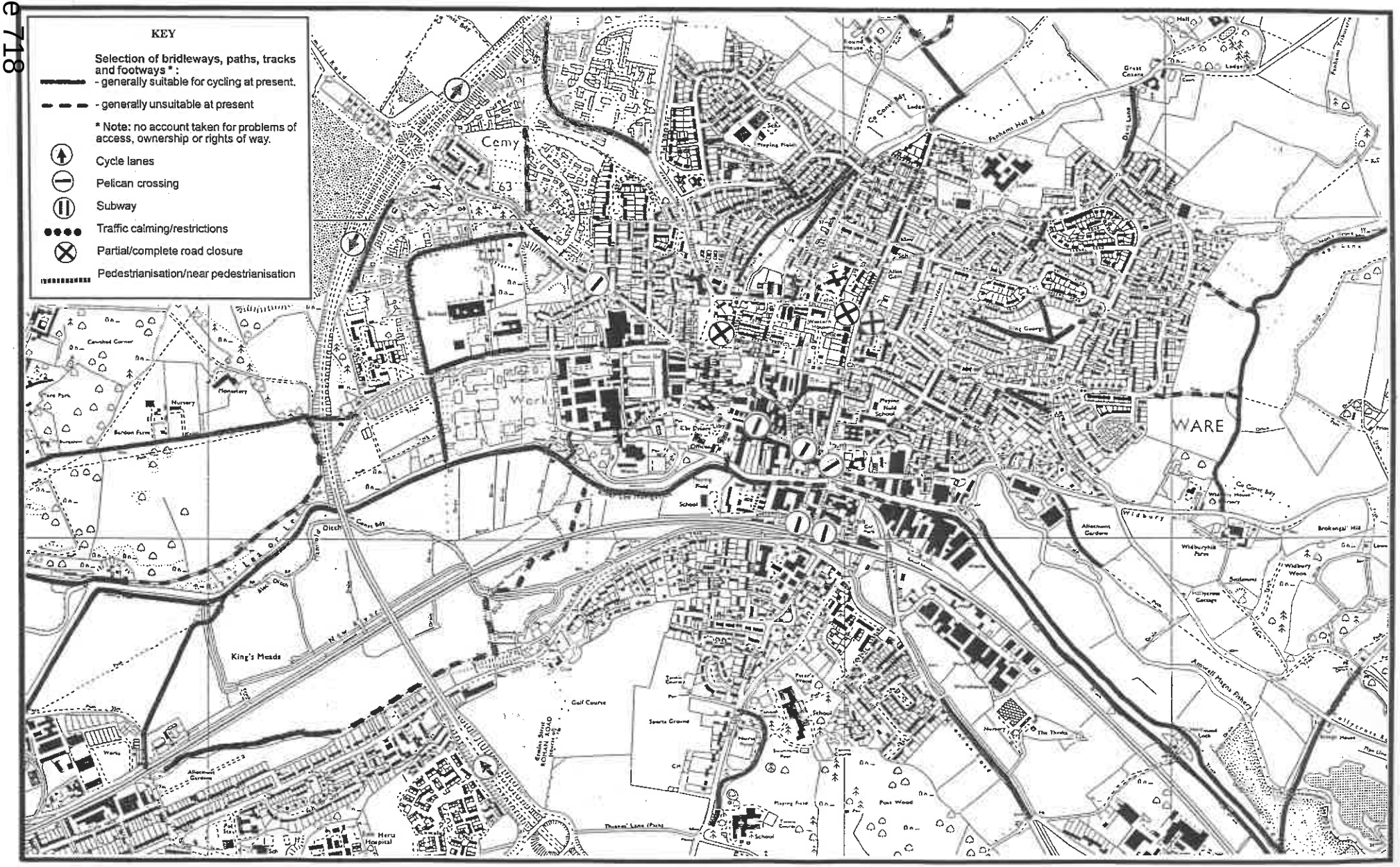
In addition to the state of the surface, we must also take into account the width of the way. A track less than 2 metres wide would normally be described as a 'path'; and where there is heavy pedestrian use, as within urban areas, there is a potential conflict of interest between cyclists and walkers.

There may be obstacles along tracks and paths, such as stiles which may be legally erected along public footpaths and illegal obstructions such as locked gates and barbed wire fences which act as a strong deterrent to cyclists.

There is an extensive network of farm roads with a good gravel surface in the area and in a number of cases, these form useful links for cyclists between sections of public road, or to avoid busy sections of main road.

The existence of an established way with a firm, well-drained surface confers no legal right for use by cyclists. Apart from public motor roads, there are three categories of right of way which can be legally used by cyclists:

1. 'Byways open to all traffic' on which all traffic, including motor traffic is permitted. In practice, the physical condition of most BOATs ensures that they are unlikely to be used by motor traffic.
2. Bridleways on which cyclists, horse-riders and pedestrians have equal rights.
3. 'Roads used as public paths' is an obsolescent category of right


KEY
Selection of bridleways, paths, tracks and footways * :
- generally suitable for cycling at present.
- generally unsuitable at present
* Note: no account taken for problems of access, ownership or rights of way.
Cycle lanes
Pelican crossing
Subway
Traffic calming/restrictions
Partial/complete road closure
Pedestrianisation/near pedestrianisation
WARE
Cemy
Work
King's Meads
Golf Course
Sports Ground
Wildbury
Amwell Nature Reserve

Appendix 7

of way - mostly they are ancient roads in very poor physical state. Cyclists, horse-riders and pedestrians have equal rights to use RUPPs. There is an ongoing process of reclassifying RUPPs - in practice they are nearly all reclassified as either BOATs or bridleways.

Towpaths

Until recently, cycling on British Waterways towpaths was only permitted upon purchase of a permit, although this requirement was largely ignored by cyclists in practice. The policy of British Waterways towards cycling on towpaths is now under review, and the permit system has been suspended, pending a final statement. It is believed that a general permission to cycle on towpaths will be granted, subject to cyclists behaving responsibly. Local management will have the authority to prohibit cycling on those towpaths where there is serious concern about safety.

Lee Valley Regional Park

The Lee Valley Regional Park contains a large number of attractive paths, often made up to a good standard, and cycling on these paths has recently been increasing rapidly. The main path in the Park, however, is the River Lea towing path which is the responsibility of British Waterways. The Park Authority is keen to encourage cycling, although strictly speaking the policy on cycling is under review.

Urban Paths

Much of the above discussion on paths applies with some variations to urban areas with which this study is principally concerned.

There are a number of cases where old rights of way - whether byway, bridleway or footpath - have not been incorporated within the modern street pattern. Instead, they have been left as 'greenways' - traffic-free routes for pedestrians and cyclists. Examples include Dark Lane and Poles Lane in Ware, and Thieves Lane (part) and Rooke's Alley in Hertford.

The street pattern of inter-war housing often included short lengths of footpaths connecting neighbouring streets, although these are usually too narrow for cycling.

Post-war years have seen the growth of the cul-de-sac as a device to provide quiet, relatively traffic-free, residential areas, with motor access from a peripheral or spine road through the estate. In many cases, the street plan allowed for 'path heads' through from one cul-de-sac to another to provide short cuts for cyclists and walkers between one part of the estate and another and between adjacent estates. Although there are no extensive estates of this pattern within Hertford and Ware, there are a number of isolated examples of useful path-heads in the newer parts of the towns. It is standard practice to install barriers at each end of such paths which restrain cyclists from riding straight out

into what may be a busy road, and which prevent the passage of motor bikes.

It is noticeable that within urban areas, there is an almost automatic reaction to slap a "no cycling" notice onto footpaths. Sometimes, where the path is narrow (less than 2 metres wide) or carries very heavy pedestrian traffic, such a prohibition may be desirable; but there are many more places where this is not so, and where the cyclist is faced with the unenviable choice of cycling on paths (prohibited) or on roads (dangerous). It is pertinent to note that not all such "no cycling" notices do in fact carry the force of law, having been erected in response to representations by local residents without going through the procedure of raising the necessary "orders".

Footways and verges

At one time, the law prohibiting cycling on footways was rigorously enforced. Now, however, there are many cases where a wide footway is habitually used by cyclists seeking to escape the hazards of the adjacent busy road.

Where the paved footway itself is not of adequate width, there is often space on the adjoining verge to enlarge the footway. Within Hertford and Ware, opportunities for use of the footway are limited, but do include the south side of Hertingfordbury Road from West Street to the railway bridge and the north side of Welwyn Road at the top of the hill, where there is a broad verge.

Out in the country, there are some examples of main roads which support generous footways which - if they were ever used -certainly carry minimal pedestrian traffic today, but which could make useful cycle tracks.

Grade-separated crossings

An important element in any provision of cycle paths is segregation from motor traffic where main roads have to be crossed - known as grade-separated crossings in engineering parlance. This can be achieved by subways or bridges. The width of these is important if their use is to be shared between pedestrians and cyclists. According to the level of pedestrian traffic, 2.5 metres or more may be required before shared use is safe. The subways under Gascoyne Way (A414) in Hertford are an important resource in this respect but, completely inadequate with widths ranging from 2.2m to 2.6m.Of even more concern is the approaches to the subways. These may be by steep ramps and may include sharp turns. Particularly undesirable are the right angled turns from most of the ramps into the Gascoyne Way subways. The poor visibility not only creates a risk of collision, but also turns the subway tunnels into 'blind spots' which may be the scene of vandalism and crime. An evaluation of the Gascoyne Way subways appears in Appendix 8.

At-grade crossings

Where a grade-separated crossing is not possible - and they are very costly - there are various devices for making an at-grade crossing safer. The commonest of these is the 'Pelican' crossing controlled by pedestrian (and cyclist!) operated lights, and there are a number of such crossings in Hertford and also in Ware. The old-fashioned 'Zebra' crossing in which pedestrians have priority but have to establish this priority by launching out on to the crossing in the face of oncoming motor traffic is largely discredited nowadays, although an example survives in Baldock Street, Ware.

Other devices for making crossings safer include central traffic islands (including, possibly, a 'cattle pen' protected by railings). An example of pavement widening (and conversely, road narrowing) at a crossing point can be seen in Hertford where Rooke's Alley crosses Hagsdell Road, and at the bottom of Mangrove Road.

Pedestrian streets

In streets which are fully pedestrianized, or where motor traffic is so discouraged that they are virtually fully pedestrianized, cyclists are usually permitted to ride, although the high level of pedestrian traffic may make this unduly hazardous. This is the case, for example, in Maidenhead Street, Hertford and East Street, Ware.

Traffic management devices

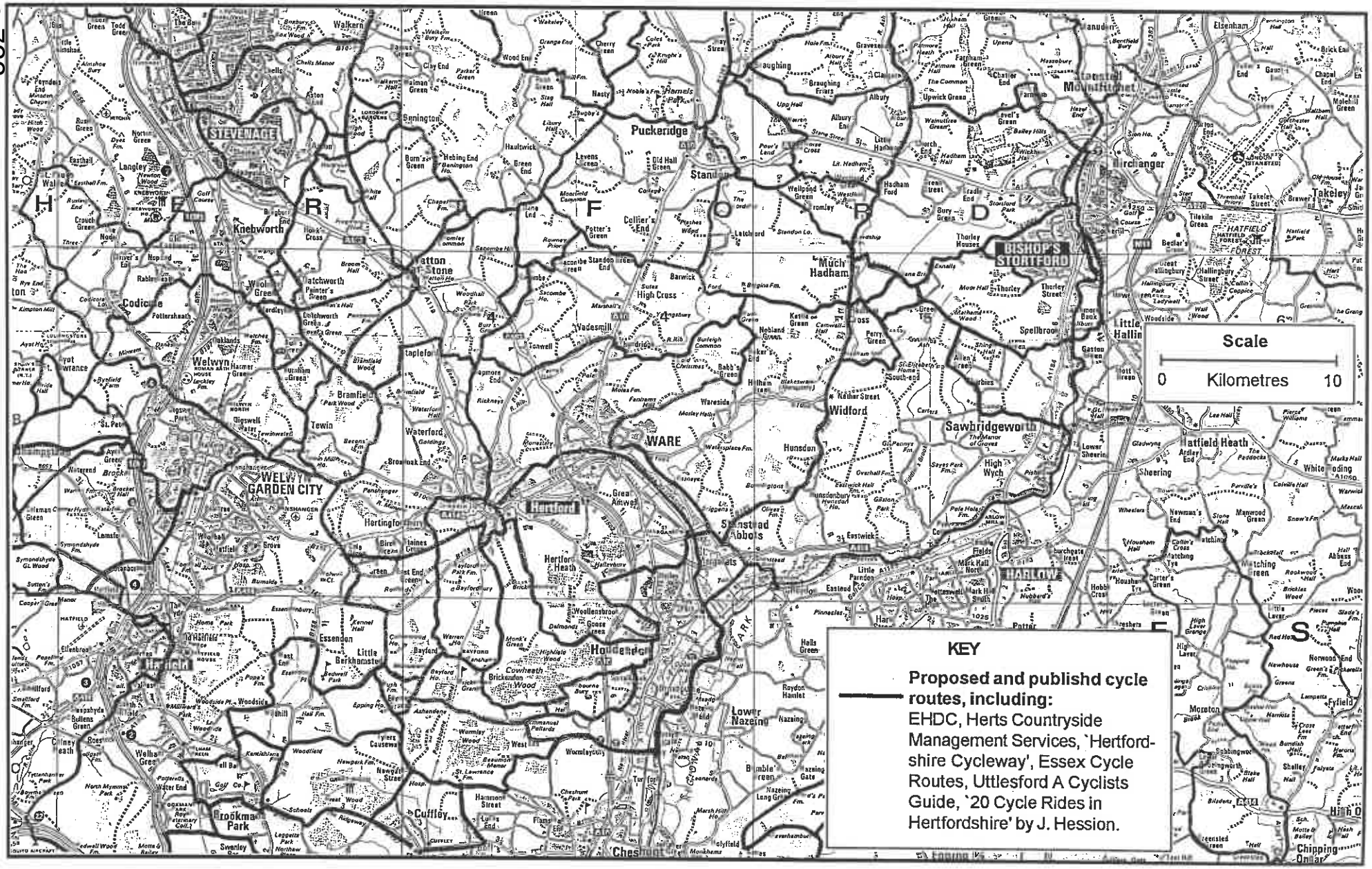
Cyclists are exempt from some traffic management orders - such as the restrictions on the west end of Fore Street, Hertford. In other cases, however, such as the prohibited right turn from Bridge Foot into Amwell End, Ware, cyclists often perform what is an illegal and highly dangerous manoeuvre to avoid long diversions or even greater dangers elsewhere. Road closures of Musley Lane, Collett Road and Coronation Road in Ware reduce the amount of motor traffic in those streets to the benefit of cyclists.

Potential for recreational cycling

Hertford & Ware lie on the fringe of Greater London and beyond them to the north is open countryside with a maze of minor roads and quiet lanes. As a consequence this area is popular with cyclists and a number of guides and recommended route descriptions have been published. These are summarised in **Fig 4**. Although parts of many of these routes are excellent, all suffer from lack of continuity in that they inevitably have to make use of major roads at various stages of their journey. This makes them unsuitable to all but the most experience cyclists.

Fig 4.

Published and proposed recreational cycling routes



Appendix 7

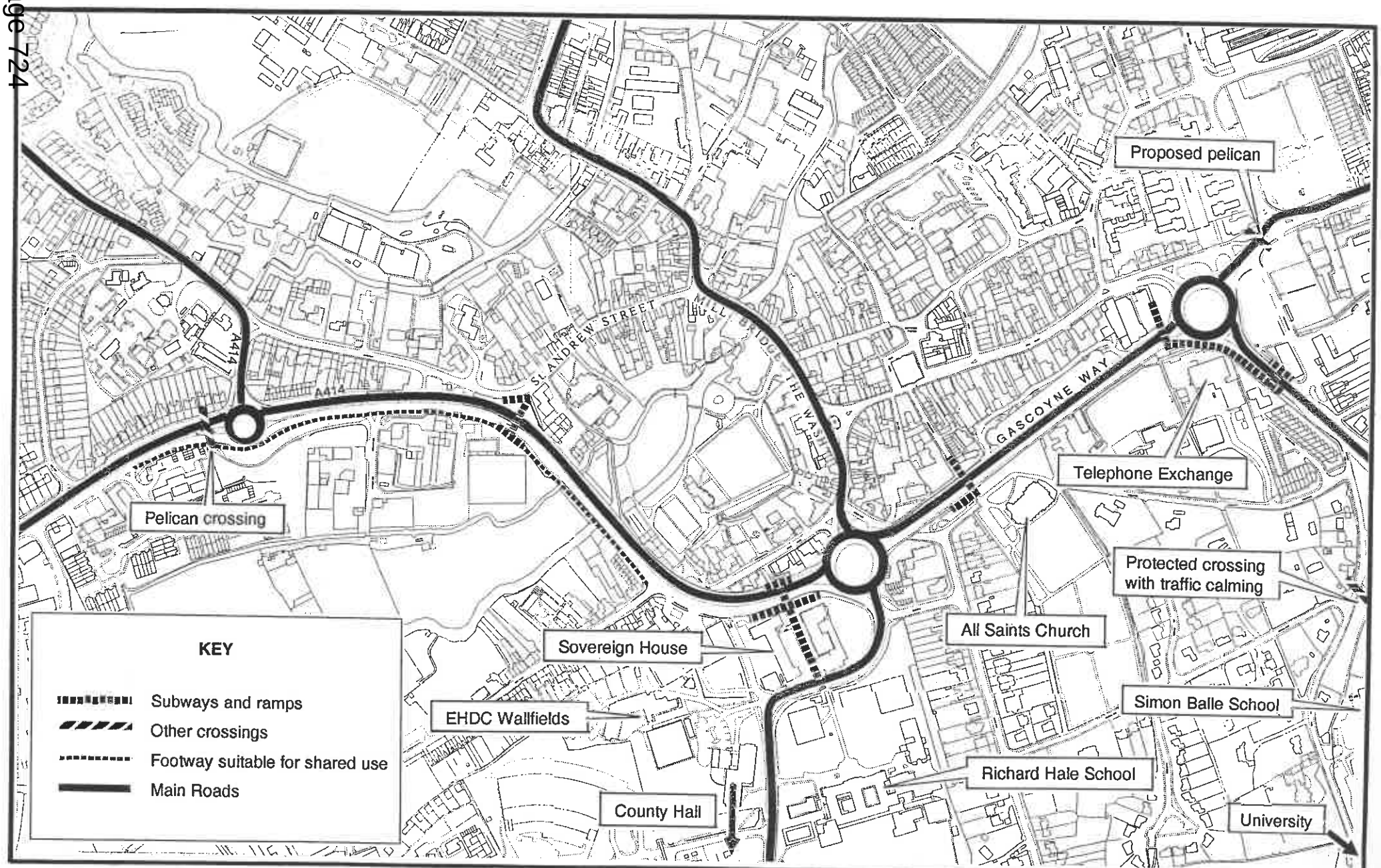
Railway Paths

Some of the most attractive of all cycle routes are provided by old railway lines. Running as they normally do between centres of population and with very gentle gradients, old railways on which a suitable surface has been laid can prove enormously popular with walkers and cyclists. Where the bridges over and under roads are retained, such routes also provide segregation from motor traffic. There are a number of disused railways in the region which have already been adopted as rural 'greenways' - in general open to walkers, cyclists and horse-riders with the status of bridleway.

There is a fine example within our area of study - the old cross-country line that ran from Hertford North via Welwyn Garden City and Harpenden to Hemel Hempstead. This line has been restored to greenway status over three separate sections.

The Cole Green Way is the nearest to Hertford and runs for 4 kms from Hertford Football Ground to a point on the A414 1.5 kms south-west of Cole Green. There is one point where passage under a road bridge is blocked, and there is only limited easy access to the way from the road network. At present, usage of the Cole Green Way is largely restricted to recreational use. Plans are in hand to extend the Cole Green Way westwards for 1.5 kms to the edge of Welwyn Garden City and this would then open up considerable potential for utility cyclists travelling between Hertford and Welwyn Garden City. Within Welwyn Garden, there is further scope for extending the route as far as Tewin Road.

Further west, the line is continued as the Ayot Greenway and the Nicky Line Footpath and Cycle Path.


Proposed pelican
Telephone Exchange
Protected crossing with traffic calming
All Saints Church
Simon Balle School
Richard Hale School
University
Sovereign House
EHDC Wallfields
County Hall
Pelican crossing
A414
A414
ST ANDREW STREET
MILL BRIDGE
THE WAL
GASCOYNE WAY
KEY
Subways and ramps
Other crossings
Footway suitable for shared use
Main Roads

Appendix 8

Gascoyne Way and Hertingfordbury Road

The pattern of traffic movement in Hertford is dominated by the A414. It is nearly all dual-carriageway, except for a short section under the railway bridge. The central section, Gascoyne Way, was constructed in 1965-6.

Passing very close to the town centre, it serves the dual function of acting as a bypass for through traffic, and as an inner relief road for traffic within the town which just needs to circumvent the town centre. It effectively severs the town into a northern and southern half, with All Saints Church, County Hall, the EHDC offices at Wallfields, the courts and other offices at Sovereign House, Simon Balle and Richard Hale Schools and the University all lying to the south.

All traffic from the north heading for the southern half of the town must pass through one of the roundabouts at either end of Gascoyne Way. All traffic from the south heading for the north has a choice of three roundabouts - including the Cross Lane roundabout on Hertingfordbury Road.

Very few cyclists travel along the central section of the A414. There is little need for them to do so, as the streets of the town centre enable them to bypass Gascoyne Way between the Cross Lane roundabout and Ware Road. There is, however, a wide footway along the southern side, suitable for shared use between the railway bridge and West Street.

Cyclists and pedestrians cross the A414 at their peril. There are altogether five subways built under the A414 as it passes through Hertford, but the width and design of these subways leaves a lot to be desired. There are also two Pelican crossings - just west of the Cross Lane and Campfield Road roundabouts.

Subways

With the exception of the Fore Street subway, all subways are 2.2m wide which is theoretically wide enough for shared use by cyclists and pedestrians, but all suffer from poor access and visibility.

Because Gascoyne Way is not elevated above surrounding ground level, all the subways are accessed by a ramp or ramps on either side, and some additionally by steps. Most of the ramps join the subway tunnel at a right angle, and no subway has ramps on either side aligned with the tunnel to give a clear run through. Schematic diagrams of all the subways are shown.

Originally, all the subway ramps had cycling prohibition notices on them, although many are now missing. Whether officially sanctioned or not, it is certain that, except possibly at the busiest times, cyclists will continue to ride through them. The main risk is that of collision at the right angled bends at the foot of the ramps, and it is recommended that barriers are erected at the bottom of the ramps to ensure that cyclists take these corners wide.

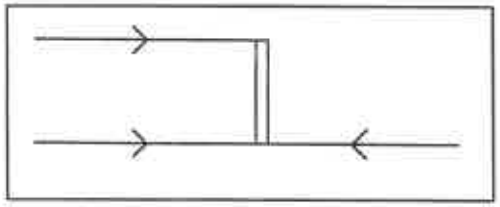
Some of the ramps have 180 degree bends on them which are too tight to be readily negotiated by cycle.

The poor visibility and narrow tunnels on all the subways mean that the subways may be perceived as unsafe from the point of view of personal security at night and other quiet times.

St Andrews Street subway

Traffic through this subway is relatively light. At the northern end, the western end of St Andrew's Street is at the very edge of the central business district.

On the southern side, a broad footway with light foot traffic gives access to the industrial premises of Warehams Lane and Mimram Road and to the residential estate of Riversmeet. Much of this ***footway*** is physically separated from the carriageway and is suitable for ***shared use***.

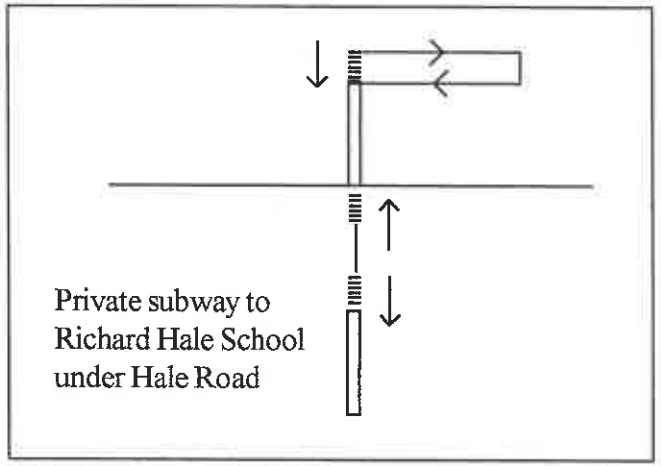


Castle Street subway

The steps at the southernend lead to the subway under Hale Road to Richard Hale School.

The total daytime population of County Hall, Wallfields, Sovereign House and Richard Hale School which all lie to the south of Gascoyne Way is possibly in excess of 5,000. As a result, this subway carries particularly heavy pedestrian traffic through to the Castle, Castle Street and the town centre, so that shared use may be considered undesirable.

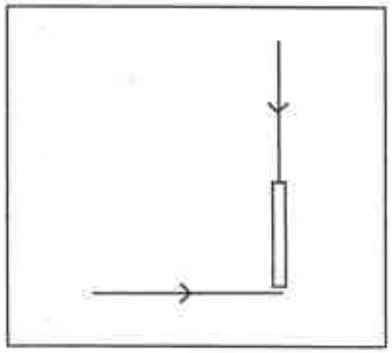
There may be some advantage in ***constructing new ramps*** aligned with the bore of the subway on both the north and south sides of the main road.

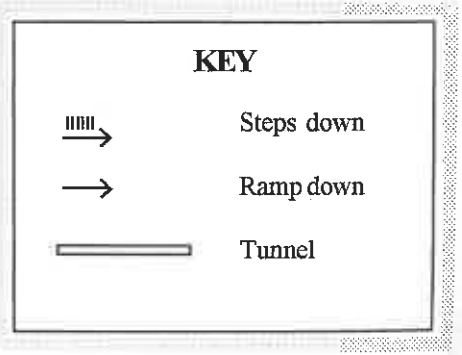


Castle Street subway

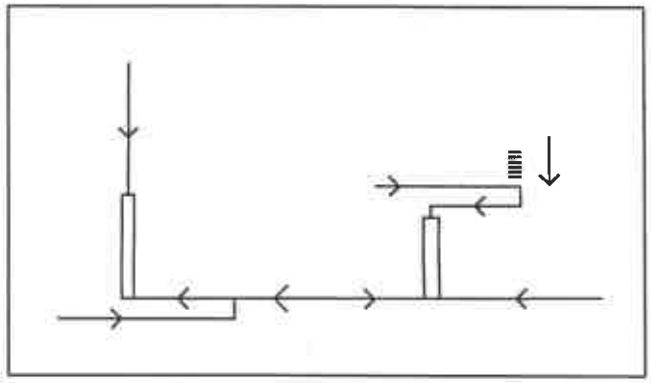
Church Street subway

The Church Street subway gives access to All Saints church and the Queens Road area, and is also used for access to the County Hall area from Fore Street.





Fore Street subway



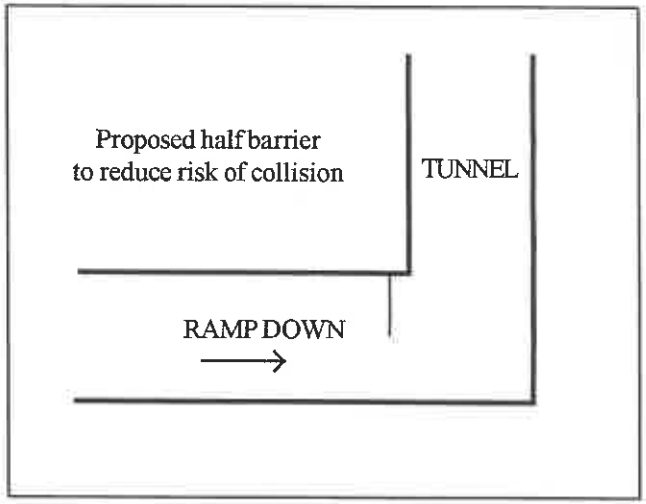
At 2.6m this is wider than the other subways and as a result, the right-angled corner at the bottom of the southern ramp into the tunnel can be negotiated with care without dismounting. This subway is relatively busy as it gives access to the BT telephone exchange, Simon Balle school and the University.

The ramps on the south side of the Fore Street and the Old London Road subways connect without returning to street level.

Old London Road subway

This subway is relatively little used as it does not give direct access to the central business district of the town. It connects the telephone exchange, School and University to the office and commercial area on the south side of Ware Road.

To access the north side of Ware Road and Tesco's on Mill Road, cycle and pedestrian traffic using this subway must use an unprotected crossing at the beginning of Ware Road. The *installation of a Pelican crossing* is recommended here.



Old London Road subway

Pelican crossings

Away from the town centre, there is a Pelican crossing immediately to the west of the Cross Lane roundabout, giving access to Riversmeet residential estate, and to the industrial estate on Mimram Road.

There is another Pelican crossing immediately west of the Campfield Road roundabout, giving access to Willowmead.

Unprotected crossings

Elsewhere along theA414, thee are crossings of the main road, identified by drop kerbs which are unprotected except for the benefit of the central reservation.

Schools Survey

All five secondary schools in the area were contacted to determine attitudes and policy towards pupils cycling. Even at Chauncy School which has the highest level of cycling, no more than 30 pupils cycle to school. Schools viewed the matter of cycling to school with a distinct lack of enthusiasm, and quoted traffic dangers and the security of cycle storage as negative reasons.

A questionnaire survey of pupils and staff at Chauncy school was conducted which gave an interesting insight into the whole matter of cycling.

222	-	questionnaires returned
136	-	walked to school
13	-	cycled to school
32	-	travelled by bus
40	-	travelled by car
1	-	travelled by train.

The number travelling by car was smaller than expected. This may be a function of the extreme traffic congestion caused by traffic to Glaxo's, but is no doubt also a measure of the compact pattern of Ware town, which make walking a feasible alternative for many. Many quoted walking times of 30 minutes or more to school, which they presumably find acceptable, but few considered the cycling alternative.

A more detailed analysis was undertaken on 100 of the returns from those who did not cycle to school which revealed the following:

85% owned a bike
60% had gained their Cycle Proficiency Award.

Reasons for not cycling to school included:

11%	-	No bike
2%	-	Inadequate bike
1%	-	Too far (valid)
2%	-	Too far (invalid)
15%	-	Too close
1%	-	Too hilly
1%	-	Problems of carrying luggage
5%	-	Social (ie preferred to walk with friends)
6%	-	Road dangers
12%	-	Preferred to walk
20%	-	Fear of damage or theft whilst at school
7%	-	Parental discouragement or prohibition.

(Some pupils quoted more than one reason.)

It will be noted that the principal reason quoted was fear of damage or theft whilst at school.

In response to questions from the same sample about the schools attitude to cycling and the provision of cycle storage, 77% considered that the school did not encourage them to cycle and 3% considered

that the school actively discouraged them from cycling.

There are in fact no proper facilities for cycle storage, and cycles have to be left on a grass bank at the side of the school. 54% considered that the provision of cycle storage was not satisfactory, for the following reasons:

21% No shelter
29% Lack of security
17% Other (general inadequate)
(Some pupils quoted more than one reason).

The inference is clear - the great majority of pupils have bicycles of which they are proud - and are reluctant to bring them to school where they are liable to theft or damage because of the absence of secure accommodation and shelter.

The question of danger on the roads received little mention -but no doubt would if the primary objection of inadequate storage was resolved.

DRAFT

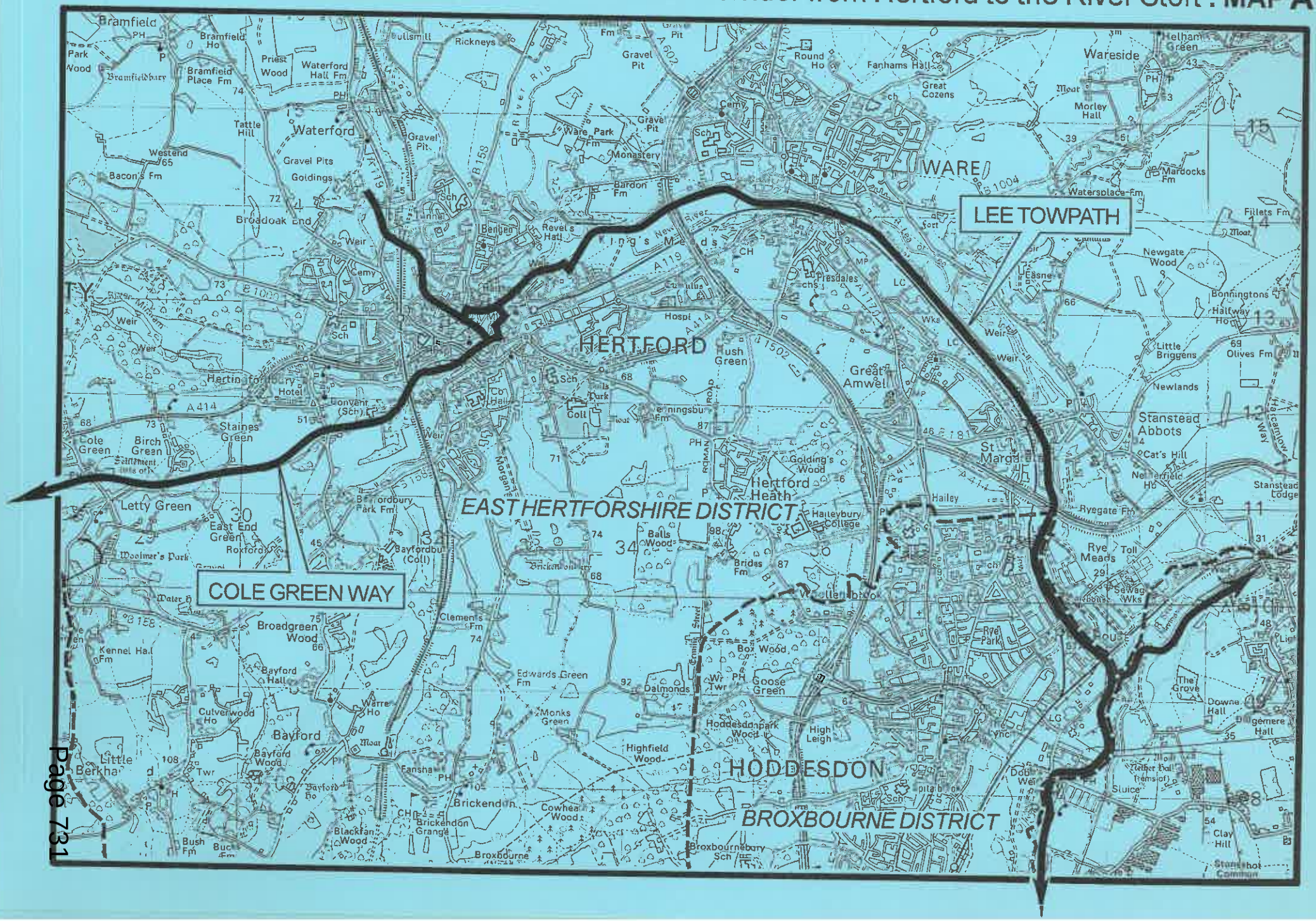
HERTFORD & WARE CYCLING STUDY

APPENDIX THREE

Prepared for Hertford Civic Society, Hertfordshire County Council, East Hertfordshire District Council and Ware Town Council.

By Sustrans, 35 King Street, Bristol BS1 4DZ. January 1994.

HERTFORD AND WARE CYCLING STUDY The Lee Corridor from Hertford to the River Stort : MAP A



Hertford & Ware Appendix III

Goldings & Cole Green Way to Hertford, Ware & St Margarets

Description of route shown in this appendix

This appendix details the cycling route recommended for early implementation in the Hertford & Ware Cycling Study (1994). The towpath of the River Lee Navigation, together with an extension to Goldings and a connection to the Cole Green Way represent by far the best opportunity for creating a level, attractive and largely traffic-free route in the area.

The function of such a route is manifold. It would be a direct link between the two towns and enable the public to cycle for many routine trips; it will provide a significant recreational facility on the doorstep of the two towns, thereby reducing the need to drive to more distant attractions; and because of its safe and traffic-free nature, it will allow novices of all ages to gain confidence in their ability to cycle and to appreciate the power and value of cycling to fulfill real journeys. In this last sense, the route described here can act as a catalyst to much wider cycling use, including cycling on the streets and roads in the area, where most routine trips will continue to take place.

The route may be broken down into a number of sections. The first to be built should be the length **between** Hertford & Ware. As this will be used for routine journeys to work and school it should be finished to a good standard in asphalt. This surface will be required in any case over the open meadows which are grazed by livestock and the works access section from Priory Street to the new River Intake Station.

This type of formal surface should be continued to Goldings, to Ware Station, and as far as the start of the Cole Green Way. But for this railway path itself, and the remainder of the towpath to St Margarets, a stone base will be more appropriate because these sections will be mostly used for leisure purposes.

The report recommends that the towpath is improved and repaired for cyclists, all the way through the Lee Valley Park to Waltham Abbey and indeed beyond to London. The whole length of the Lee is one of the very best opportunities to make a traffic-free path for cyclists (and walkers) in the vicinity of London.

Return to: Malcolm Ramsay, Dunkirks Farmhouse Southside
Queens Rd. Hertford SG13 8BJ
01992 500002 malcolm.ramsay789@btinternet.com

Estimate of Costs Phase 1

Folly Bridge, Hertford, to Priory Street Bridge, Ware

1.	Folly Bridge to Hartham Pool. Dropped kerbs, short ramps & small lengths of new path to connect up existing cul-de-sac roads and footpaths	3,000
2.	Hartham Pool to Hertford Lock, allow for new tarmac path, 2 metres wide laid on 2.5m wide stone base on polypropylene @ £25,000/km - 850m	21,000
	- new footbridge @	10,000
	- new access control at Hertford Lock	500
3.	Hertford Lock to New River Intake, allow for 2m wide tarmac path on stone base because of cattle damage Tarmac strip across grass crete overflow weir - 700m @ £25,000	17,500
	Allow for field access control at field end & gate	1,000
4.	New River Intake to Priory Street, allow for filling potholes & laying 3m wide bitmac to take access vehicles to Intake @ £20,000/km (1300m)	26,000
5.	Allow sum for signs	2,000
6.	Allow sum for seats & sculpture / marker if possible	10,000
7.	Allow for engineering & management	6,000
	TOTAL	**£97,000**

Possible sources of funds

British Waterways	10,000
N.R.A.	10,000
Sports Council/Countryside Commission	10,000
Hertford & Ware Town Councils together	7,000
East Hertford District	20,000
Hertfordshire County	40,000
	£97,000

Phase 2 to Goldings & Ware Station		
1.	Crossing of Port Hill & link to Port Vale - sum	6,000
2.	Modifying barrier in Port Vale to give cycle slot	1,000
3.	Beane Road junction. Priority measures?	2,000
4.	Repairs to Mole Wood Pumping Station Road	3,000
5.	Crossing under North Road	15,000
6.	New path through woods to Goldings - 300m @ £25,000	7,500
7.	Signs	1,000
8.	Engineering & management	3,500
	Total to Goldings	**£39,000**

To Ware Station		
1.	Construction of 550 of new or widened path to head of Broad Meads @ £25,000	14,000
2.	One access control and gate	1,000
3.	Signs	500
4.	Engineering and management	1,500
	Total to Ware Station	**£16,000**
	Total estimate for Phase 2	**£55,000**

Further phases

Remains of work to Waltham Abbey requires repairs in the main and could be estimated at £10,500/km.

Shared use

We advocate that all off-road paths are for shared use - certainly between cyclists, walkers, those with prams and those in wheelchairs - and sometimes with horses as well. All these parties need much the same thing, namely traffic-free routes, that are carefully designed and well built to encourage their use. Shared use is good value for money and improves the security of all concerned by populating the paths to enhance casual surveillance.

Unfortunately it is normal for authorities to react against shared use. Pedestrians are seen as at risk from cyclists, whereas the reality is that both are vulnerable to motor traffic. Although Sustrans is not an advocate of cycling on the common footway, the shared use of carefully designated paths may be the only way of creating practcial routes. Sustrans have not found this to be a problem in practice, especially if the overall route creates real new links for walkers, as well as entailing shared use on existing paths. Pedestrians are equally deserving of improved facilities

It is also worth pointing out that the dire views put forward at public meetings are rarely substantiated in practice. Councils who are contemplating routes of this kind might find it useful to discuss their working in practice with nearby Councils who have actually got shared use routes on the ground.

Path widths

Widths can be various. We have come to the conclusion that paths can never be too wide. People are a gregarious lot and will walk side by side to take up the whole width of any path, as we have found on sections of the Kennet & Avon towpath which varies from 0.5m to 5.0m in width.

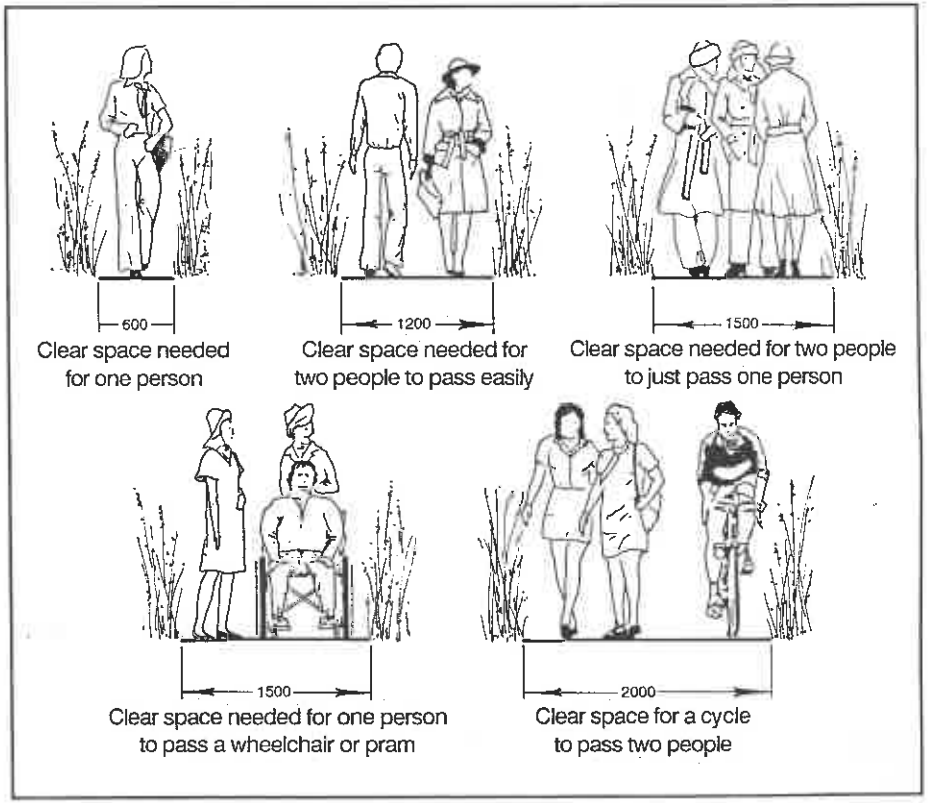


Fig showing path widths appropriate for different uses

2 metres is really the narrowest which can be recommended for shared use, and this relies upon having clear verges to allow groups to pass one another. 2.5m is recommended by the Department of Transport as the minimum, whilst 3.0m is common in urban areas. In some towns one finds parallel paths for walkers and cyclists separated by a low kerb. This is really very unsatisfactory, as the space is not effectively used with groups being unable to spread over the full width of the path. Rather we prefer a dividing white line which allows travellers to move to one side or another when passing, but otherwise allows as much space as possible for any particular group. One particular exception to this general rule should be observed: steep paths should be segregated because of the probable speed of cyclists.

Shared routes should always be signed as such, and cyclists should always be advised to give way to pedestrians. In practice, they normally do so, as shown by hours of video which formed the basis of the recent Transport Research Laboratory report on "Cycling in Pedestrians Areas". This concluded that "no real factors justify the exclusion of cyclists from pedestrian areas".

Routes for people with disabilities

Good quality off-road routes provide some of the few real facilities for wheelchair users. Indeed all these routes should be specifically designed for wheelchairs - ramp gradients should be gentle, and access controls, where used, should be appropriate.
It is sometimes forgotten that a very large proportion of the public are barred from rough field paths either because they haven't got the confidence to use them, the right sort of footwear and clothes, or perhaps even more commonly the energy and strength. Good quality paths on the urban fringe open up the countryside to a very wide range of the public. They are also suitable for people with visual impairment - grassed path shoulders define the route without the need for expensive tapping rails, and these paths are refreshingly stress-free without the ever present noise of motor traffic.

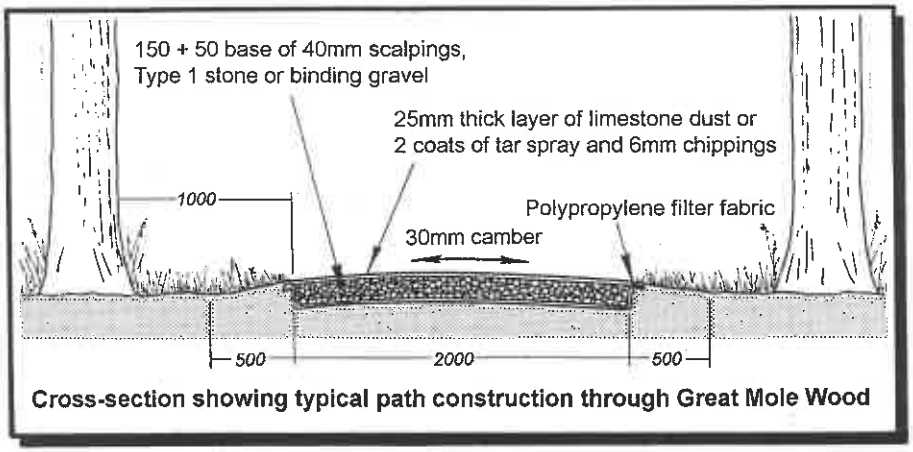
Providing for disabled and elderly people also requires thought to be given to access to public transport and convenient car parking sites, and seats along the way.

Appendix 3: Lee Corridor from Hertford to the River Stort

Map 1

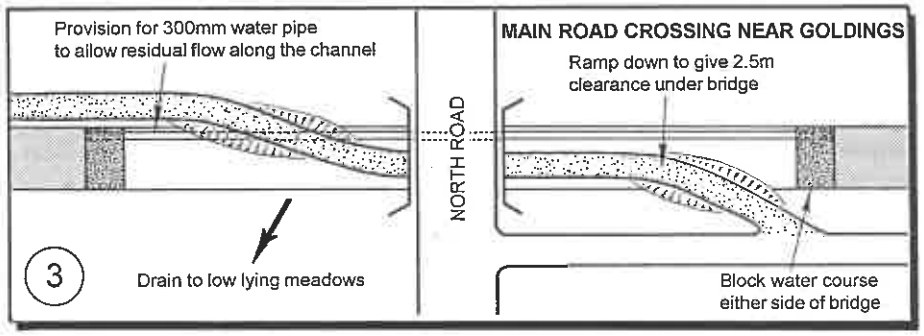
1. Tarmac drive to Goldings crosses a number of ornamental brick bridges with attractive views over meadowland.

2. Well worn path through woodlands. This will need to be constructed to give a 2m wide stone surface.



Cross-section showing typical path construction through Great Mole Wood

3. Pass under A119 by drawing a short section of the "millstream" as shown in the sketch. This arrangement is self-draining and will give a safe crossing of this busy road at a modest price.



4. This gravel track is in reasonable condition and passes under the railway via a high arch.

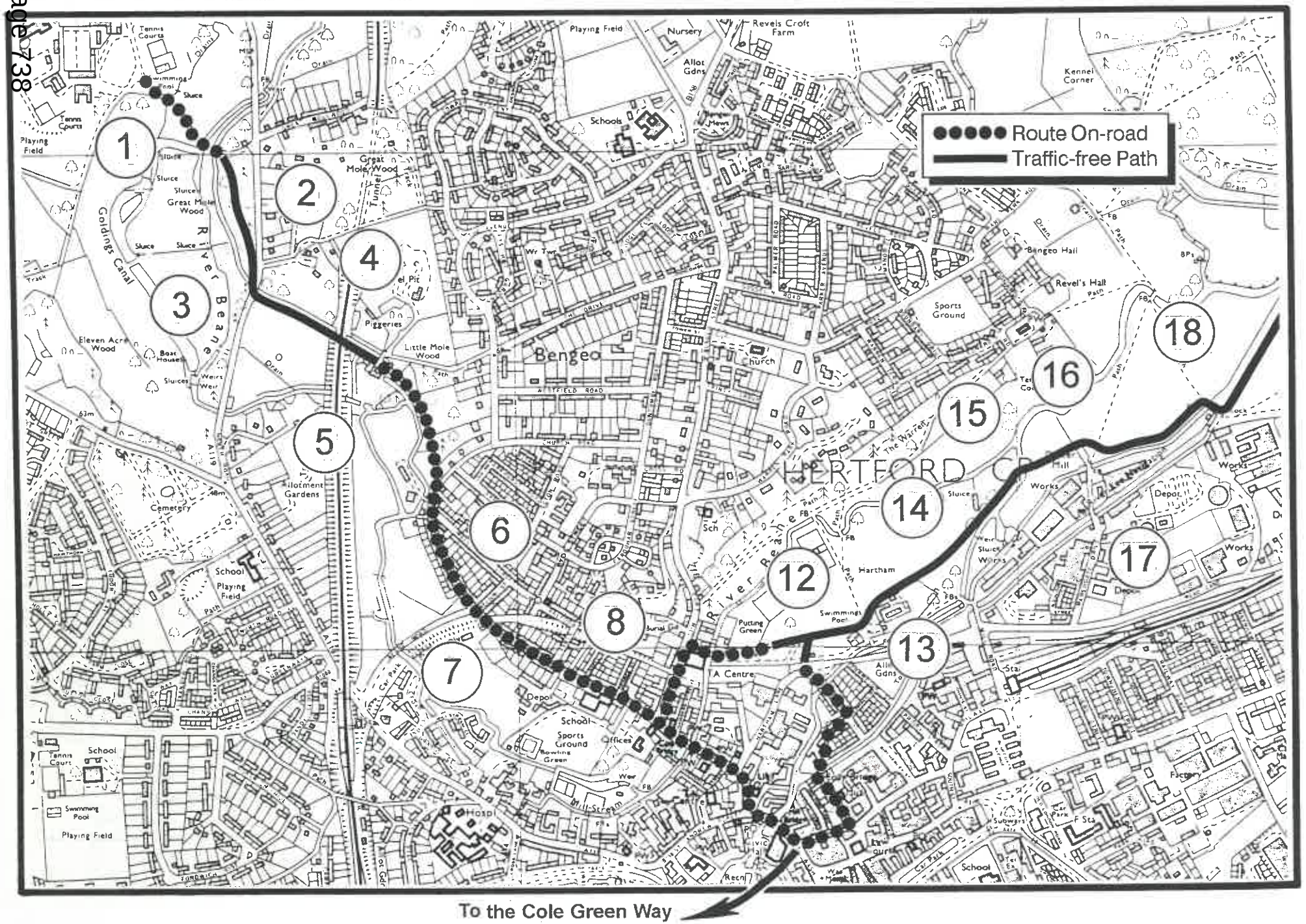
5. This section of Molewood Road is roughly tarred 2.5m wide as an access to the "mill". This is shown as a public right of way on foot and permission from the landowner may be required for formal cycle access.

6. Minor residential road.

7. Some traffic management desirable at Beane Road junction.

8. Port Vale is currently closed to through traffic, but a gap is needed for cyclists.

HERTFORD AND WARE CYCLING STUDY The Lee Corridor from Hertford to the River Stort : MAP 1



Map 1A

10a. Port Hill is a difficult road to tackle because of the humped back railway bridge. Probably the easiest option is to use these two residential culs-de-sac and link them together by crossing the track of the disused railway.

10b. Advisory crossing of Port Hill straight over to access to car park.

10c. Use access road to Sports Centre car park.

10d. There is no defined way through the car park. At the very least a link for cyclists between its two halves is required.

10e. It might (just) be possible to pass under the road via the old bridge. This would require agreement with the new trading estate at the head of Chambers Street. It would be physically possible to fit in a 3 metre wide corridor, fenced off from the industrial estate along the line shown. A new footbridge over the river would be required.

11a. An alternative route which takes in the town centre would require this whole length of the main road to be traffic calmed to make it suitable for ready use by cyclists. Such a measure might have wider benefits than just the encouragement of cyclists.

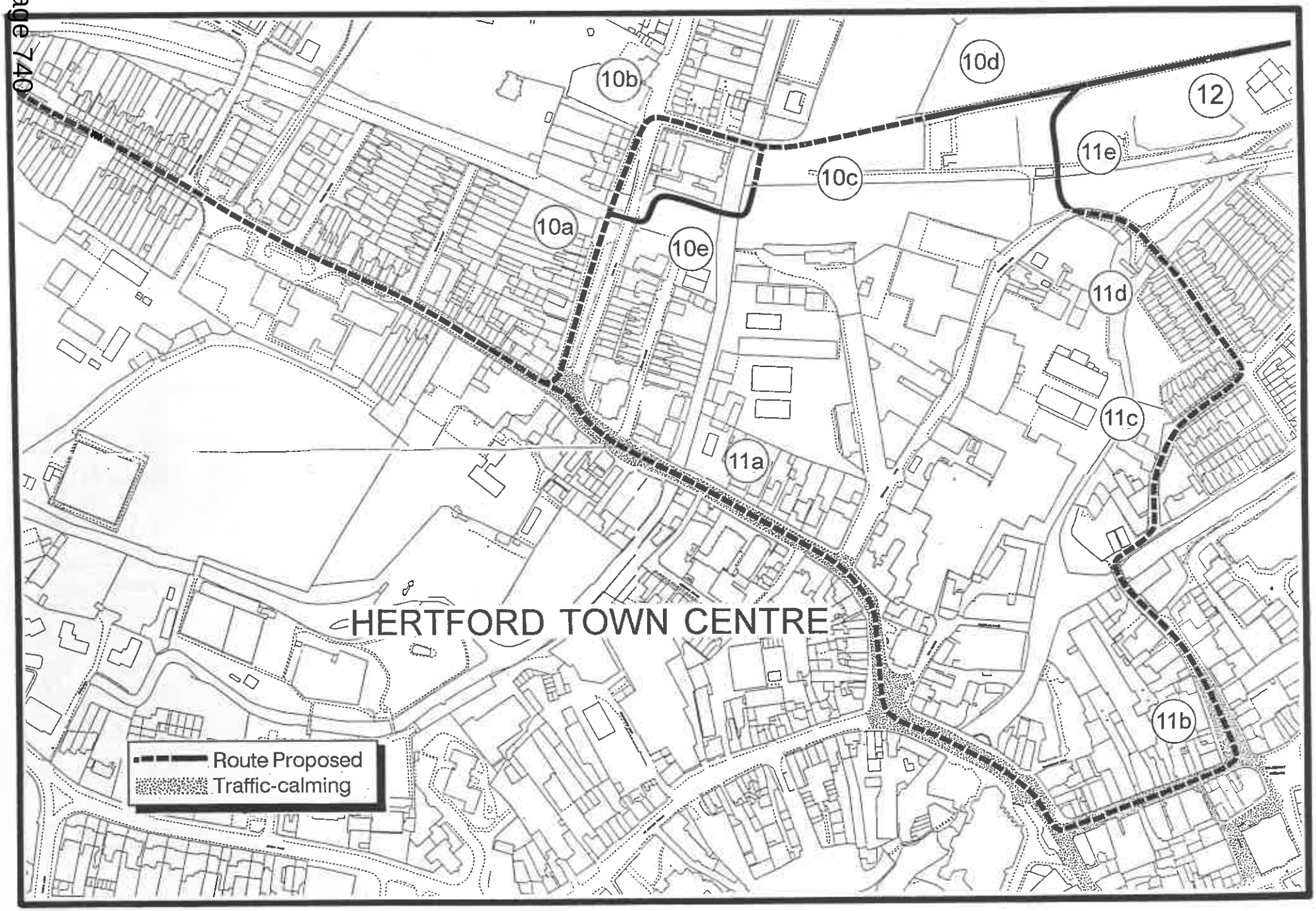
11b. Existing partly pedestrianised town centre.

11c. Residential cul-de-sac (The Folly and Thornton Street).

11d. Some modification needed to make a small ramp up to this bridge.

11e. A way across the car park roads needs to be defined and link paths built.

HERTFORD AND WARE CYCLING STUDY The Lee Corridor from Hertford to the River Stort : MAP1A



Map 1 cont...

12. Continue to the sports centre via the existing main path.

13. Excellent cycle racks.

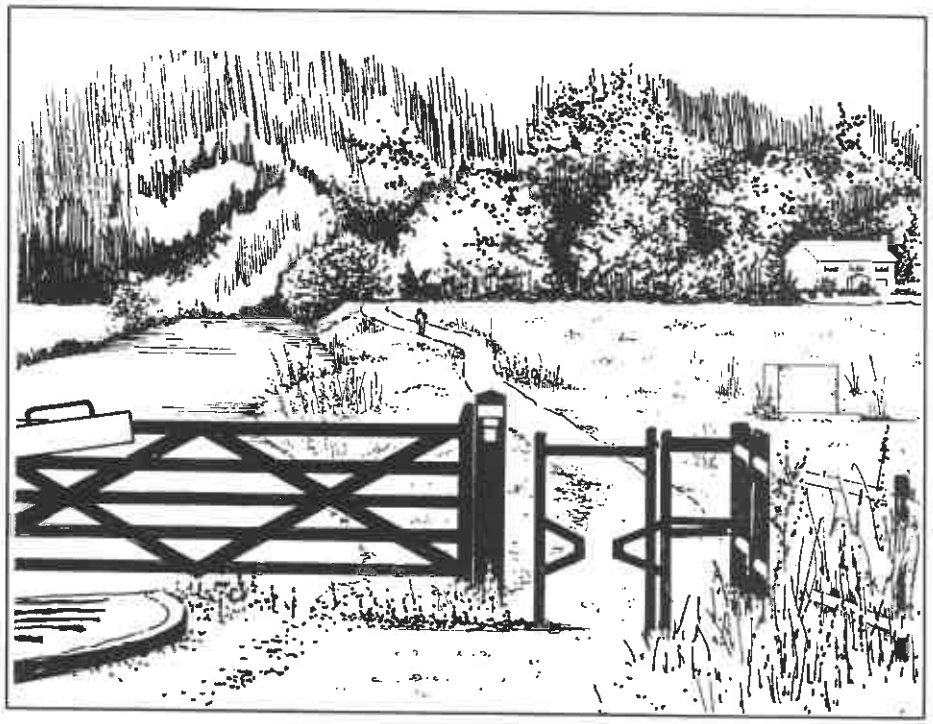
14. New path constructed along edge of playing fields to meet the River Lee at its gauging station.

15. New bridge at the guaging station.

16. New path across rough grassland and then on around edge of playing fields on the top of slight ridge beside water channel to join the Lee Navigation at Hertford Lock.

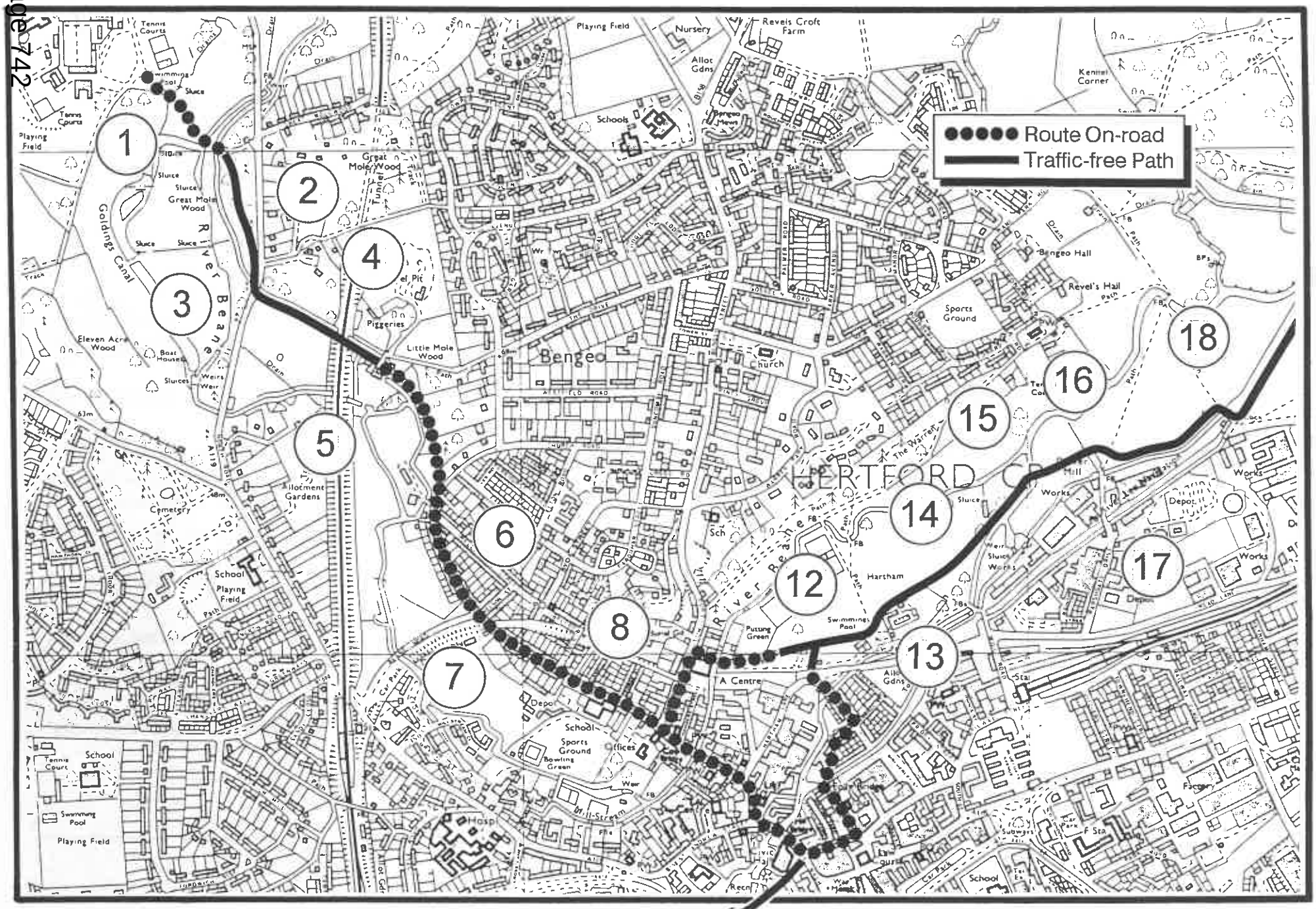
17. We consider that the route shown is better than following the Canal towpath, partly because it is rather constricted through this industrial area, and partly because of the difficulty of handling the steps and footbridges at Mill Road.

18. New access control required here to accommodate bikes more freely. We suggest our standard access coupled with a weighted swing bar to make the unit stockproof.



View from Hertford Lock showing existing awkward barrier

HERTFORD AND WARE CYCLING STUDY The Lee Corridor from Hertford to the River Stort : MAP 1



Map 2

1. Fine section of canalside path with wide open views. The path needs reconstruction over this length. Either it should be fenced from livestock, in which case it can be left as a stone base, or it should be tarred to withstand cattle.

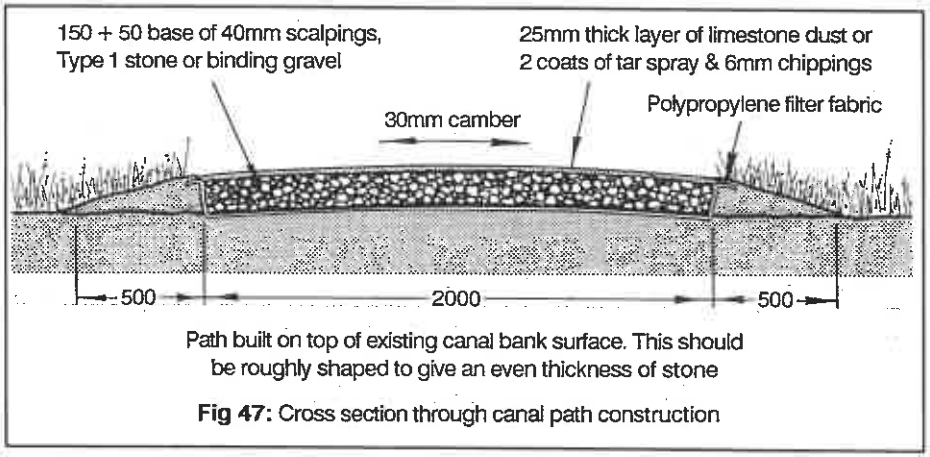
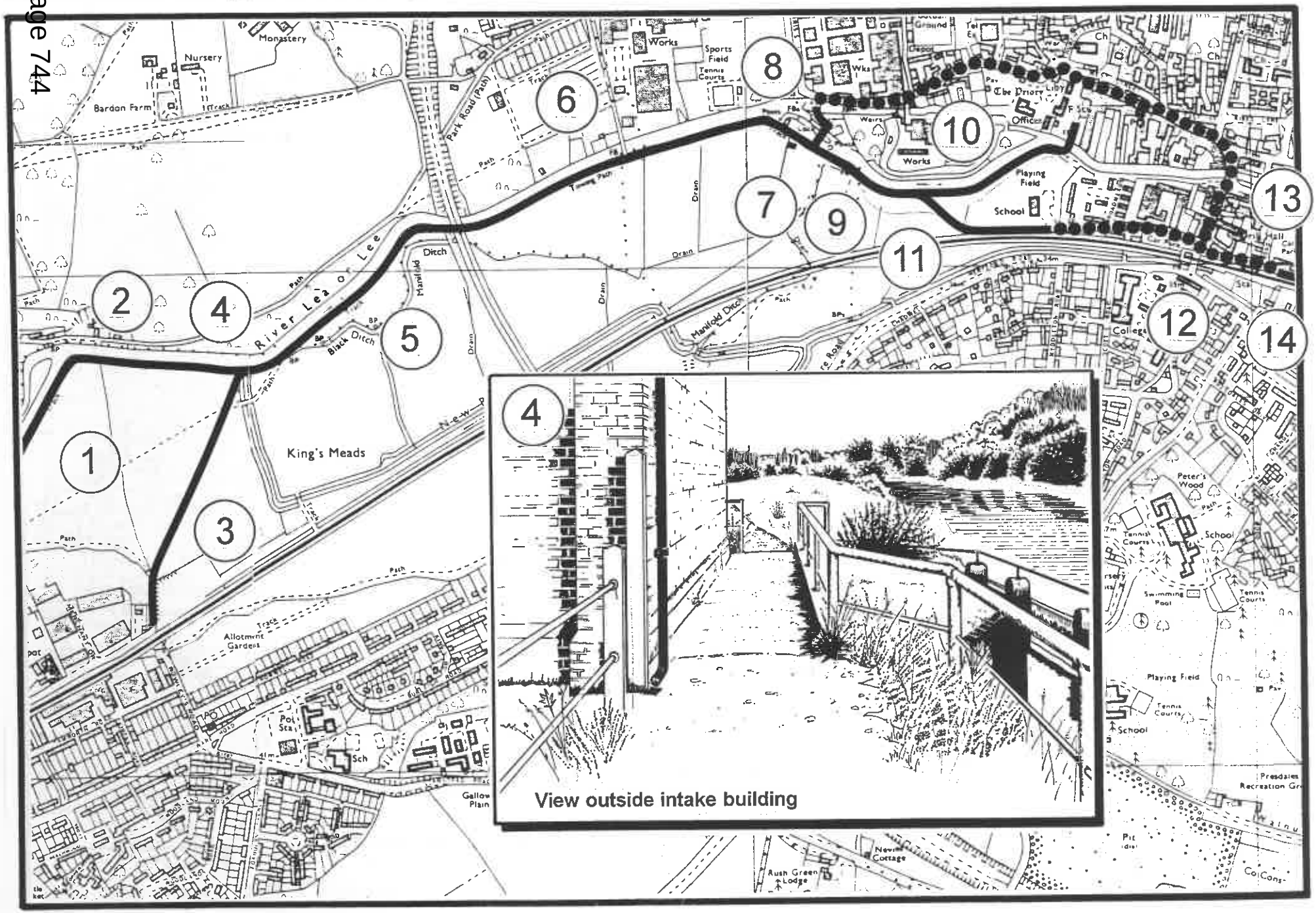


Fig 47: Cross section through canal path construction

2. Section of concrete blockwork acting as an overflow spillway. This will need asphalting to make it safe for cycling.
3. Good gravel road forms additional way into the eastern part of Hertford.
4. Narrow section in front of intake building is quite adequate as sightlines are good and the distance short.
5. This section of the towpath is a wide gravel track used by vehicles. It is badly potholed and rutted. If it is to become a servicable cycleroute either lorries will need to stop using it, or it should be finished with bitmac 3 metres wide.
6. Timber bridge with long timber ramp gives access to local schools.
7. Access gated here but adequate gap already exists for cycles.
8. Wide NRA bridge to Priory Street. This would lead to a satisfactory route through Ware if the High Street was to be traffic-calmed. These notes show the option of continuing with a largely traffic-free path via Ware Station.
9. Narrow tarmac riverside path could be widened to 2 metres without undue difficulty.
10. One option is to continue along a refurbished riverside path as far as the library bridge. But beyond this the space available becomes less and conflict with pedestrians rather more.
11. It may be considered better to build a new path over this section around the edge of this higher land to reach the track leading to Broad Meads. This will serve the primary school and give a direct link to the Station.
12. Cross Amwell End to reach Station Road. Some priority markings may be needed here.
13. Arrange adequate cycle parking at Ware Station.
14. Pass between former railway warehouse and back of station platform.

HERTFORD AND WARE CYCLING STUDY The Lee Corridor from Hertford to the River Stort : MAP 2



View outside intake building

Map 3

1. Pass under side span of Viaduct Road.

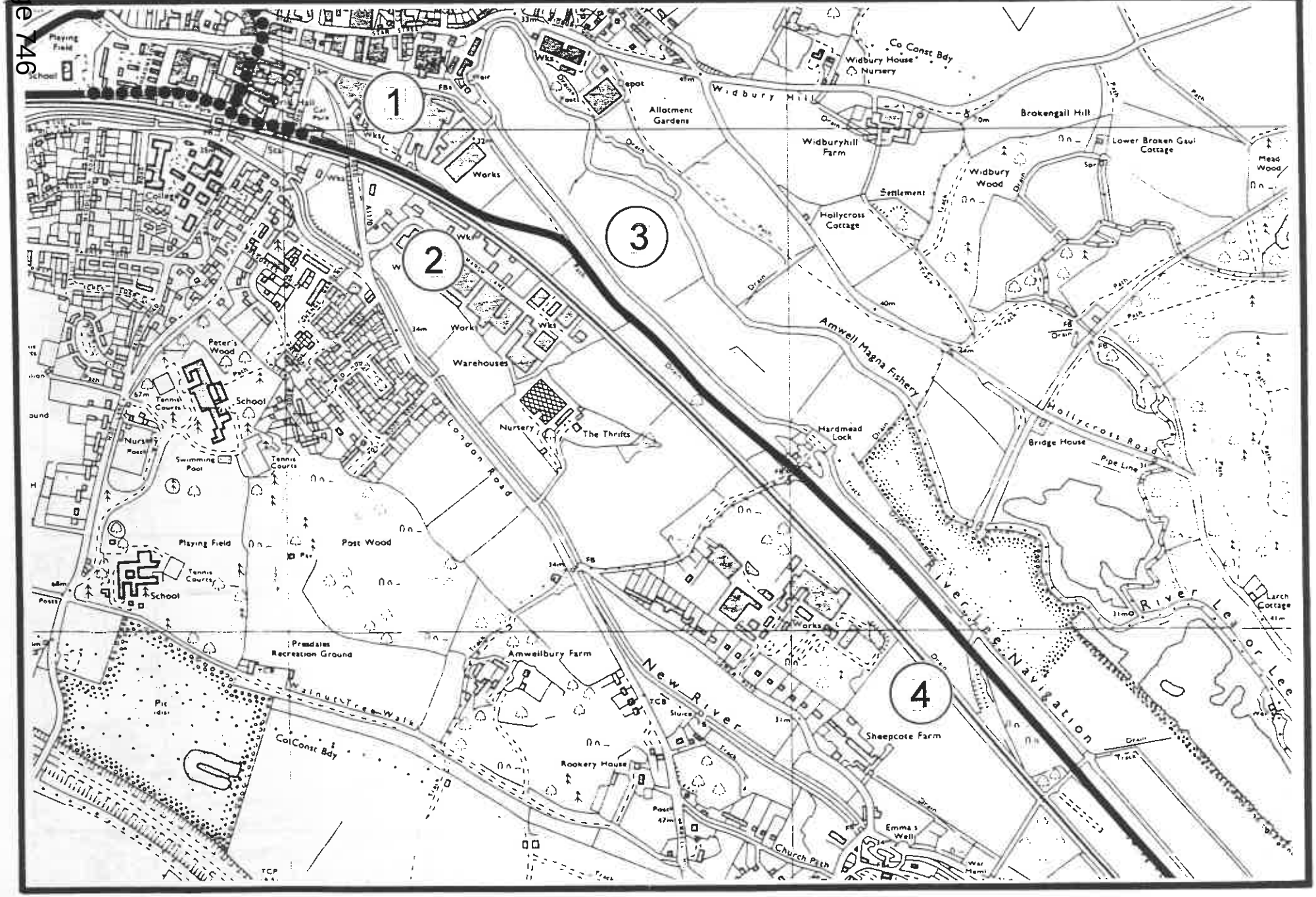
   Note that this is not the span being utilised by the developer to get access to his car park.

2. This waste site is proposed for development. There is ample room to allow for a wide tree-lined verge to this car park with, say, 5 metres between fences to provide for an attractive path to near the canal side.

3. The remainder of the canal towpath to the Stort Navigation is in reasonable condition. The whole could do with some refurbishment to make a good all-weather path, and certainly some diversions and attractions would be helpful for walkers over the next 5 kms.

4. Footbridge on line of former railway gives access to Hollycross Road.

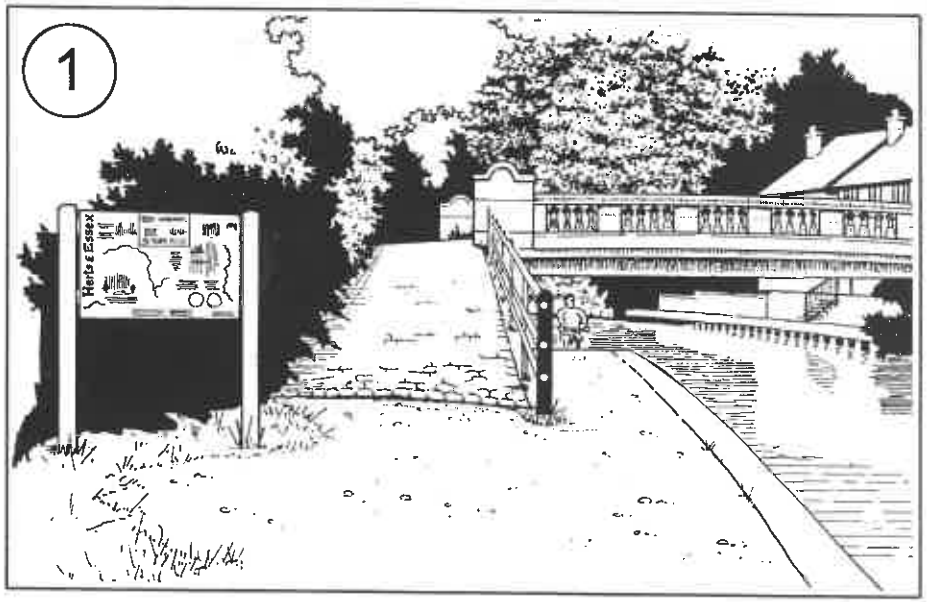
HERTFORD AND WARE CYCLING STUDY The Lee Corridor from Hertford to the River Stort : MAP 3



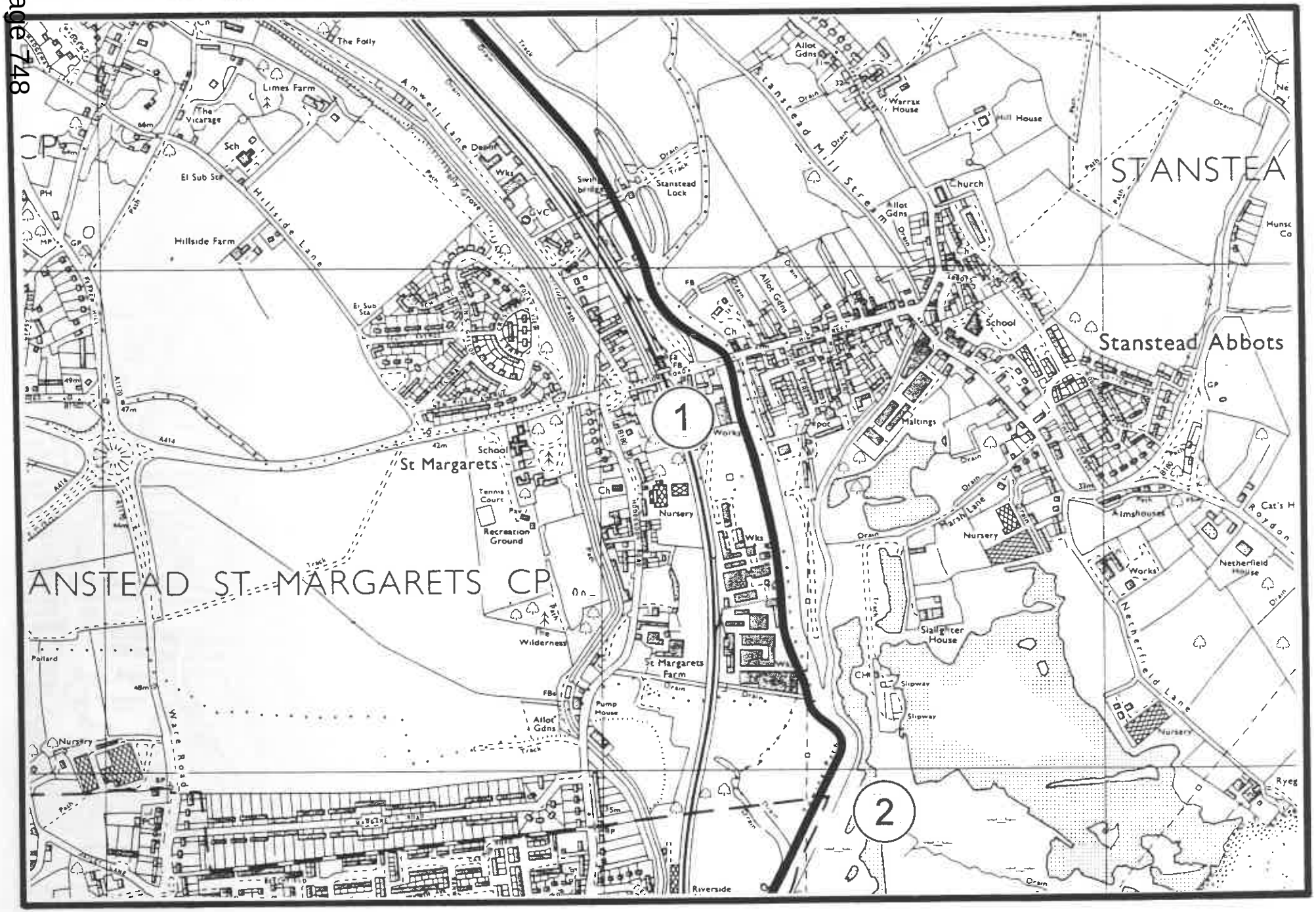
Map 4

1. Path goes under Station Road with a wide ramp from the south. This gives ready access to St Margaret's Station for the return to Hertford or Ware.

2. East Herts District Boundary.



HERTFORD AND WARE CYCLING STUDY The Lee Corridor from Hertford to the River Stort : MAP 4



Map 5.

1. Rye Bridge is another good access to a railway station; as well as a large adjacent population in Rye Park.

2. The Stort Navigation towpath is considerably narrower than that of the Lee Navigation. Nonetheless it has great potential for an attractive route through to Harlow and Bishops Stortford.

3. Canal towpath can be followed quite easily to Lee Country Park and Waltham Abbey. This is all a good recreational area for residents ofHertford and Ware.

HERTFORD AND WARE CYCLING STUDY The Lee Corridor from Hertford to the River Stort : MAP 5

Map 6: The Cole Green Way

The one existing traffic-free route in the area which is formally designated for cycling is the Cole Green Way which is a narrow cinder surface path which makes use of the old railway from Hertford to Welwyn Garden City. The Way as at present constituted has a number of rather unsatisfactory features.

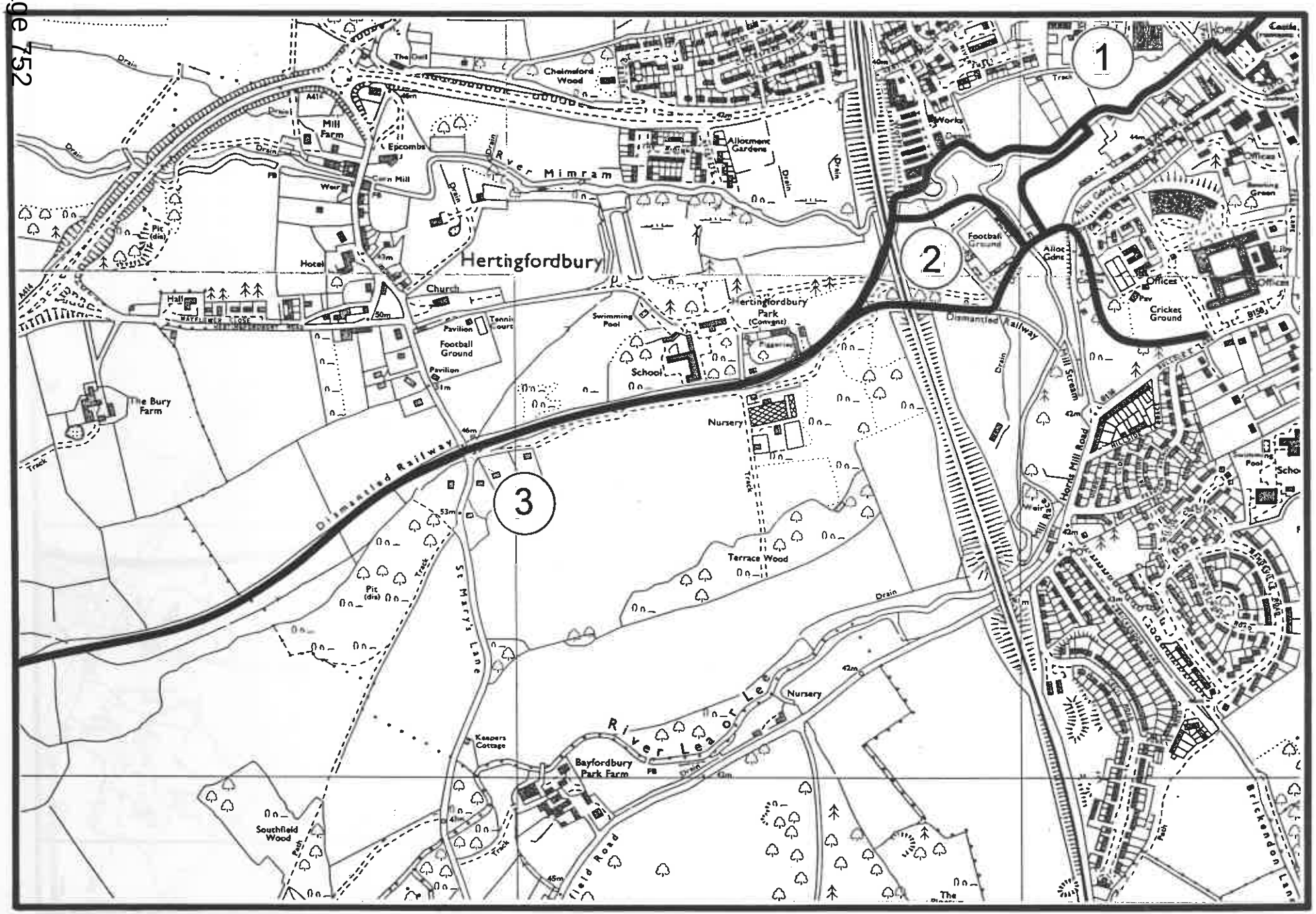
The only totally safe excursion which can be made using this route is out and home. There is no safe cycle route between the centre of Hertford and the eastern end of The Way. At its western end, The Way currently terminates at the A414 Hatfield Road, which is completely unsuitable for cycling and does not constitute a useful destination.

1. Possible extension back to Hertford North station, described in Appendix 4.

2. Access to the eastern end of Hertford Football ground. Informal parking.

3. Bridge across St. Mary's Lane.

HERTFORD AND WARE CYCLING STUDY The Lee Corridor from Hertford to the River Stort : MAP 6



Map 7

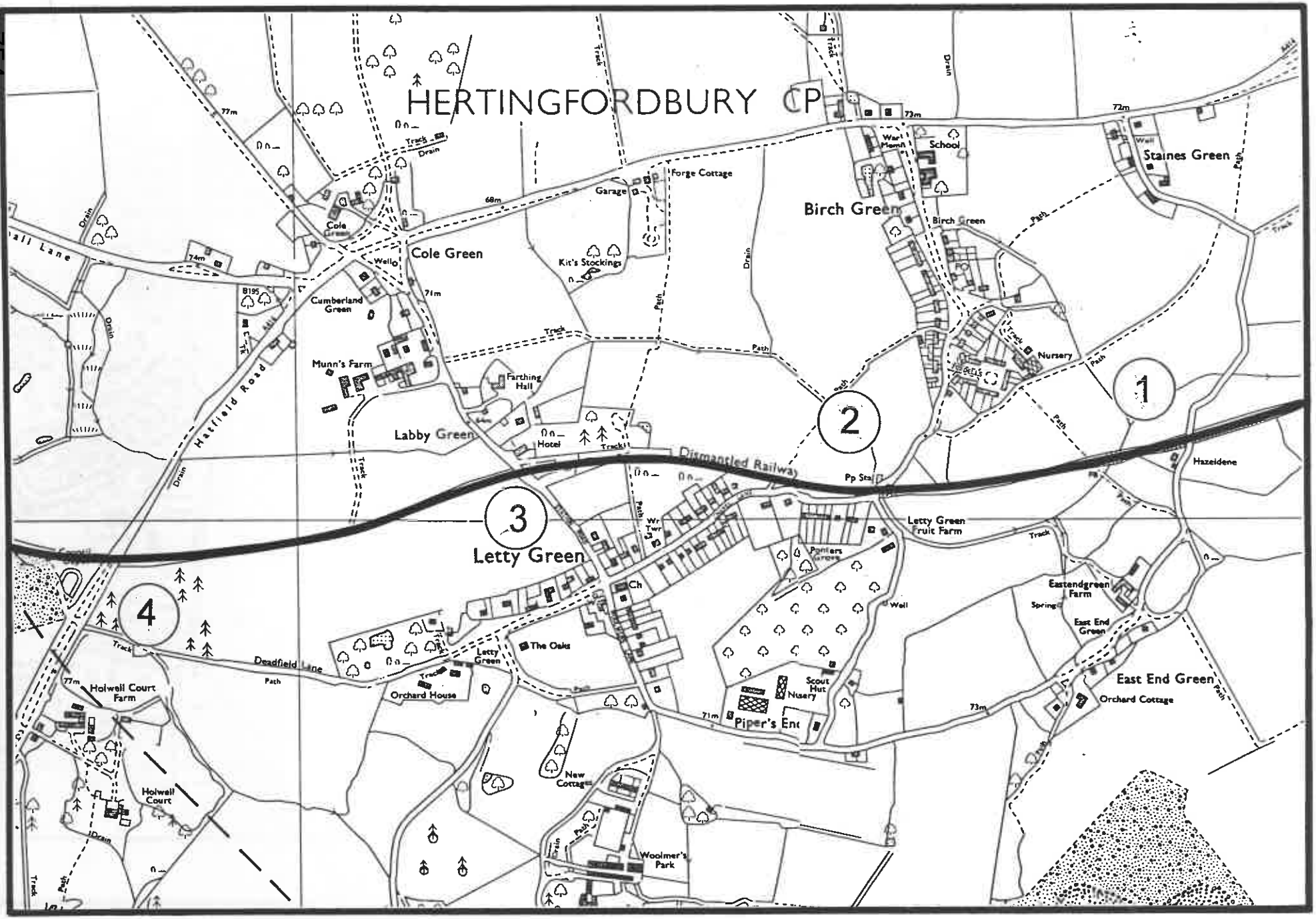
1. Bridge under road blocked. Steep ramps up to cross over road. Access needs improving.

2. Poor accessto Birch Green from bridge. Steps to south-east of bridge. Steep and overgrown ramp to north-east of bridge, also used by horses with muddy surface. *Access needs improvement.*

3. Main access at Cowper Arms by road up to car park and picnic area on old sidings.

4. Way currently terminates and is blocked at A414 Hatfield Road. Construction at the west end of the new Cole Green Bypass will provide a subway under the dual carriageway through which bicycles may readily pass, but will only carry the status of footpath. This should be enhanced to cycleway status with appropriate approach ramps.

HERTFORD AND WARE CYCLING STUDY The Lee Corridor from Hertford to the River Stort : MAP 7

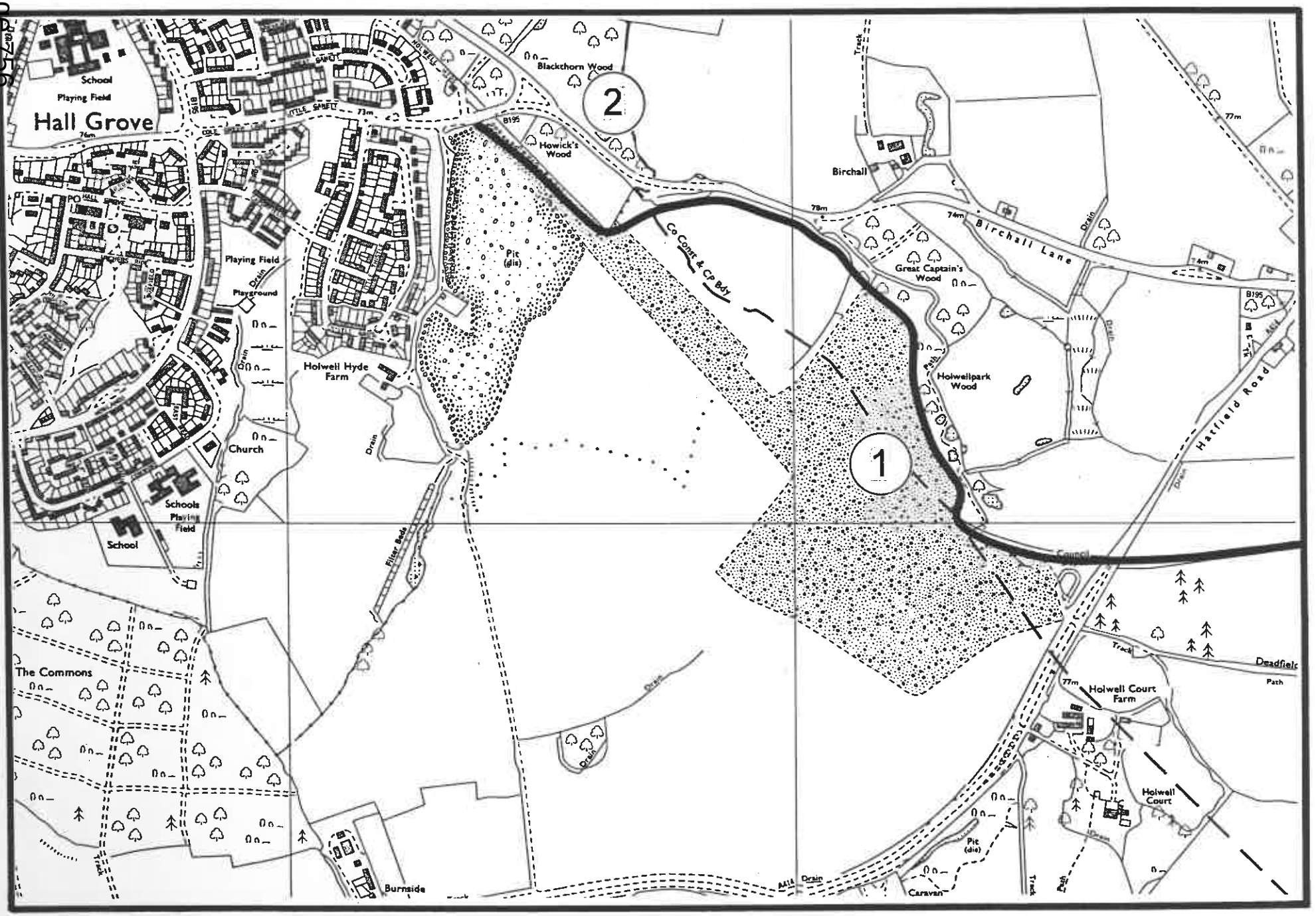


Map 8

1. Between Hatfield Road and Cole Green Way, Welwyn Garden City, the line of the old railway has largely been lost, with landfill on the site of the old gravel workings. It is expected that Hertfordshire Groundwork Trust in conjunction with Redlands,the owners of the land, will construct a new path along this route for completion by 1995.

2. Birchal Lane, B195, is busy, narrow and twisting. Although the opening of the Cole Green Bypass will relieve traffic at the the eastern end, the main part of this road will remain busy and totally unsuitable for cycling. The need for a safe way into Welwyn Grden City from the east renders the western extension of the Cole Green Way a matterof high priority.

HERTFORD AND WARE CYCLING STUDY The Lee Corridor from Hertford to the River Stort : MAP 8



Hertford and Ware Cycling Study

1994

Appendix 4

Other Route Proposals

Report prepared by Sustrans
for :
Hertford Civic Society,
Hertfordshire County Council,
East Hertfordshire District Council,
Ware Town Council.

A proposed network of cycle routes

As part of the study brief, Sustrans have devised a network of cycle routes which conform to the following criteria:

1. Make best use of the existing resources for cycling.

2. Special attention has been paid to crossing all busy roads by safe means. Where a grade-separated crossing is not feasible, due attention has been given to implementing measures which make the crossing as safe as possible.

3. Where the use of streets carrying motor traffic is unavoidable, to recommend such measures as are necessary to minimise the risks to cyclists.

4. Make connections between the main housing estates, the railway station, main areas of employment, shopping areas and sports and recreational facilities.

5. Where possible, to follow routes which are visually attractive.

6. Keep the costs of necessary extra works to a minimum, consistent with the other considerations above.

Components of the proposed network

The main elements of the proposed network are as follows:

1. A principal route which runs along the valley of the river Lee, making use of much of the existing towpath. Implementation of the first phase of this route will connect the two town centres and give ready access to Glaxo's. This route offers a level and easy route which has a largely rural aspect and has a high amenity and recreational quality.

   Future extensions of this route will continue down the river to Hoddesdon and give access to the Lee Valley Country Park. Upstream, a short extension would run up to the County Council offices at Goldings.

2. The Cole Green Way is an existing railway path, which at present is not well used as the end points are not readily accessible. Extensions of the path back to Hertford North station, Hertford Castle and County Hall would greatly improve the value of this route. At the other end, there are plans to extend the Cole Green Way to the edge of Welwyn Garden City. Further extension along the line of the old railway as far as Tewin Road would provide a good, level and attractive route between two urban centres.

3. A route from Hertford town centre to Ware via St Leonard's and Ware Park. This offers an attractive alternative to the towpath route and the possibility of a circular route.

4. A number of suburban routes radiating from the centre of Hertford:
   a. An eastern loop serving the Caxton Hill Industrial estate, the Foxholes Business Park, and the University.
   b. Queens Road, Mandeville Road and Brickendon Lane.
   c. Sele estate and Sele school, with a southern loop via Ladywood Road.
   d. Bengeo via Molewood Road.

5. A number of suburban routes radiating from the centre of Ware:
   a. Poles Lane.
   b. Glaxo's, Chauncy School and The Hyde.
   c. The southern suburbs and Presdale School.
   d. Trinity Centre and Great Cozens.
   e. Wodson Sports Centre and Thundridge.

Route details

The following sections contain detailed descriptions of recommended routes.

Map key

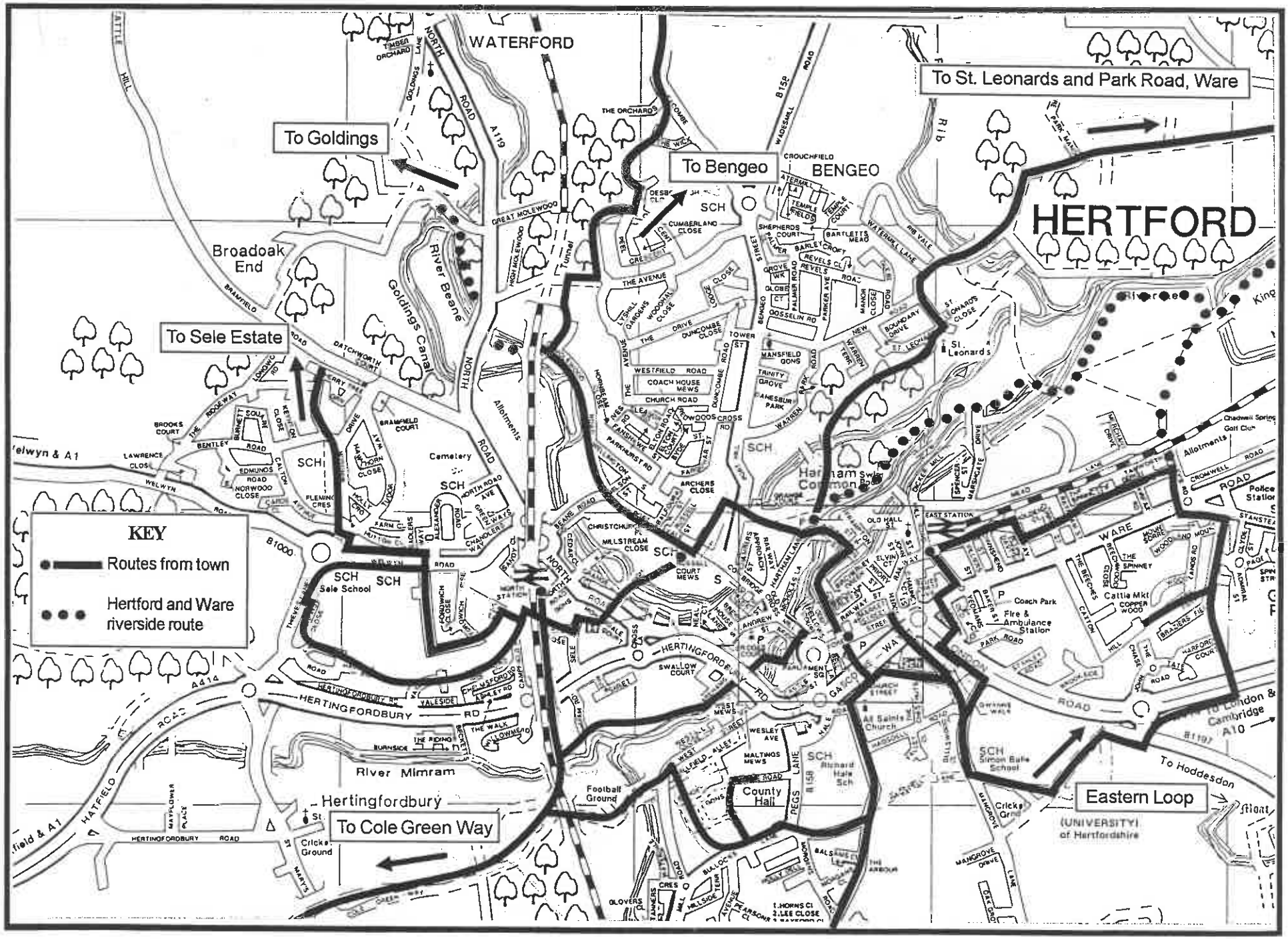
Each route is described by annotated maps and text. The route is shown on each map section, together with salient points identified by number or letter. The information is also amplified by supplementary maps, and stylised plans and sections.

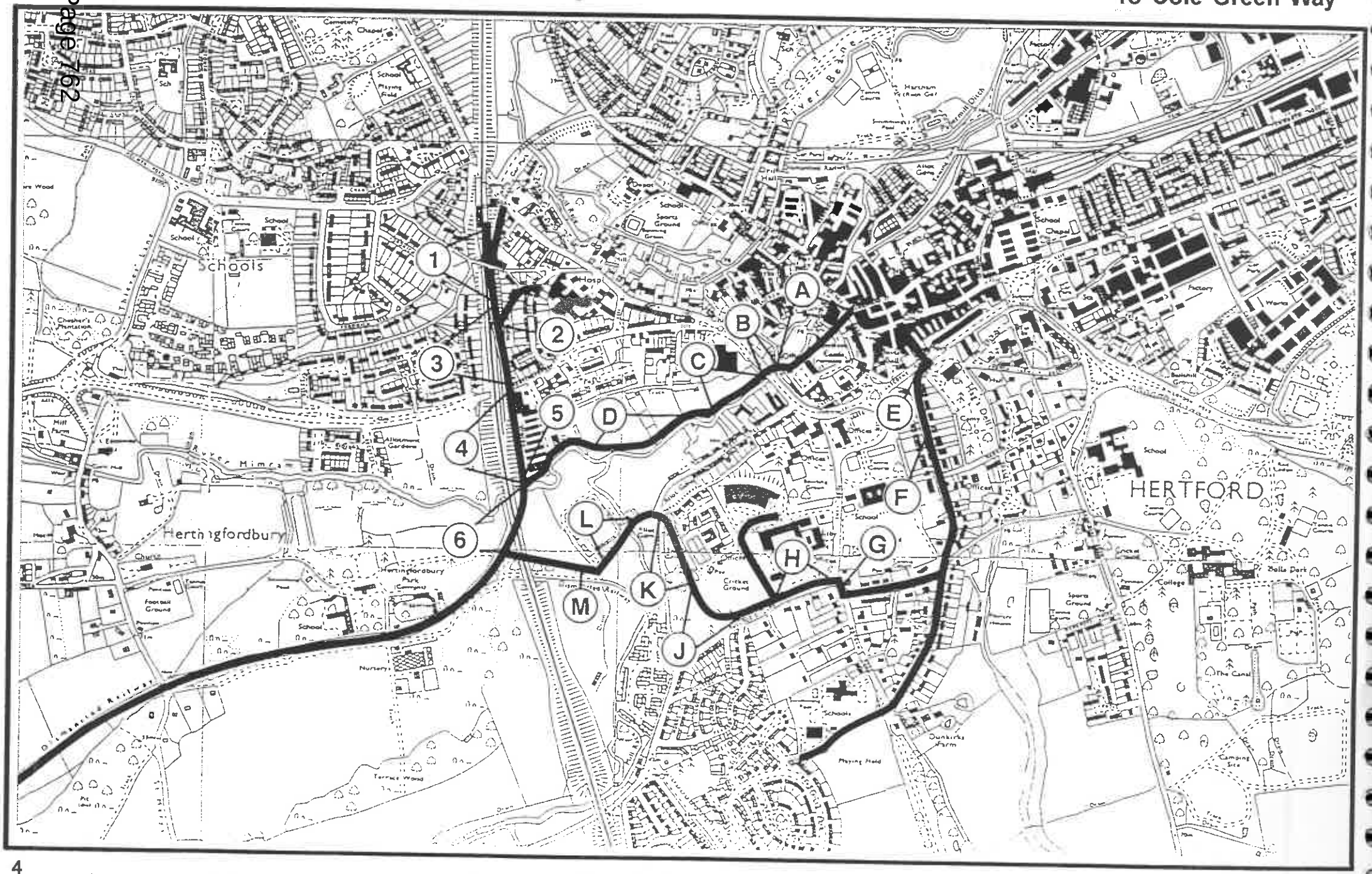
Text key

The main body of the text pages is devoted to an explanation of the points identified on the map by number and letter.

The works required to create a safe and satisfactory route are identified in the text. Work which is regarded as essential is identified by ***bold, italic and underlined text like this.*** Work which is seen as desirable, but not essential is identified by ***bold and italic text, not underlined, like this.*** Important constraints are identified by **bold, Roman text, like this.**

Map showing proposed routes in Hertford




1
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A
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Schools
HERTFORD
Hertingfordbury
River Beane
River Mimram

Cole Green Way extension to Hertford North Station and links to Hertford Castle and County Hall

The Cole Green Way can be made much more attractive to cyclists, not only by the proposed extension towards Welwyn Garden City (already in hand) but by an extension back to Hertford North station.

1. *Construct new path for total of 700m*, fenced off from tracks, along disused railway land south from Hertford North Station. *Construct ramp* up from booking hall on North Road. *Construct ramp* up to footbridge.

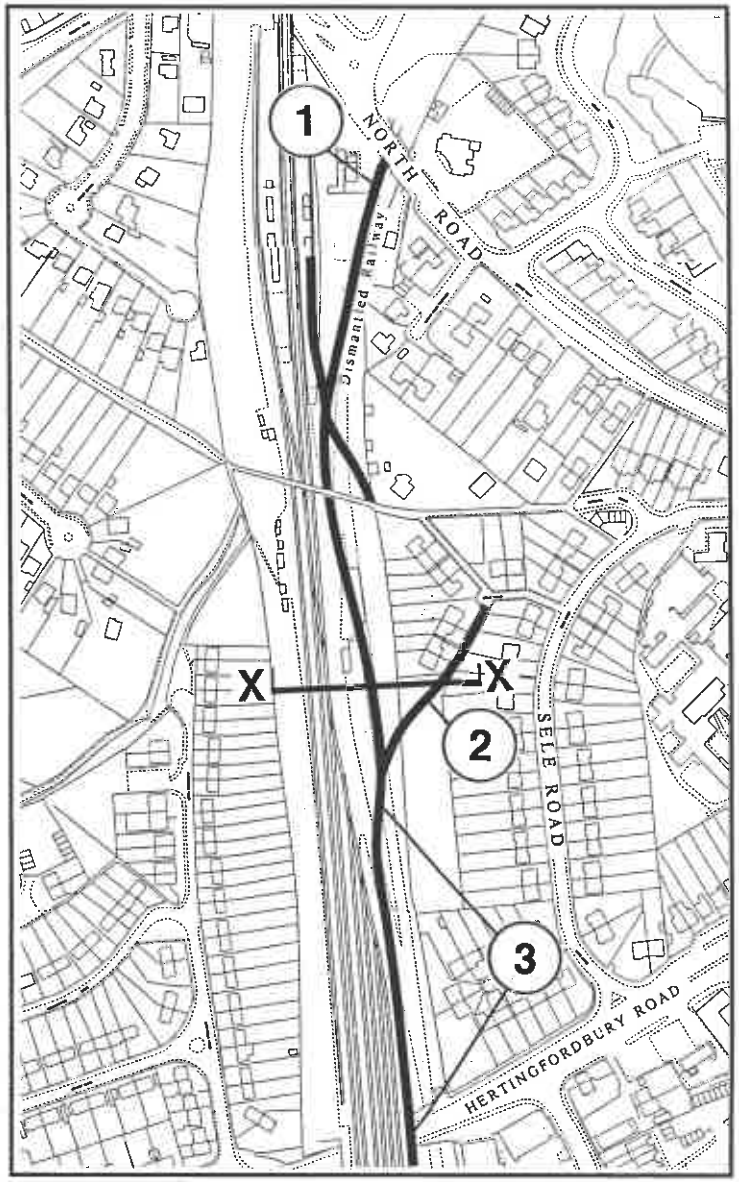
2. Link from the proposed Port Vale to Sele Estate route via a cul de sac off Sele Road that runs to the allotments. *Construct a new path on ramp* down the bank on railway land to join the path from the station.

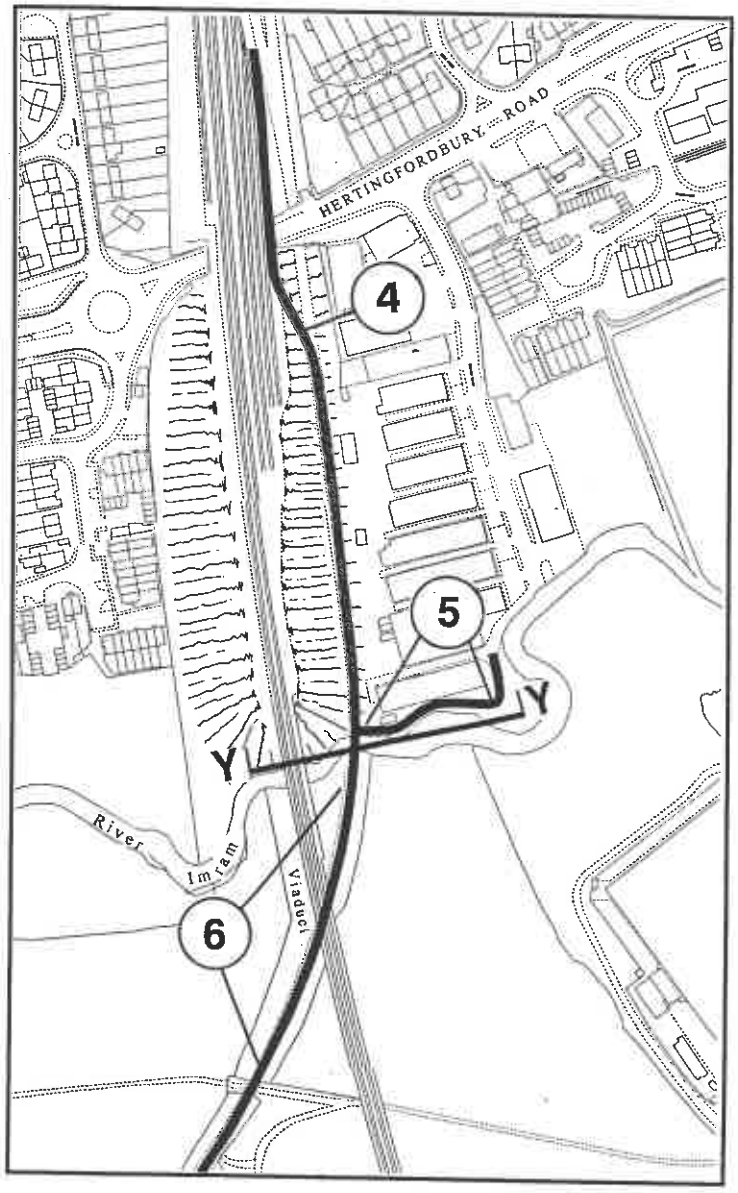
3. *New path ramps up* to the sidings. On the bridge over Hertingfordbury Road, there is a 4m space between the rails and the parapet; allowing 2.35m width of path. *Alternatively construct new side bridge* over the main road supported by the wing walls of the railway bridge.

4. *New path ramps down* to rejoin line of old railway, and drops below level of present line.

5. There is at present some foot traffic over the pipe bridge on the River Mimram. *Construct new bridge and new path* into the southern end of Mimram Road.

6. A rough and overgrown path follows the line of the old railway up to a point near the start of the present Cole Green Way. *Construct new path for 100m along this line*.




HERTINGFORDBURY ROAD
4
5
Y
Y
River Imram
Viaduct
6

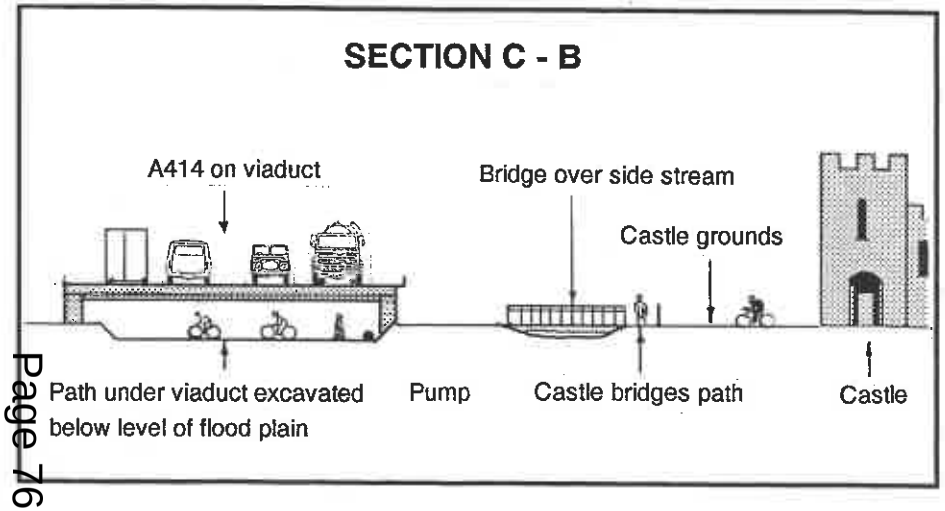
Link from Hertford Castle

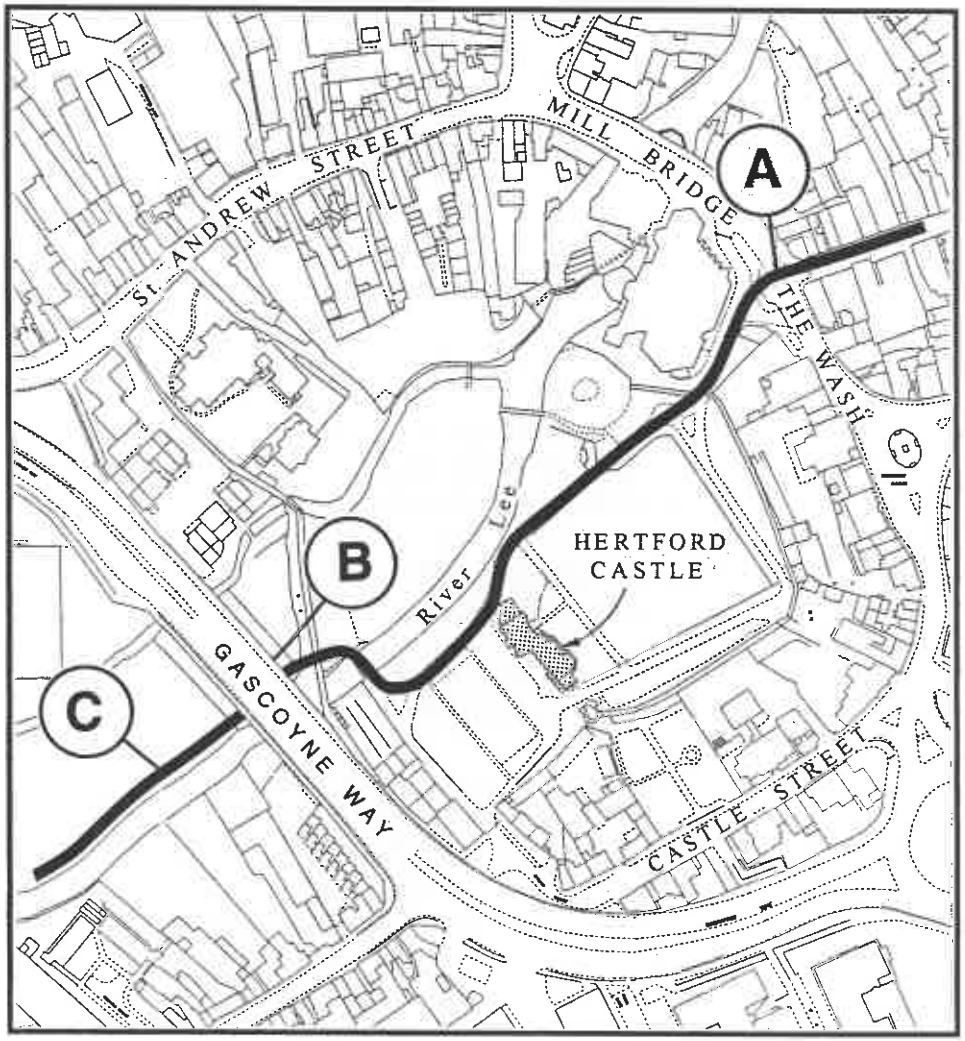
A. Cycle path starts at Pelican crossing by Castle Hall opposite Maidenhead Street and traverses grounds of Hertford Castle to leave by gate in north-west corner of grounds..

B. Cross Castle Bridges path and *construct new bridge over stream. Construct path under side span* of viaduct on A414 and *increase headroom by excavating to depth of 2m. Install pump for drainage.*

C. *Negotiate access and construct new path for 700m* across meadows in private ownership on north side of river.

D. Join Cole Green Way by the new bridge on the Mimram.





Link from Church Street and County Hall

E. From Fore Street, take Church Street and pass under Gascoyne Way by subway, which is too narrow for cyclists to ride. *Construct standard access control* at right angled bend at foot of ramp at southern end of subway.

F. A gentle climb up Queens Road and along Highfield Road. Apart from the large number of parked cars, these roads are generally quiet.

G. *Cross at splitter island* at junction of Bullocks Lane, Pegs Lane, Highfield Rd and Morgans Road. *Some extra traffic calming measures at this junction would be beneficial.*

H. *Shared use of broad footway for 100m* along north side of Bullocks Lane by County Hall.

J. *Reconstruct existing paths for 500m in total* through County Hall Woods round south and west side of Cricket Ground.

K. *Construct new path* down through meadows which form part of County Hall Woods, aligned to reduce gradient as far as possible and avoiding steps down onto West Street.

L. Follow existing road from West Street down to Football Ground.

M. Present end point of Cole Green Way.

Costings

Costings of the three components of this route are listed below.

Extension along old railway

Works required	Qty	Unit cost	Total cost
New path construction	800m	20/m	16 000
Land acquisition	800m	4/m	3 200
Ramp construction	4	2 000	8 000
Footbridge	1	3 000	3 000
Signing	0.8 Km	1 000/Km	800
Total			**31 000**

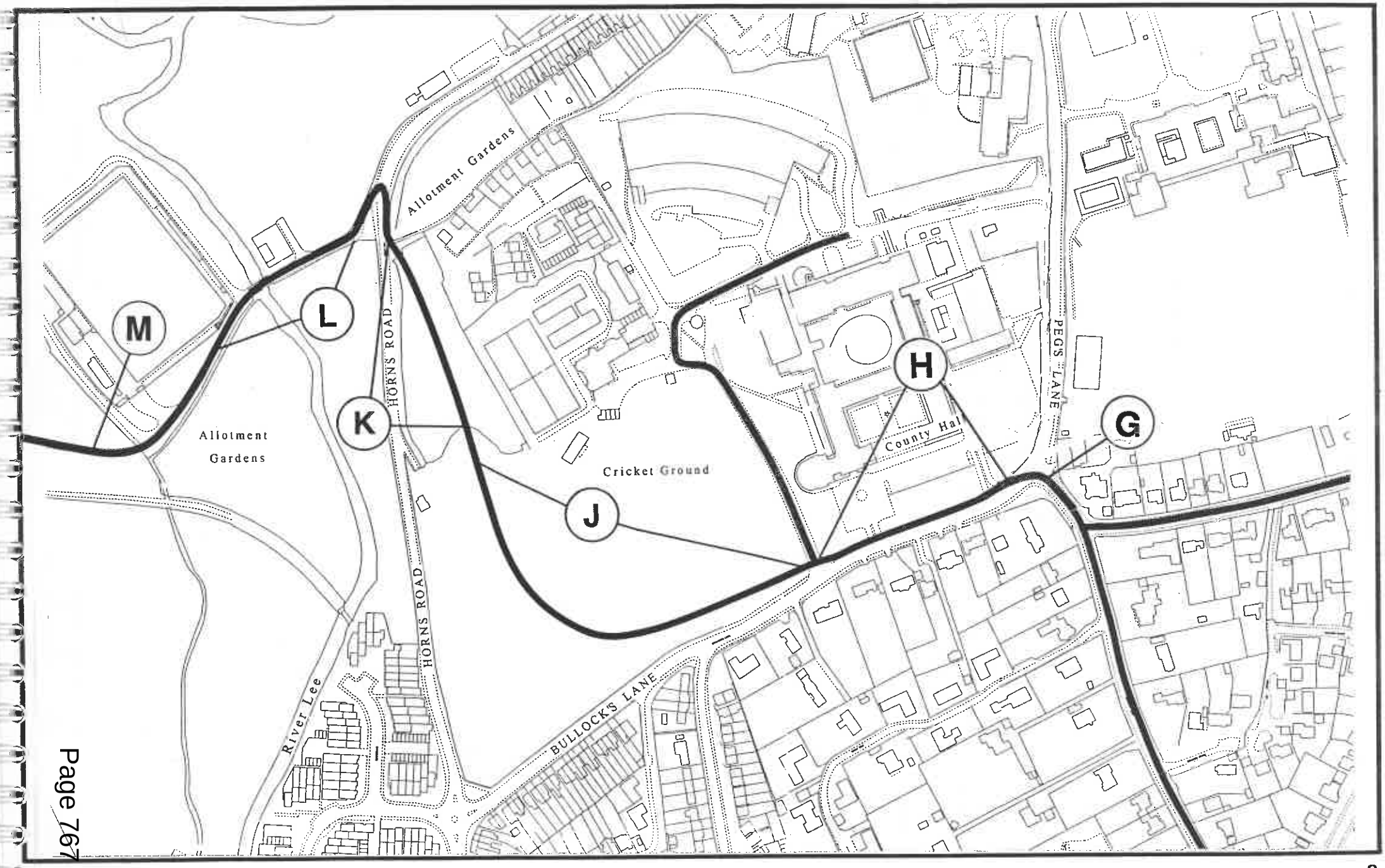
Link from Castle

Works required	Qty	Unit cost	Total cost
New path construction	700m	20/m	14 000
Land acquisition	700m	4/m	2 800
Footbridge	1	3 000	3 000
Pump	1	2 000	2 000
Signing	1.0 Km	1 000/Km	1 000
Total			**23 000**

Link via County Hall

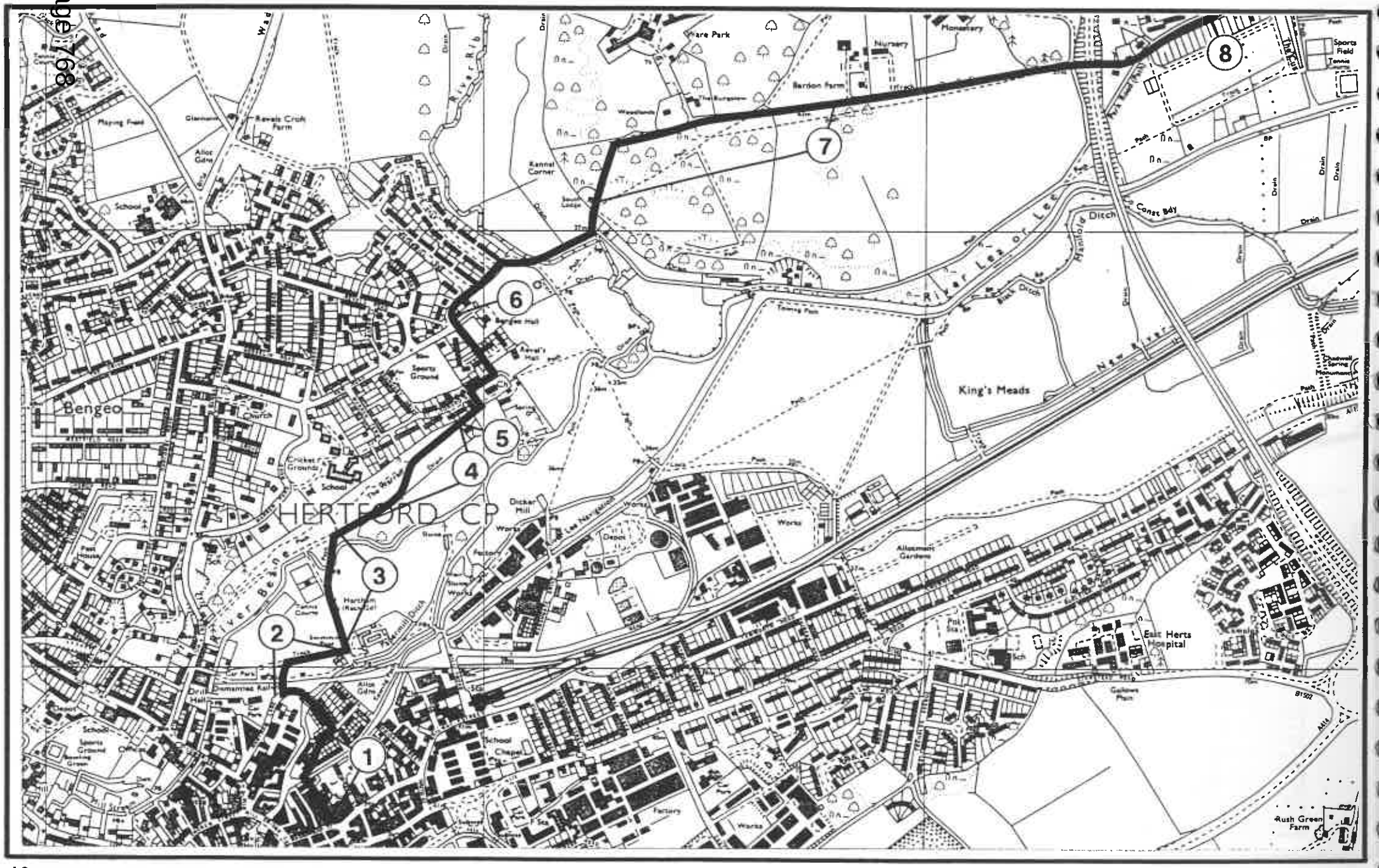
Works required	Qty	Unit cost	Total cost
New path construction	500m	20/m	10 000
Standard access control	1	500	500
Shared use of footway	100m	2/m	200
Signing	1.9 Km	1 000/Km	1 900
Total			**13 000**

Hertford and Ware Cycling Study



Hertford and Ware Cycling Study

To St. Leonards and Park Road, Ware



Hertford Town Centre to St Leonards and Park Road, Ware

This route lies largely along existing traffic-free roads, has an attractive rural aspect and can be implemented for very little cost. Together with the towpath route, it makes a very pleasant circular ride.

1. Access from the town centre is along Bull Plain and the Folly into Thornton Street (see the description of the route to Bengeo).

2 Cross carpark. *Drop kerb required* to footway on northern side. Access to Hartham swimming pool.

3. Take narrow tarmac path across Hartham Common and cross stream by eastern of two bridges.

4. Turn right onto 2.5m tarmac road, completely traffic free which runs along the foot of the Warren.

5. A gate at the top of the road which some cyclists may find difficult. *Replace with standard access control.*

6. Follow Ware Park Road to foot of climb up to Ware Park.

7. At this point, the official right of way (a 'road used as public path') strikes off to the right and is largely overgrown. Further east this right of way is completely lost where it converges onto the farm road. *Negotiate right of way* along existing estate and farm road through to the bridge over the A10. *Provide standard access control* at the gate at Bardon Farm.

8. Route connects with the cycle routes in Ware at Trapstyle Road and Wengeo Lane.

Costings

Works required	Qty	Unit cost	Total cost
New drop kerb	1	500	500
Standard access control	2	500	1 000
Signing	3.3 Km	1 000/Km	3 300
Total			**5 000**

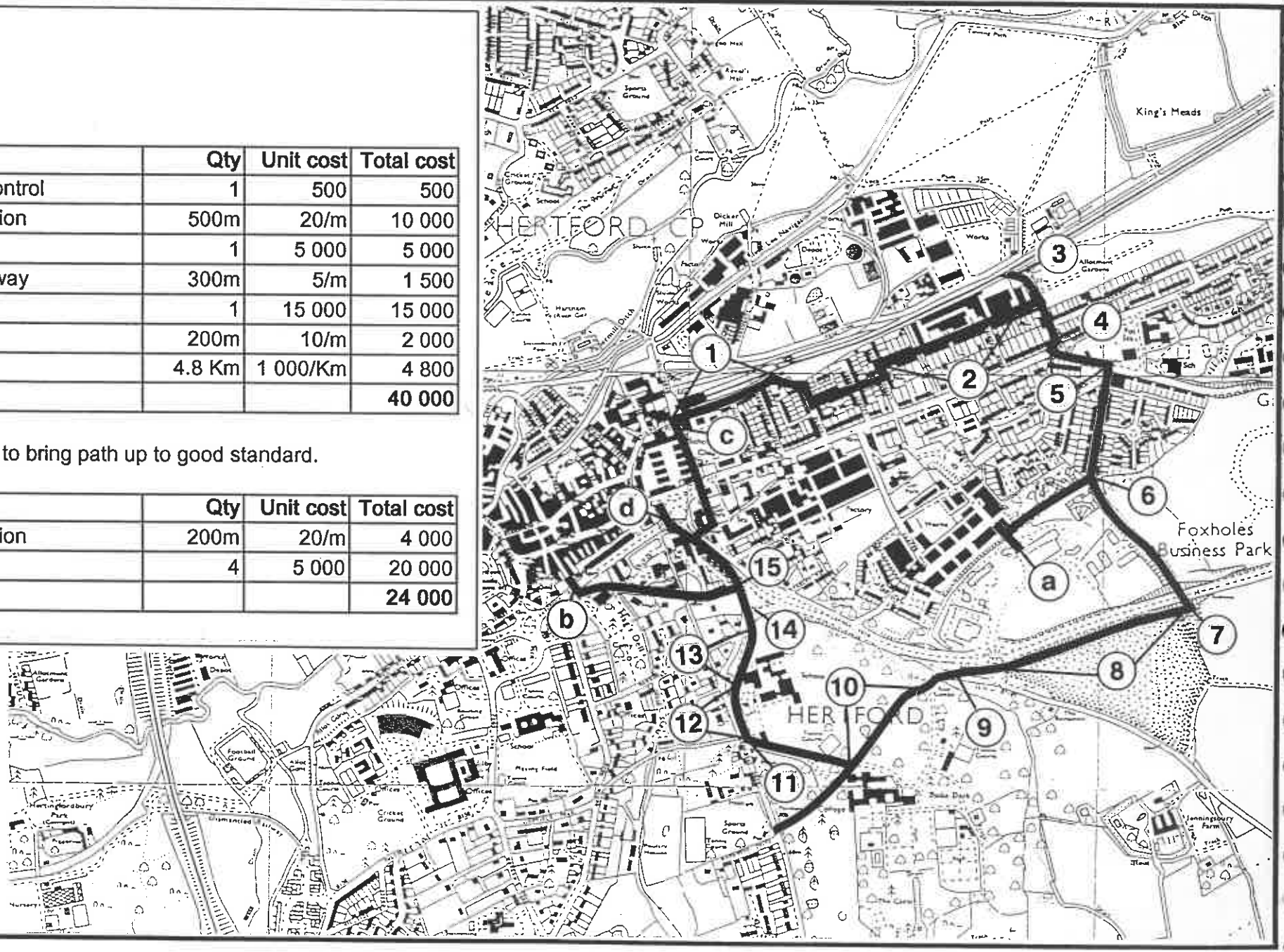
Costings

Essential work:

Works required	Qty	Unit cost	Total cost
Standard access control	1	500	500
New path construction	500m	20/m	10 000
Speed table	1	5 000	5 000
Shared use of footway	300m	5/m	1 500
Pelican crossing	1	15 000	15 000
Cycle lane	200m	10/m	2 000
Signing	4.8 Km	1 000/Km	4 800
Total			**40 000**

Extra work required to bring path up to good standard.

Works required	Qty	Unit cost	Total cost
New path construction	200m	20/m	4 000
Speed table	4	5 000	20 000
Total			**24 000**



Hertford Eastern Loop

A circular route connecting Hertford East Station, Ware Road, the eastern industrial estates, the University and Simon Balle School.

1. Route starts at Hertford East station. This section of Railway Street is dominated by car parking on the north side by rail travellers.

2. Talbot Street and Tamworth Road form a convenient alternative to Ware Road, and are quiet at normal times, but are inclined to get very busy when congestion on the Ware road is too bad at peak times. There is also a certain amount of commercial traffic destined for Tamworth Road. *Traffic calming required (speed table?) at Mill Road junction. The road should be raised to pavement level at all intersections along this route* to discourage through traffic.

3. From Mead Lane, access via foot level crossing to the Mead Lane Industrial Estate and the towing path route to Ware.
4. Cross by existing Pelican crossing just to west of Ware Road/ Stanstead Road junction.

5. *Shared use of footway for 100m* on south side of Stanstead Road. Drop kerbs already in place.

6. Continue along good path from head of Foxholes Avenue.
   a. Narrow 60cm informal path climbs hill to link up with Caxton Hill industrial estate and Foxholes Business Park. *Path needs reconstruction for 200m.*

7. Pass under A414 by broad subway.

8. *Construct new path for 500m* along edge of A414 over land restored from old gravel workings.

9. Cross old London Road (B1197) at splitter island.

10. Entrance to Balls Park and the University at Red Lodge. Members of the general public are not presently permitted to cycle in the Park. *Negotiate access for cyclists.*

11. One-way system. Southern gate is for exit, northern gate is for entry. *Provide contraflow cycle lane for 200m to northern gate.*

12. Way through to Simon Balle School, presently used informally as a short cut to/from the University. *Negotiate access for public use.*

13. *Shared use of footway for 200m.*

14. Use existing protected crossing with pavement widening at foot of Mangrove Lane to reach west side of Mangrove Lane.

15. At the far end of this loop, there are three branches:

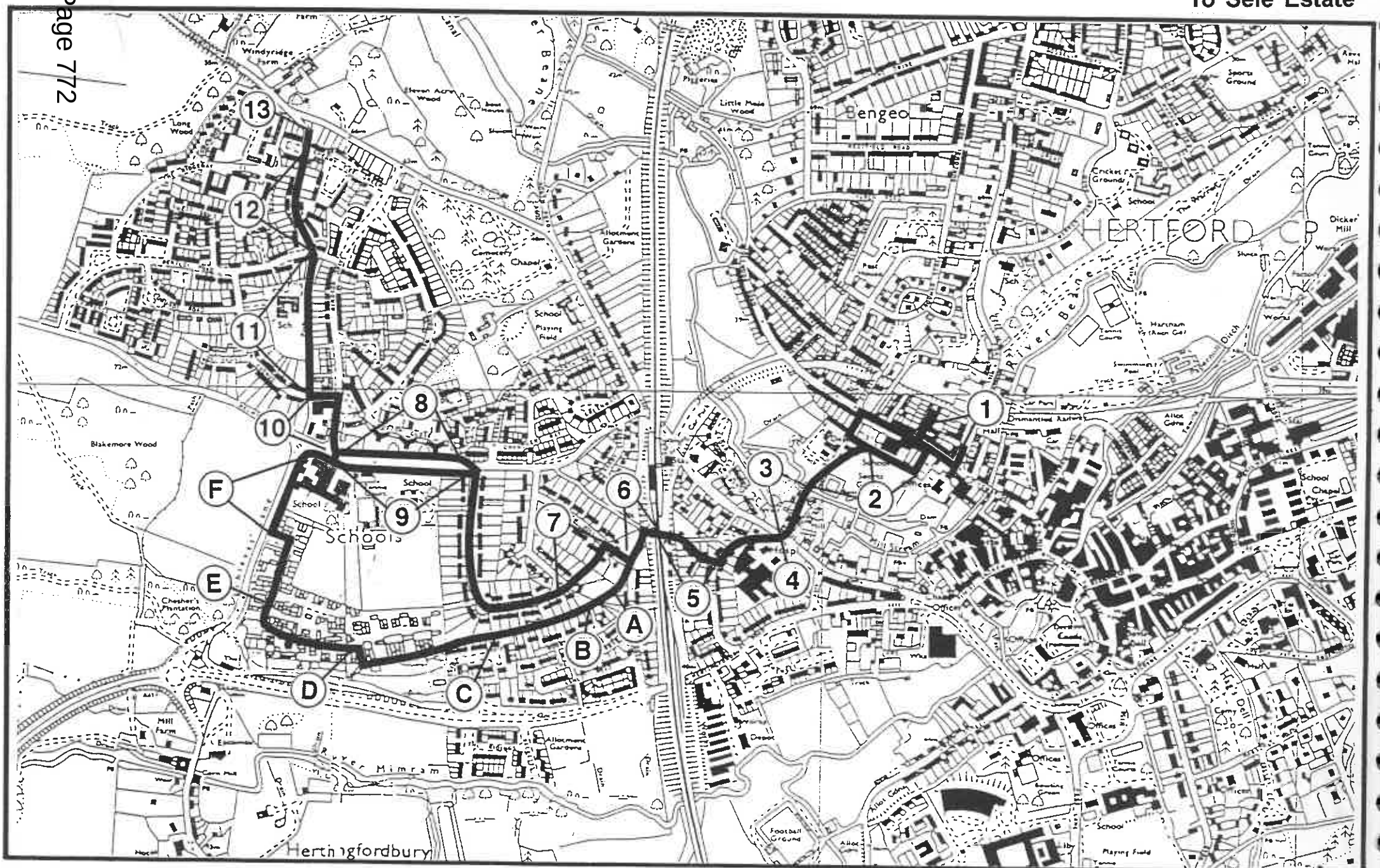
    b. Follow Church Path. Walk through Churchyard to access Church Street subway.

    c. Shared use of footway on west side of London Road to descend ramp to subway to Old London Road. This is 2.2m wide, which is wide enough for shared use, but is rendered unsuitable for cycling because of the right-angled bends at either end of the tunnel. *New Pelican crossing required* over Ware Road. *Traffic calming (speed table)* on Mill Road past Tesco's up to Hertford East Station.

    d. Western ramp up from Old London Road subway runs straight into ramp down to next subway. At 2.6m this is wider than the other subways, and although care is needed, the corner into the tunnel can be negotiated without dismounting. *Construct standard access control.* Ramp on northern side continues line of tunnel straight on up to east end of Fore Street.

Hertford and Ware Cycling Study

To Sele Estate



Hertford Town Centre to Sele Estate

At present, cyclists face considerable hazards reaching the western suburbs of the town. Opportunities are provided by the pending redevelopment of the McMullens sports field and Sele Mill sites. Safe routes to Sele School are included in these proposals.

1. Route starts from old railway via George Street or Port Hill.

2. Enter McMullens sports field either through the present entrance to the east of Mill Mead School or via McMullens depot to the west of the school. There are plans for residential housing on this field which include a riverside walk. It is important that a public route, suitable for cyclists is secured from Port Vale through to the river as part of any plans. *Construct new path for total of 150m.*

3. *Construct new bridge* over river and *continue new path* through Sele Mill which is now derelict. There are plans for redeveloping the Sele Mill site either for offices or for housing. *A public route through this site must be secured.*

4. Cross North Road at hospital by *new Pelican crossing* (or by *resiting Pelican crossing* west of Cross Lane) and go up hill to Sele Road (closed to motor traffic).

5. *Erect standard access* control at lower end of footpath (top end of Roystone Close) leading up to footbridge over railway. This should encourage cyclists to follow cul de sac off Sele Road, a better alternative which makes less use of narrow 1.2m footpath.

6. Cross footbridge 1.7m wide and turn sharp left into a 1.7m gravel path leading to the west. The path is narrow at this point and there is a blind bend which should be improved by *widening the path to 2.5m for 100m and cutting off the corner. Upgrade footpath status for this and the next section for approximately 300m to allow cycling.*

7. Turn up 2.1 m path head to Fordwich Hill and turn left along 1.7m path into Fordwich Rise.

8. Crossing of Welwyn Road by existing Pelican crossing and turn left along Welwyn Road. Existing footway can be *widened by use of very wide verge for 200m.*

9. Additionally, *construct new foot- and cycle-way* along verge on south side of Welwyn Road as far as Sele School. Provide *new Pelican crossing* over Welwyn Road to entrance to Sele School.

10. *Traffic calming (speed table?) required* at entrance to Windsor Drive. Large neighbourhood shopping centre at junction of Windsor Drive and Tudor Way.

11. Follow footpath section of Thieves Lane, with 1.5m tarmac. *Drop kerbs needed at each end. Upgrade footpath status to allow cycling.*

12. Upper end of Thieves Lane is quiet residential road.

13. Ramp for cyclists and pedestrians leads down on to Bramfield Road. Bramfield Road is not recommended as a route out of town because of the heavy lorry traffic up to the gravel pits on Tattle Hill.

Branch to Ladywood Road

From the rail footbridge, the path continues westwards, giving access off the side to Mount Road, Vale Side and Ladywood Road. From Ladywood Road, an alternative route runs up to Sele School.

A. An undulating 1.7m gravel path leads from the north end of the railway footbridge to the west. *Upgrade footpath status to allow cycling.*

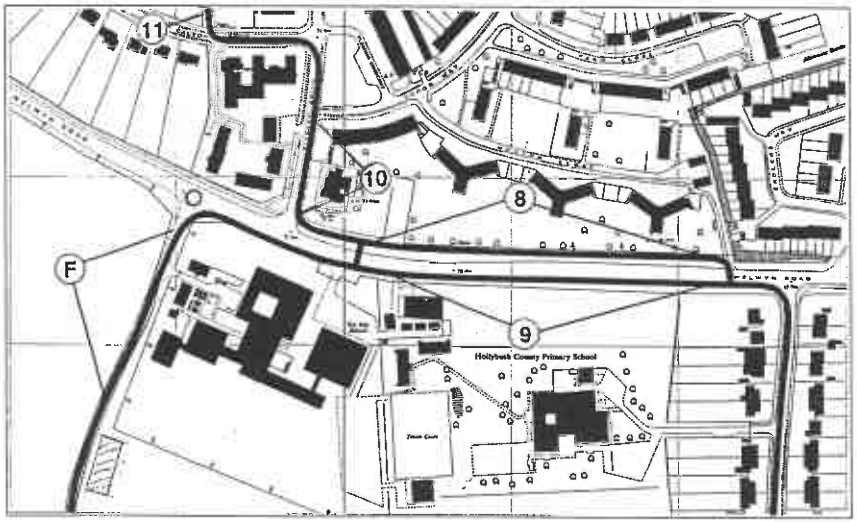
B. 1.4m path down into the top of Mount Road where a *ramp is required to replace 3 steps*.

C. *Replace 5 shallow steps with ramp* down to garages. Steep ramp then leads down to Vale Side.

D. Access at the western end of the path into the garage precinct off Ladywood Road.

E. *Shared use of footpath for 50m* through to Turpins Close .

F. *Shared use of footway for 20m* in front of houses on lower part of Thieves Lane. North of the houses, *path should be widened for 100m* by use of the verge. Access to Sele School from the south-west.



Costings

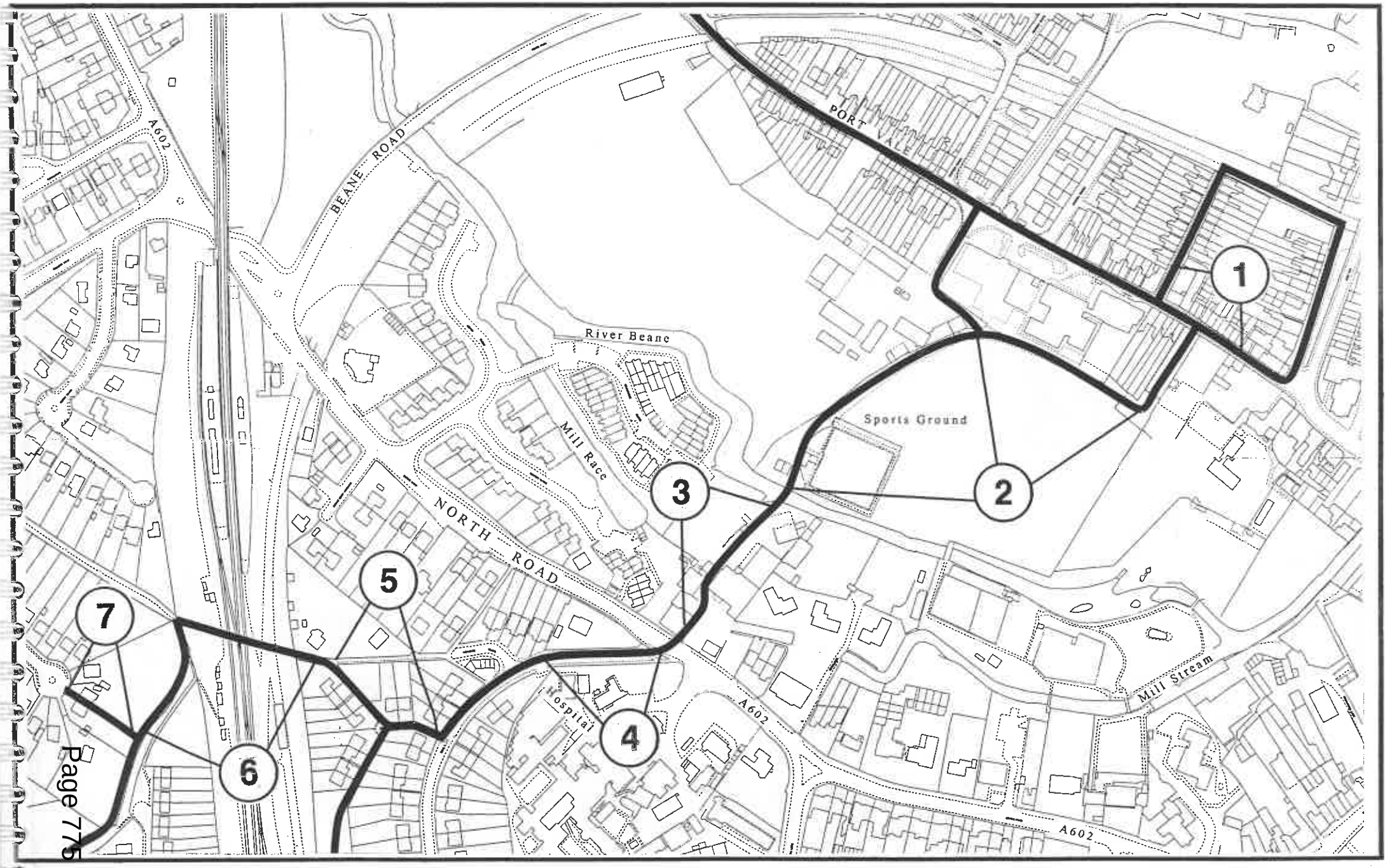
Essential work:

Works required	Qty	Unit cost	Total cost
New drop kerb	2	500	1 000
Standard access control	1	500	500
New path construction	150m	20/m	3 000
Path widening	500m	10/m	5 000
Speed table	1	5 000	5 000
Pelican crossing	1	15 000	15 000
Footbridge	10m	1 000/m	10 000
Shared use of footway	70m	2/m	140
Signing	3.8 Km	1 000/Km	3 800
Total			**43 000**

Extra work required to bring route up to high standard:

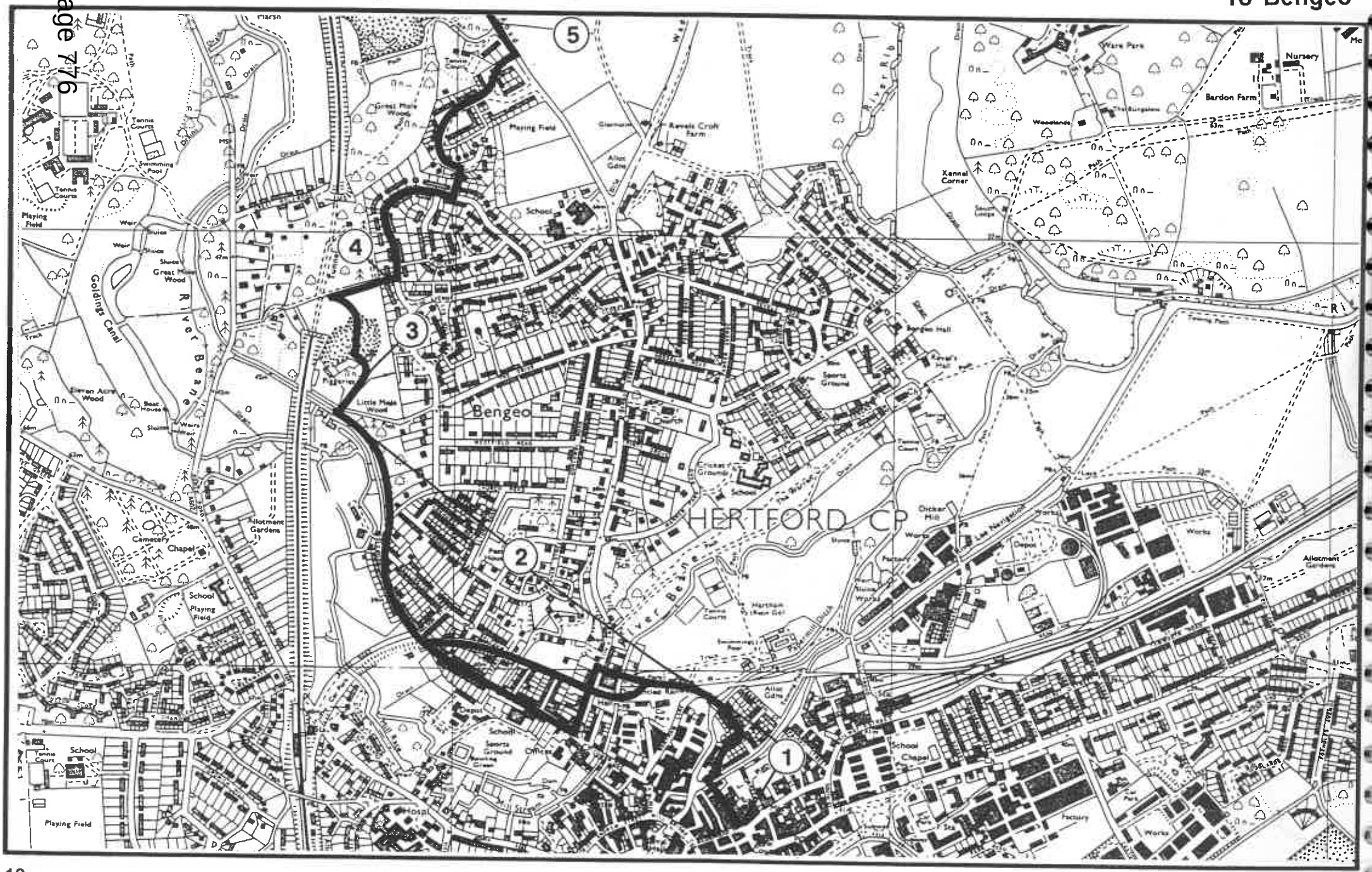
Works required	Qty	Unit cost	Total cost
Path widening	300m	10/m	3 000
Pelican crossing	1	15 000	15 000
Replace steps with ramp	2	150	300
Total			**19 000**

Hertford and Ware Cycling Study



Hertford and Ware Cycling Study

To Bengeo



Hertford Town Centre to Bengeo

From the town centre, a route leads through Folly Island to join the primary route along the Lea valley up to Goldings. After following this primary route for a while, the route branches off to the upper part of west Bengeo. The main road to Bengeo via the B158 is very unsatisfactory. The old railway bridge and the hill on Port Hill both pose considerable dangers for cyclists, with steep gradients and inadequate footways; whilst Byde Street is little better.

1. The safest access from the town centre is along Bull Plain and the Folly into Thornton Street. The streets in Folly Island carry no through traffic and already include some mild traffic calming measures in the form of textured road surfaces on the bends. *Construct drop kerbs* to provide a clear run for cyclists through the road closure at the north end of Thornton Street.

2. From Hartham Common to Molewood Road, this route follows the primary route along the Lea valley and up to Goldings. See the description of that route for details. (The costings for this section are included here).

3. From Molewood pumping station, take track that climbs up to and through the old quarry. *Negotiate a right of way through the old quarry. Construct a good path for 300m.* The upper part of the quarry is steep and would need to be carefully designed to reduce the gradient.

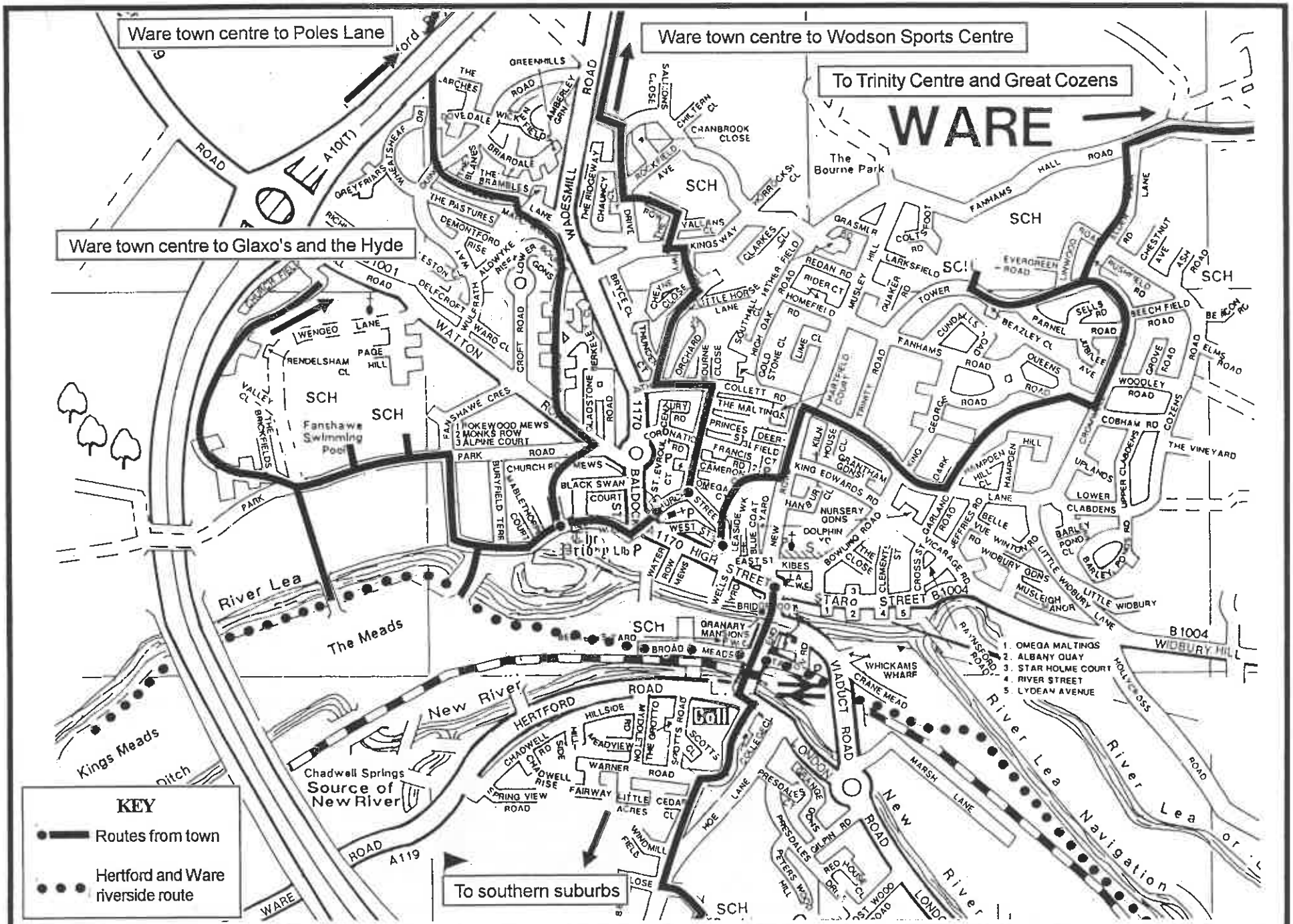
4. Go through path head into Cowper Crescent.

5. Onward connection via the Wick and the head of the cul-de-sac off the Wick to Saccombe Road.

Costings

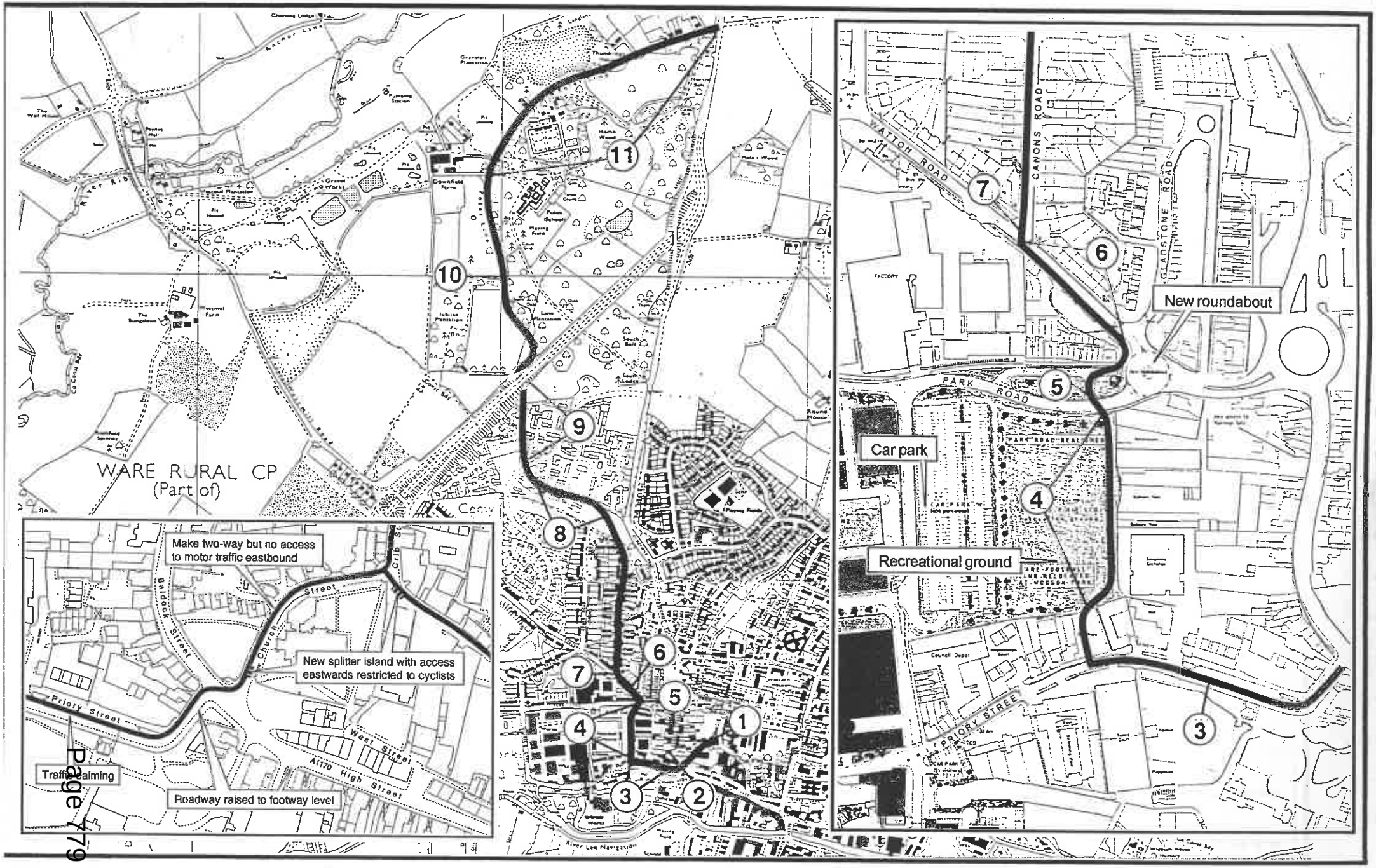
Works required	Qty	Unit cost	Total cost
New drop kerb	4	500	2 000
New path construction	350m	20/m	7 000
Land acquisition	300m	4/m	1 200
Speed table	- 2	5 000	10 000
Signing	1.4 Km	1 000/Km	1 400
Total			**22 000**

Map showing proposed routes in Ware



Hertford and Ware Cycling Study

Ware town centre to Poles Lane



Ware Town Centre to Poles Lane

This route provides access to the north-western part of the town and out to the country to the north.

1. Route starts from the junction of Crib Street and Church Street. *Make Church Street two-way, but with no access to motor traffic from the west for 100m.*

2. *Construct splitter island* at western end of Church Street. *Restrict access to east from Baldock Street/High Street for cyclists only. Raise level of west end of High Street to pavement level for 50m* to provide safe crossing point for cyclists from Church Street, the Library carpark and Priory Street, and to discourage through motor traffic from using the High Street.

3. *Traffic calming (speed table?)* along the lower end of Priory Street to discourage motor traffic for Glaxo's.

4. From carpark on north side of Priory Street, construction of a new path has already been offered by Glaxo's in return for planning consent for the construction of a multi-storey carpark on the site of the football ground on the west side of the Buryfields. *Ensure that the design of this path is cycle-friendly.*

5. *Protected crossing (pinch point?)* of Park Road. It is understood that planning approval has now been granted for the widening and realignment of the eastern end of Park Road and for the construction of a roundabout at the junction of Park Road and Watton Road. Cyclists turn right into service road at east end of Park Road, created by realignment of Park Road.

6. *Shared use of footway for 100m* in front of the New Rose and Crown and up the south side of Watton Road. This will enable cyclists to avoid the new roundabout planned for the Watton Rd/ Park Rd junction.

7. *New Pelican crossing* of Watton Road into Canons Road.

8. *Construct path for 100m* across public open space into Poles Lane. Poles Lane is 3m wide tarmac road with street lighting, which is almost completely traffic-free. It is the nearest thing Ware has at present to a purpose-built cycleway. *Erect access control* to prevent all except essential vehicles/owners vehicles.

9. Upper end of Poles Lane is 2m gravel path. Large subway at northern end leads to Downfield and Thundridge.

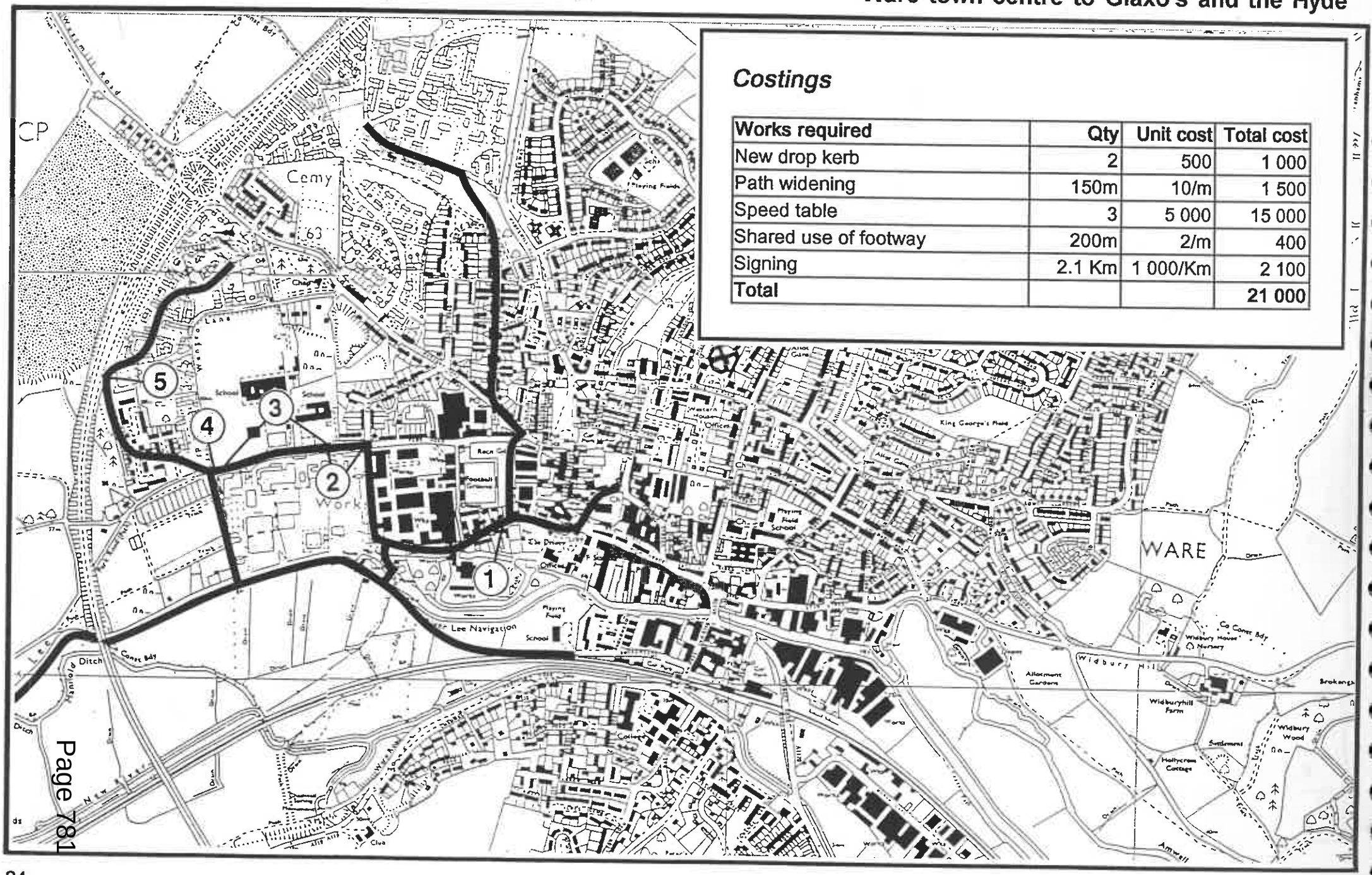
10. The lower lying parts of this path are badly drained and *need improved drainage and surfacing for 100m.*

11. Tarmac drive to the Sow and Pigs in Thundridge.

Costings

Works required	Qty	Unit cost	Total cost
Access control	1	1 000	1 000
New path construction	100m	20/m	2 000
Path maintenance and repair	100m	4/m	400
Shared use of footway	100m	2/m	200
Pelican crossing	1	15 000	15 000
Pinch point	1	8 000	8 000
Signing	3.1 Km	1 000/Km	3 100
Total			**30 000**

Ware town centre to Glaxo's and the Hyde



Costings

Works required	Qty	Unit cost	Total cost
New drop kerb	2	500	1 000
Path widening	150m	10/m	1 500
Speed table	3	5 000	15 000
Shared use of footway	200m	2/m	400
Signing	2.1 Km	1 000/Km	2 100
Total			**21 000**

Ware Town Centre to Glaxo's and The Hyde

This is an important route that gives access from the town centre to Glaxo's, by far the largest employer in Ware, and to Chauntsey's School. It continues on to the new suburbs alongside the A10 which are otherwise inaccessible except via the narrow upper reaches of Watton Road.

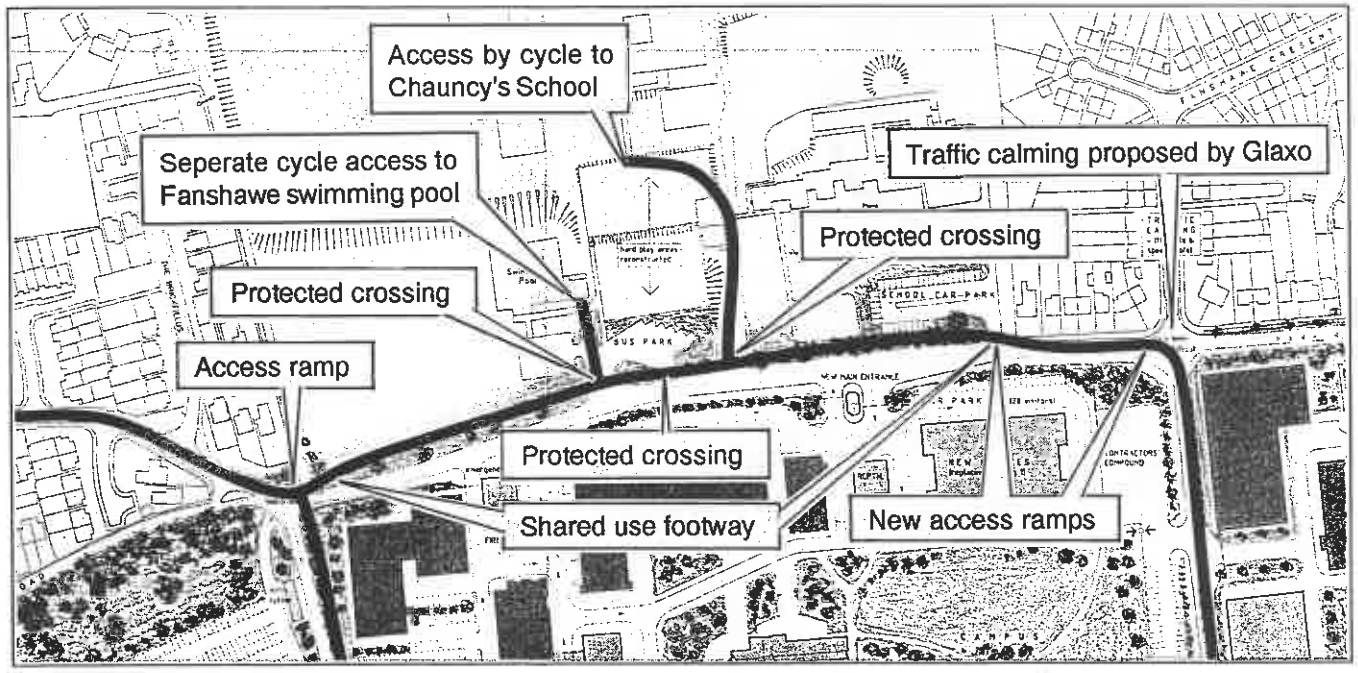
1. From the Poles's Lane route at Buryfields, continue along Priory Street and Harris Lane. Access to towpath route at Ware Lock.

2. *Traffic calming (speed table?) required* across Park Road immediately to west of proposed mini-roundabout at junction with Fanshawe Crescent. *Further traffic calming (speed table?) required* 50m further west at entrance to St.Catherine's School.

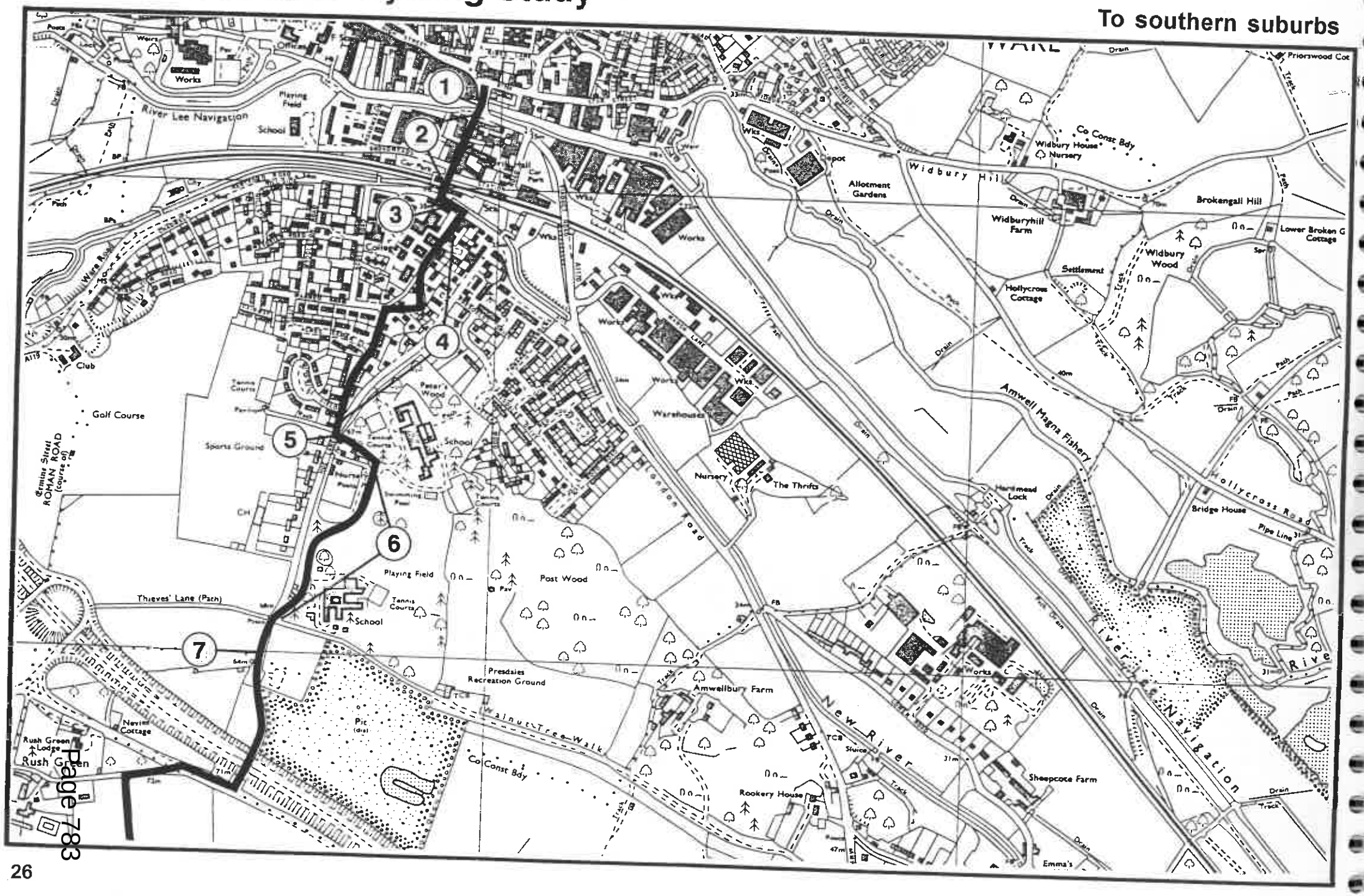
3. *Shared use of footway for 150m* on north side of Park Road. First 100m is separated from road by hedge. *Mark cycleway across entrance* to buspark at Chauntsey's School. To the west of the school entrance, *widen footway for shared use for 150m* by using part of wide verge.

4. *Traffic calming required (speed table?)* across Park Road at junction with Wengeo Lane and Trapstyle Road, and entrance to Glaxo's western carpark. Access by footpath down to new footbridge and towpath route. *Remove cycling prohibition* on this path.

5. *Shared use of 50m length of footpath* between head of Trapstyle Road and The Hyde. *Drop kerbs required* at either end.



Hertford and Ware Cycling Study



Ware Town Centre to southern suburbs

1. At present cyclists face considerable problems at the High Street/ Bridge Foot/Star Street roundabout. There is also a prohibition on right hand turns from Bridge Foot (Ware Bridge) into Amwell End. The traffic calming proposed for the town centre in another section will enable cyclists to reach the northern end of Amwell End safely.

2. The main hazard for cyclists in Amwell End is cars parked en echelon on west side of road. *Traffic calming (speed tables?) required* at either end of Amwell End. Access to station.

3. Cyclists should walk from southern end of Amwell End to the existing Pelican crossing to the east and then turn into Walton Road.

4. Walton Road provides a steep way up Presdales School, but is much safer than Hoe Lane. Access to back gate of Hertfordshire Regional College.

5. *Provide safe crossing (splitter island?)* at top of hill into drive into Presdales School.

6. *Negotiate permission for public* to follow road in school ground to Pinewood School to come back onto Hoe Lane at Walnut Tree Walk turn.

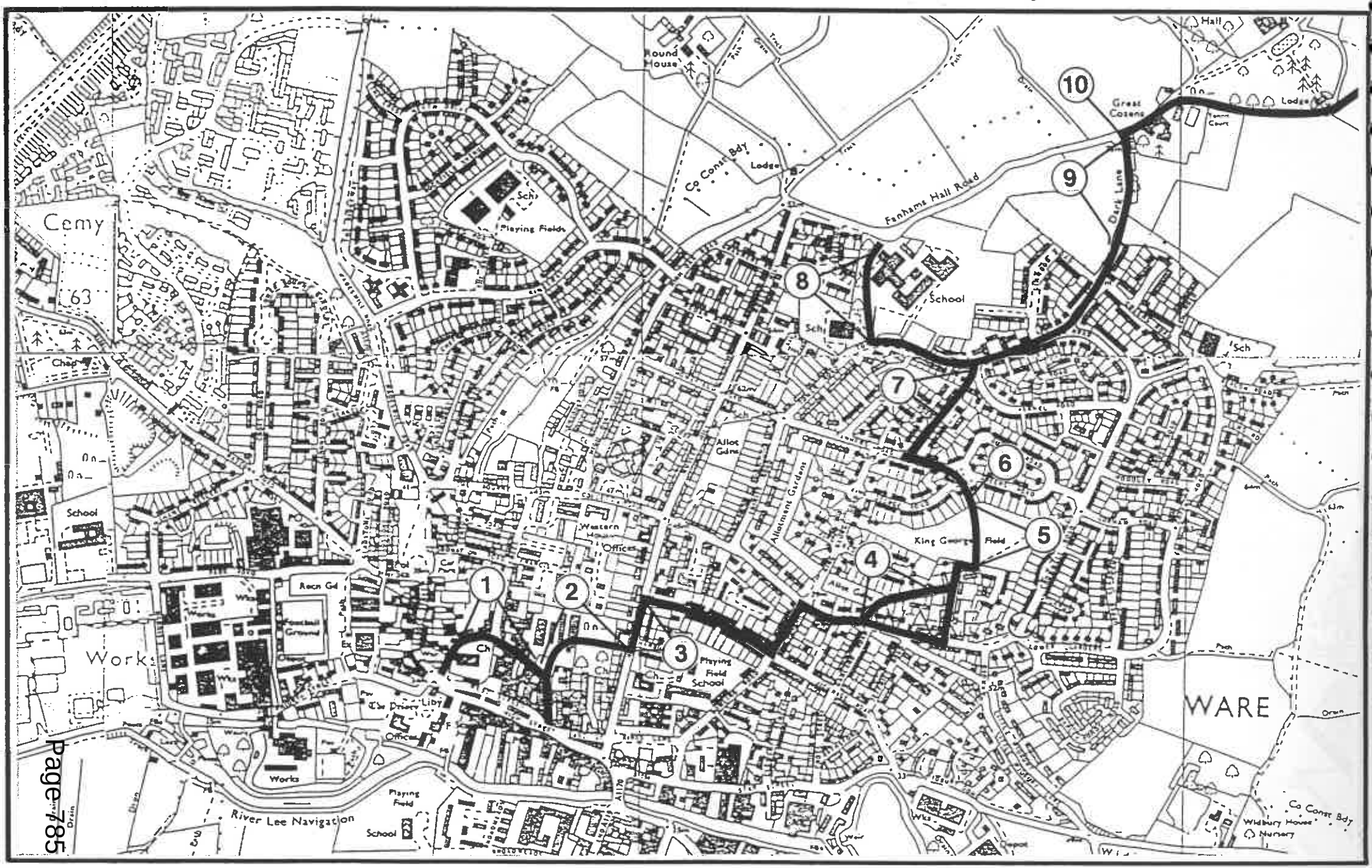
7. Out-of-town route to Hertford Heath.

Costings

Works required	Qty	Unit cost	Total cost
Speed table	2	5 000	10 000
Traffic island	1	4 000	4 000
Signing	1.1 Km	1 000/Km	1 100
Total			**15 000**

Hertford and Ware Cycling Study

To Trinity Centre and Great Cozens



Ware Town Centre to Trinity Centre and Great Cozens

This route provides a safe and attractive route out to the north-east corner of Ware. The fine views from King George Field are particularly noteworthy.

1. Church Street to be made two-way, but with no access for motor traffic from the western end, effected by a splitter island at the Church Street/Crib Street junction.

2. Leave Church Street via Tesco carpark and exit onto New Road. *Mark out cycle path* through car park.

3. *Traffic calming required (speed humps?)* along New Road for 100m.

4. Dark Lane is a steep gravel road, at least 2m wide. Narrows to footpath just at the top before entering Hampden Hill Close, but there is room between fence-lines to *widen path to 2m for 100m.* Whereas Dark Lane provides a gentler gradient for cyclists travelling north, cyclists coming in the opposite direction descend steeply onto Musley Lane and visibility is poor at this point. *Divert downhill cycle traffic* down Hampden Hill.

5. *Construct firm surface path for 100m* on line of faint path across King George's Field to the north. Fine views over Ware.

6. 2m tarmac path leaves field at northern edge into Queens Road.

7. Follow service road to garages, followed by 1.5m path through to Tower Road *(drop kerbs required).*

8. Access to Trinity Centre. *Construct and fence off path* along western edge of Trinity Centre (HCC owned) to provide permanent access through to Fanhams Hall Road.

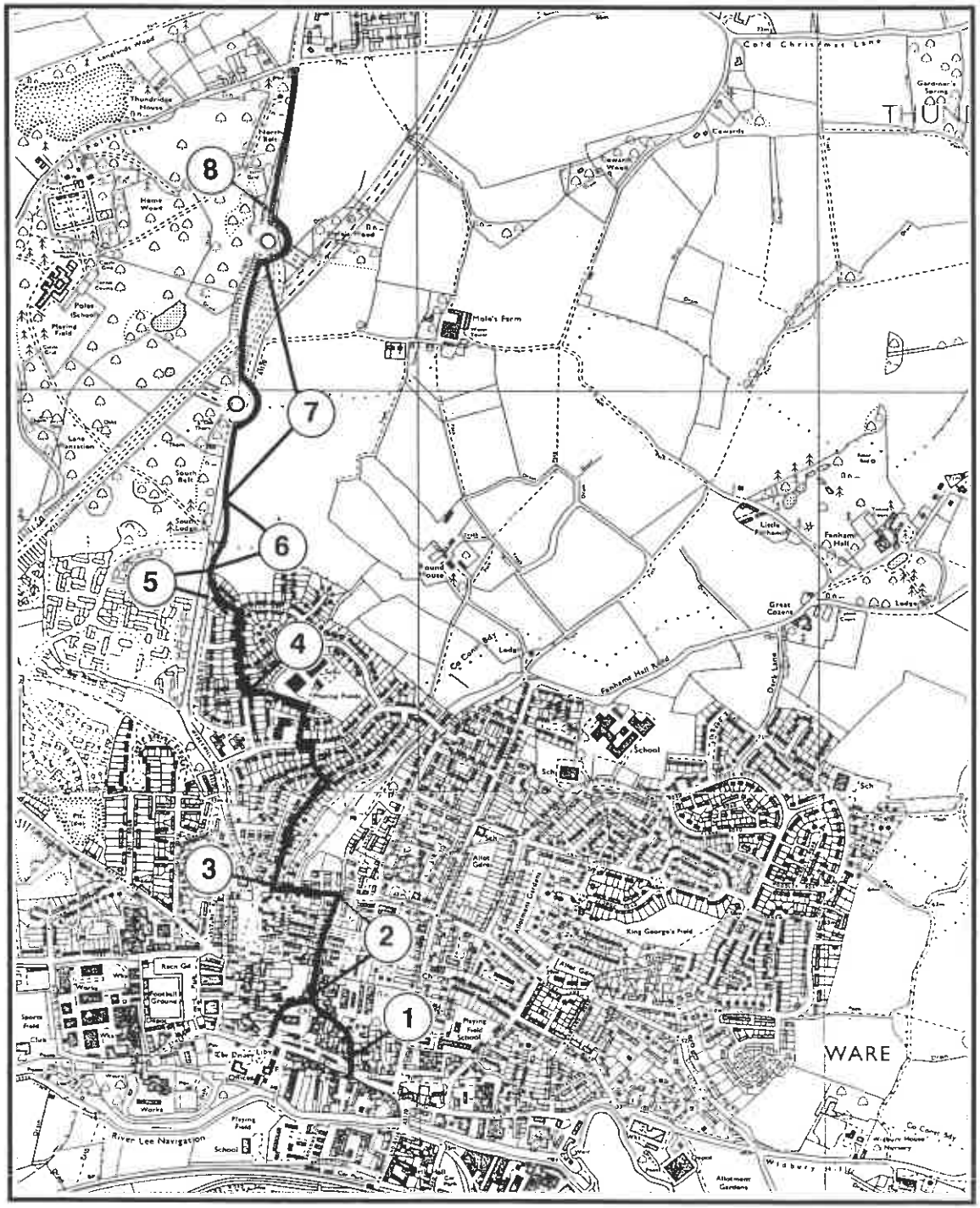
9. Dark Lane is only 1m wide, and needs to be *widened for 200m.* It is understood to carry bridleway status.

10. Reach Fanhams Hall Road at Great Cozens. This road provides a quiet country road route to Wareside.

Costings

Works required	Qty	Unit cost	Total cost
New drop kerb	2	500	1 000
New path construction	300m	20/m	6 000
Path widening	300m	10/m	3 000
Speed hump	2	1 000	2 000
Mark lane by two white lines	100m	1/m	100
Fencing	200m	6/m	1 200
Signing	2.8 Km	1 000/Km	2 800
Total			**16 000**

Map showing Ware town centre to Wodson Sports Centre



Ware Town Centre to Wodson Sports Centre and Thundridge

Lying on the edge of the town at the top of the steep and narrow hill on Wadesmill Road, the Wodson Sports Centre is extraordinarily difficult of access. It is only from the western suburbs via Quincy Road that this hill may be avoided. Anyone approaching from the town centre or the northern or eastern suburbs other than by car has a daunting task. The narrow footway is not encouraging for walkers and too narrow for cyclists. With the possible construction of a new football stadium on the site, the amount of traffic to the centre, and the problems for walkers and cyclists will only get worse.

1. Route starts from the junction of Crib Street and Church Street. *Make Church Street two-way, but with no access to motor traffic from the west. Construct splitter island* just east of junction. *Restrict access eastwards from Crib Street for cyclists only.*

2. Turn up Crib Street. Crib Street is narrow and takes some through traffic at busy times. *Traffic calming (speed table?) required* at the junction of Crib Street and The Bourne.

3. Turn into The Bourne. *Traffic calming (speed table?) required* at the junction of The Bourne and Milton Road to slow down traffic.

4. From the Kingsway shopping centre, route continues up The Green. 1.6m tarmac path through from Popes Row to Heath Drive with cycle chicanes at either end. *Construct drop kerbs* at either end.

5. From Heath Drive, turn into the Crest. *Construct new path for 50m* from the head of The Crest along top of bank above Wadesmill Road before turning into sports field. There is already a retaining wall at the foot of this bank

6. *Construct path along edge of field for 200m* as far as Wodson Sports Centre.

7. Continue along footway *(shared use for 1 000m)* along east side of A110. Road layout at the interchange is to change with construction of Wadesmill bypass. **It is understood that plans include drop kerbs and splitter islands** at the slip road to/from the northbound carriageway of the A10. The cycleway uses the footway on the east side of the existing bridge over the A10.

8. Leave footway to return to carriageway up to the Sow and Pigs in Thundridge. **It is understood that plans include drop kerbs and a splitter island** on the northern limb of Wadesmill Road just north of the northernmost of the two new roundabouts.

Costings

Works required	Qty	Unit cost	Total cost
New drop kerb	2	500	1 000
New path construction	250	20/m	5 000
Speed table	2	5 000	10 000
Shared use of footway	1 000m	2/m	2 000
Signing	2.5 Km	1 000/Km	2 500
Total			**21 000**

HERTFORD & WARE CYCLING STUDY

APPENDIX 9

Prepared for Hertford Civic Society, Hertfordshire County Council, East Hertfordshire District Council and Ware Town Council.

By Sustrans, 35 King Street, Bristol BS1 4DZ. February 1994

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Introduction

There is no standard work setting out how to design and build a comprehensive infrastructure for cyclists in Britain. Various authorities around the country have introduced a range of cycle paths and junctions to widely different standards. But these are extremely fragmentary and numerous urban areas have not one single facility.

A cycle-friendly policy is going to have to redress this. If cyclists are to be encouraged, then measures will have to be taken which provide them with safe and attractive routes, which make it clear to other travellers that cyclists are a valued method of transport positively encouraged by the authorities, and which take precedence over motorised traffic in the appropriate circumstances - particularly where a primary cycle route crosses a secondary road.

These notes review the principal documents published over the last 15 years and attempts to draw out their more salient points. These are set out in **Part 1**. **Part 2** then goes on to describe a series of positive on-road measures which will be an essential part of any cycle friendly strategy.

PART ONE : REVIEW OF PUBLICATIONS

1.1 Local Transport Note 1 / 78 : **WAYS OF HELPING CYCLISTS IN BUILT UP AREAS** was published by the *Department of Transport* in 1978. This note set out the problem of the vulnerability of cyclists and said that cyclists need to be protected over the whole of their route if possible. At that time the Department said that allowance should also be made for any trips which may be suppressed due to adverse conditions (1.9). This view itself was suppressed in subsequent statements from the Department which to this day is of the opinion that there is no evidence of suppressed demand. The rest of this note gave very rudimentary guidelines and as a consequence it led to few good routes on the ground. Paragraphs 1.4 - 1.6 though remain valid and are reproduced here.

1.4 **The problem**

There is no doubt that cyclists are vulnerable in traffic; 10.6% of all reported accidents in 1976 in built-up areas involved a pedal cyclist. In Great Britain the casualty rate per hundred million kilometres of travel in 1976 was 99 for all motor vehicle users, and 592 for pedal cyclists.(2) This latter figure was exceeded only by riders and passengers of two-wheeled motor vehicles, whose casualty rates for that year were respectively twice and three times as great as for pedal cyclists. Moreover, during the past ten years the casualty rate (per 100 million kilometres cycled) has increased by 23%. All casualties are a personal and social tragedy; but young casualties are particularly harrowing and, regrettably, some 43% of all cycle casualties in 1976 were in the age group 0/14 years, whilst an additional 17% were in the 15/19 age group.

1.5 A study of available statistics shows that the great majority of all cycling accidents occur in built-up areas and about half occur in peak hours. Although accidents occur throughout all routes used by cyclists, their greater vulnerability occurs at junctions, with "straight ahead" movements accounting for more casualties than left or right turns. There is no evidence of increased vulnerability at entrances to schools or factories.

1.6 Therefore cyclists need to be protected, if at all possible, over the whole of the route they use. The basic approach of segregated cycle routes is normally possible only in new towns or in areas of comprehensive redevelopment. The imaginative scheme in Stevenage is one example. Elsewhere, cyclists can be helped in a number of ways, eg. by providing cycle lanes on existing carriageways; by using lightly trafficked streets as cycle routes, or by providing signal-crossings. Clearly, what needs to be done will be dictated by the layout of the local streets and by the use made of the existing network. In some areas, particularly where the terrain is hilly, there are so few cyclists that special arrangements could hardly be justified - there will be claims of higher priority on the resources available. But in some towns -

particularly those with a flat terrain - cycling is important as a mode of transport; in certain towns for example at least as many people cycle to work as go by bus. In these and similar circumstances it behoves a local authority to treat cycling as an important mode when designing traffic management schemes. Often this will mean determining which routes are most used by cyclists and selecting those where something can be done immediately to help them. In this way an authority can improve the lot of cyclists step-by-step so that, in time, the town will have a network of safe cycle routes."

The hope in the last sentence remained a pious one. No positive support was given by the DoT either in policy or funding, and as a consequence no town has anything like a complete network with the possible exeption of one or two new towns. It did though lead to the Government's Consultation Paper on Cycling published in June 1981.

Many Government documents originate from the Department of Transport in London. They usually are applied to Wales, as well as England from the date of issue, but are usually only adopted by the Scottish office a few years later. Consequently not all the details shown in these notes are necessarily valid for Scotland yet.

1.2 **BICYCLE PLANNING: POLICY AND PRACTICE** (1982) by FoE Bicycles Campaigner *Mike Hudson and associates*. This was **the** reference for bicycle planning in the UK when published and there is still no substitute in terms of its comprehensive scope and high-quality presentation of the "Four E's" - **E**ngineering, **E**nforcement, **E**ducation and **E**ncouragement. It draws on international experience and sets out the way that a network of cycle routes should be planned, implemented, monitored and improved. It contains useful design criteria and traffic engineering details. Few local authorities have reached the general standards that it prescribes.

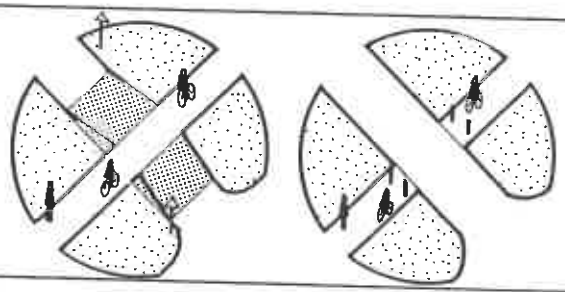
1.3 **SETTING THE WHEELS IN MOTION** - 1982, published by *Intermediate Technology Publications*, was one of a number of publications about this time designed to provide a more positive and practical approach for authorities which might want to put real schemes into practice. This report included "lessons from international experience" by Peter Trevelyan; a summary of discussions held at the School of Advanced Urban Planning in Bristol by Andy Holder; and examples of practical facilities in the UK by John Grimshaw of Sustrans. A page covering "road crossings" is reproduced overleaf.

1.4 In 1983, the *Institution of Highways & Transportation* produced their succinct guidelines - **PROVIDING FOR THE CYCLIST**. This was a very useful guide and cyclists hoped that it

Fig 1: Highway Crossings - Traffic engineering solutions. Sometimes the highway will have to be crossed at grade. Here are some options.

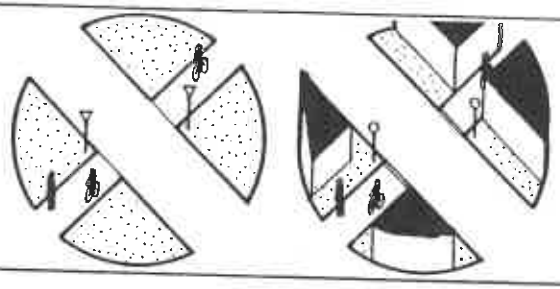
CROSSING MINOR ROADS

Driveways and minor access roads can cross a cycle path in an uncontrolled manner. At Stevenage and Milton Keynes the cyclist is warned of these crossings by simple posts in the line of the cycle path. It is better to also control the speed of vehicles by means of a chicane (narrowing of the road) or by raising the road level to meet that of the cyclepath (a form of sleeping policeman) as at South Fuzton : Milton Keynes Redway, where the vehicular flows are minimal.



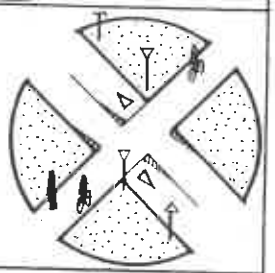
PRIORITY JUNCTION

A give way junction is suitable up to about 300 vph peak, where sightlines are good. A stop junction is suitable up to about 500 vph peak or where sightlines are poor.



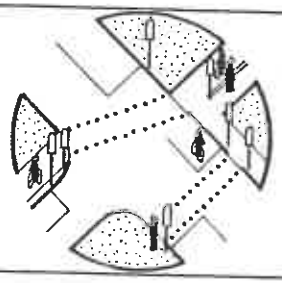
CHANGED PRIORITY JUNCTION

It is better to modify the priority of a road junction to allow the cyclepath (more usually an advisory route on a road) to have priority. Traffic on the minor road should be forced to appreciate this priority by means of an offset central island and a modified pavement line, so arranged that the minor road traffic cannot cross straight over.



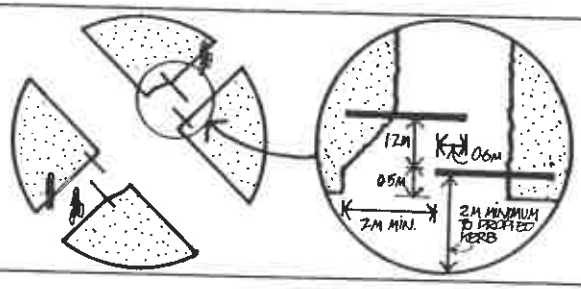
TRAFFIC LIGHT CONTROLLED CROSSINGS

The example shown here at Brickhill Drive, Bedford, shows how the cyclists are carefully separated from the pedestrians and shows how turning cyclists are stopped in turn at the pedestrian only lights that form part of the group.



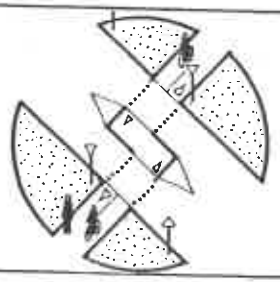
CHICANES

Where it is desirable to force the cyclists to stop, or at least to go very slow, as on the emergence of a cycle route on to a busy road or subway ramps, then chicanes can be used. They should be arranged so as to turn the cyclist towards the oncoming traffic.



BARRIER OR SHEEP PEN

This can be used to enable cyclists to cross a busy road in two stages by providing a refuge halt.



from "*Setting the Wheels in Motion*".

would become a standard for highway authorities throughout the country. In practice very few made use of it. Nonetheless many parts remained the best technical guide for a long time. For instance:

1.4 With Flow Cycle Lane

Where a heavily trafficked road is used by cyclists and it is not possible to create a cycle track in the verge or footway a cycle lane extending 1.5m from the kerb and defined by a broken hazard line (advisory) **Fig 2a** or a solid white line (mandatory) may be a suitable alternative and offer a degree of protection to cyclists **Fig 2b**. The decision to introduce this will depend upon the width of the carriageway and the condition of the edge of that carriageway. In favourable circumstances cycle lanes as narrow as 0.7m have been used. If the carriageway width is limited (under 7.3m) and vehicles would have to enter the cycle lane to pass vehicles in the other lane the advisory system is preferable but the cyclists are then less well protected. The mandatory system with a solid white line is advised even if some minor carriageway widening is required to leave sufficient width for other traffic.

Parking, unloading and loading should always be banned at least during peak hours and preferably during the working day (08.00 - 18.00 Mon - Sat). Careful attention must be paid to edge treatment, in particular gully gratings and channels. Signing

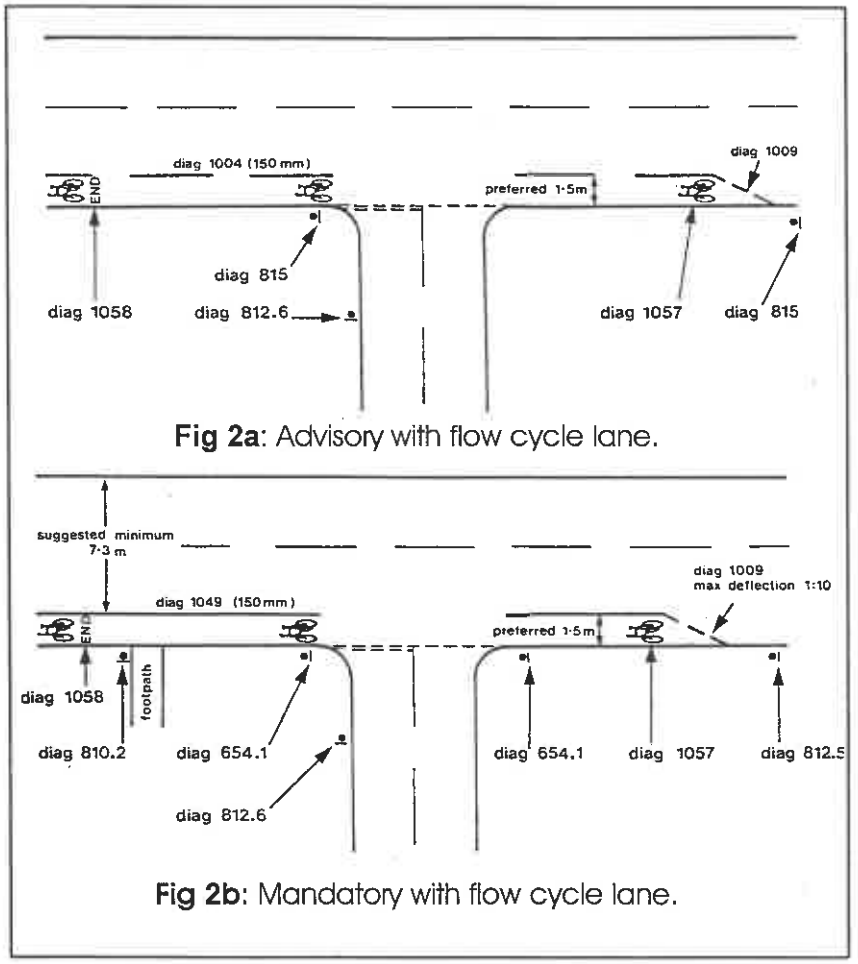


Fig 2a: Advisory with flow cycle lane.

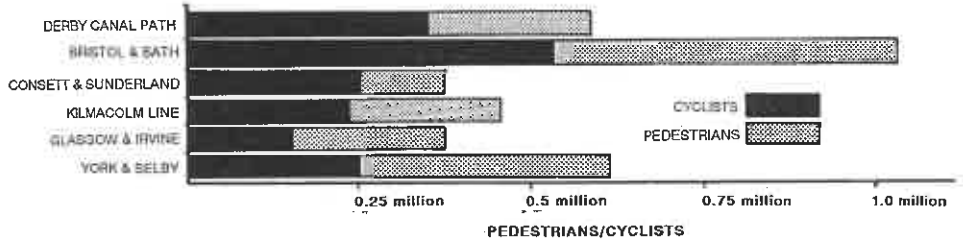
Fig 2b: Mandatory with flow cycle lane.

from "*Providing for the Cyclist*".

includes 812.5 advance warning for a with-flow cycle lane and at every intersection. Even if yellow lines are not provided the loading and unloading times should be indicated by signs and yellow kerb marks. Details are given in DEPARTMENT OF TRANSPORT (1978a). The lane is introduced legally by an order under Section 1, 6 or 9 of the Road Traffic Regulation Act 1967

Whilst this type of facility is a help to existing cyclists it gives little comfort to people who are afraid to cycle because of the danger from traffic because, crucially, it gives no protection at junctions and no continuity of route. The only place where this was being

Fig 3: Annual levels of use on various Sustrans paths, demonstrating the popularity of wholly cycle friendly routes.



achieved was on the off-road cycle routes being built by Sustrans and others. Here walkers and cyclists had priority over all other traffic and the use of these paths was correspondingly high.

This response served to demonstrate that there was a very large suppressed demand which could be realised if only good high quality, safe and attractive routes were built.

1.5 The *Department of Transport* then produced a series of **TRANSPORT RESEARCH LABORATORY REPORTS** and **TRAFFIC ADVISORY UNIT LEAFLETS** from 1985 to 1991. There were none in 1992 but 3 were brought out for the Velocity Conference in Nottingham in 1993. These notes dealt with individual demonstration schemes and devised solutions to shared use of subways, shared use of pelican crossings and other details. They form a very useful compendium of information for cycle practitioners to draw on, e.g. 1/86 & 2/87.

North of the Border the Scottish Development Department's 1/89 **CYCLING ADVICE NOTE** & 1/90 **MAKING WAY FOR THE CYCLIST** are both useful.

Again, for all their guidance, it is frustrating that these works did not lead to widespread real policies on the ground. For instance, 9/93 looked at **CYCLING IN PEDESTRIAN AREAS** and concluded "that observation revealed no real factors to justify excluding cyclists from pedestrianised areas", which suggested that cycling could be more widely permitted without detriment to pedestrians. However, cycling is routinely banned in virtually all pedestrianised areas which frequently force the cyclists to use major roads instead.

What is still lacking is the determination by the Transport Authorities to encourage cycling from the present low use in Britain of 2% of all trips, to something near the 20%, say, already achieved in Denmark.

One of the most useful of these advisory unit leaflets (1/87) must have slipped out inadvertantly. It was certainly before its time. **MEASURES TO CONTROL TRAFFIC FOR THE BENEFIT OF RESIDENTS, PEDESTRIANS AND CYCLISTS** sets out a whole range of traffic calming techniques for local streets which if widely promoted by the Department would do much to civilise our urban areas. A page is reproduced overleaf illustrating various measures with a careful attention to detail which would enormously improve general conditions for cyclists. The "Entry Treatment" feature has particular value for the continuity of walking and cycling routes across these minor road junctions.

1.6 **MAKING WAY FOR CYCLISTS,** Local Transport Note 1/89, published in June 1989 was the next optimistically titled publication from the *Department of Transport*. It gives advice on planning, design and legal aspects of providing for cyclists. This note supersedes all the previous guidance notes.

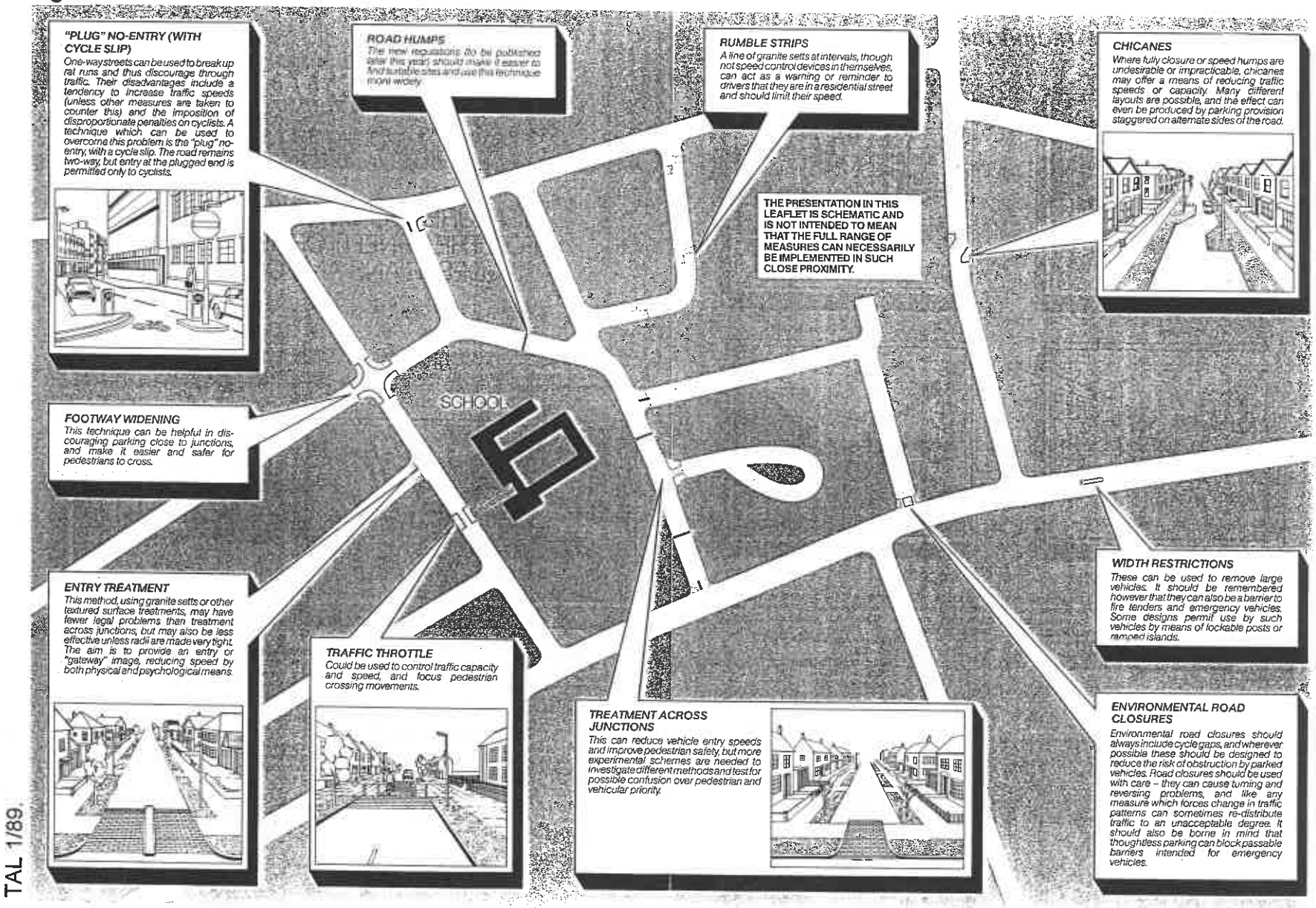
The notes restate that cyclists remain one of the most vulnerable groups of road users and confirms that the Department's main concern is to help make cycling safer. The Department considers that enhancing the safety of cycling may encourage more people to take up cycling, and existing cyclists to use their cycles more (2.3).

Although this is a welcome view and an acknowledgement of suppressed demand, this note remains simply a guidance note for those authorities which might wish to pursue cycling. It is a very brief document which simply restates accepted ideas and techniques and it falls far short of any technical manual setting cycling on a par with other modes of transport. Some local authorities have tackled this problem by publishing their own guidelines - for example Berkshire and Central Region.

1.7 **KILLING SPEED AND SAVING LIVES,** published in November 1992 sets out the Government's strategy for tackling excess speed on our roads. It suggests a speed of 20 mph as appropriate for urban areas and it indicates where this might be appropriate and how this might be achieved. These techniques of traffic calming are widely used on the Continent and have been applied with increasing frequency and success in Britain. Devon County Council published its own guide to traffic calming in 1991 and this remains a good standard reference.

Certain authorities have ongoing programmes of traffic calming and report good results in reducing accidents and making streets available again for residents use. For instance, both Leicester

Fig 4:


"PLUG" NO-ENTRY (WITH CYCLE SLIP)
One-way streets can be used to break up rat runs and thus discourage through traffic. Their disadvantages include a tendency to increase traffic speeds (unless other measures are taken to counter this) and the imposition of disproportionate penalties on cyclists. A technique which can be used to overcome this problem is the "plug" no-entry, with a cycle slip. The road remains two-way, but entry at the plugged end is permitted only to cyclists.
ROAD HUMPS
The new regulations (to be published later this year) should make it easier to find suitable sites and use this technique more widely.
RUMBLE STRIPS
A line of granite setts at intervals, though not speed control devices in themselves, can act as a warning or reminder to drivers that they are in a residential street and should limit their speed.
CHICANES
Where fully closure or speed humps are undesirable or impracticable, chicanes may offer a means of reducing traffic speeds or capacity. Many different layouts are possible, and the effect can even be produced by parking provision staggered on alternate sides of the road.
THE PRESENTATION IN THIS LEAFLET IS SCHEMATIC AND IS NOT INTENDED TO MEAN THAT THE FULL RANGE OF MEASURES CAN NECESSARILY BE IMPLEMENTED IN SCHOOL CLOSE PROXIMITY.
SCHOOL
FOOTWAY WIDENING
This technique can be helpful in discouraging parking close to junctions, and make it easier and safer for pedestrians to cross.
ENTRY TREATMENT
This method, using granite setts or other textured surface treatments, may have fewer legal problems than treatment across junctions, but may also be less effective unless radii are made very tight. The aim is to provide an entry or "gateway" image, reducing speed by both physical and psychological means.
TRAFFIC THROTTLE
Could be used to control traffic capacity and speed, and focus pedestrian crossing movements.
TREATMENT ACROSS JUNCTIONS
This can reduce vehicle entry speeds and improve pedestrian safety, but more experimental schemes are needed to investigate different methods and test for possible confusion over pedestrian and vehicular priority.
WIDTH RESTRICTIONS
These can be used to remove large vehicles. It should be remembered however that they can also be a barrier to fire tenders and emergency vehicles. Some designs permit use by such vehicles by means of lockable posts or ramped islands.
ENVIRONMENTAL ROAD CLOSURES
Environmental road closures should always include cycle gaps, and wherever possible these should be designed to reduce the risk of obstruction by parked vehicles. Road closures should be used with care – they can cause turning and reversing problems, and like any measure which forces change in traffic patterns can sometimes re-distribute traffic to an unacceptable degree. It should also be borne in mind that thoughtless parking can block passable barriers intended for emergency vehicles.
TAL 1/89.

and York report good progress.

In general, traffic calming has great potential for creating a situation suitable for cyclists. 20 mph may be a little too fast, especially when compared with the 20 kph debated in European circles. But in general the more the speed and the weight of the traffic can be reduced to nearer that of cyclists the more likely they are to flourish.

Care, though, should be taken to ensure that the traffic calming features are "cycle friendly". For instance road closures should always have gaps in them to allow cycles through, and speed humps and tables should be full width or have bypasses, rather than a narrow gutter for cyclists to get trapped in.

1.8 **THE BICYCLE AND CITY TRAFFIC** edited by Hugh McClintock in 1992 is a useful up-to-date reference. Whilst not a manual of cycling facilities, it describes a number of engineering measures such as advanced stop lines, cycle lanes and signal crossings for cyclists and the experience of implementing them in parts of Britain, continental Europe and the United States. Traffic calming as a means of helping cyclists is also covered.

The book provides a planning and political context to the business of promoting cycle routes and highlights some success stories, which will help less experienced local authorities. The quality of on-road facilities in the Netherlands and Denmark is in contrast with some of the inferior UK attempts - partly blamed on the DOT's "reluctance to allow the use of features common in cycle planning practice in (these) countries" (p114).

The book discusses the merits of on or off highway routes, cycle lanes and cycle facilities, and general traffic restraint.

It contains interesting debates on 'safety' issues, accidents, cycle culture and wider transport issues, with an important cautionary tale regarding the doubtful value of providing cycle facilities whilst letting traffic levels inexorably rise.

1.9 The definitive work published in English is the design manual for a cycle-friendly infrastructure published by the authorities in the Netherlands in August 1993. **SIGN UP FOR THE BIKE**, by CROW, sets out the philosophies of designing for the cycle in a pro-active way within a policy framework determined to give the cyclist priority over all other traffic in those areas where the encouragement of cycling is desired or fostered. We cannot summarise the whole of this weighty document here (300 plus pages), but the following pages draw out a few points which we consider will be helpful and useful to authorities wishing to encourage cycling in Britain.

The meaning of a bicycle-friendly policy is set out in some detail and can be summarised under five headings (p.24).

Coherence	The cycling-infrastructure forms a coherent unit and links with all departure points and destinations of cyclists.
Directness	The cycling-infrastructure continually offers the cyclist as direct a route as possible (so detours are kept to a minimum)
Attractiveness	The cycling-infrastructure is designed and fitted in the surroundings in such a way that cycling is attractive.
Safety	The cycling-infrastructure guarantees the road safety of cyclists and other road-users.
Comfort	The cycling-infrastructure enables a quick and comfortable flow of bicycle-traffic.

Each of the technical sections throughout the book is considered from these points of view.

Chapter 4 deals with the position of the cyclist with respect to traffic in considerable detail. The manual considers that "the volume of cycle-traffic here is not regarded as a factor which influences the necessity of a cycle-track. After all, danger on roads is not caused by cyclists. So the cycle-volume is not of any significance in the question of whether or not a cycle-track or cycle-lane is necessary. The cycle-volume does determine the urgency of a cycling-facility and the dimensions given to it". **Fig 5** looks at different speeds and volumes of motor vehicles to decide whether cycle lanes or tracks are appropriate.

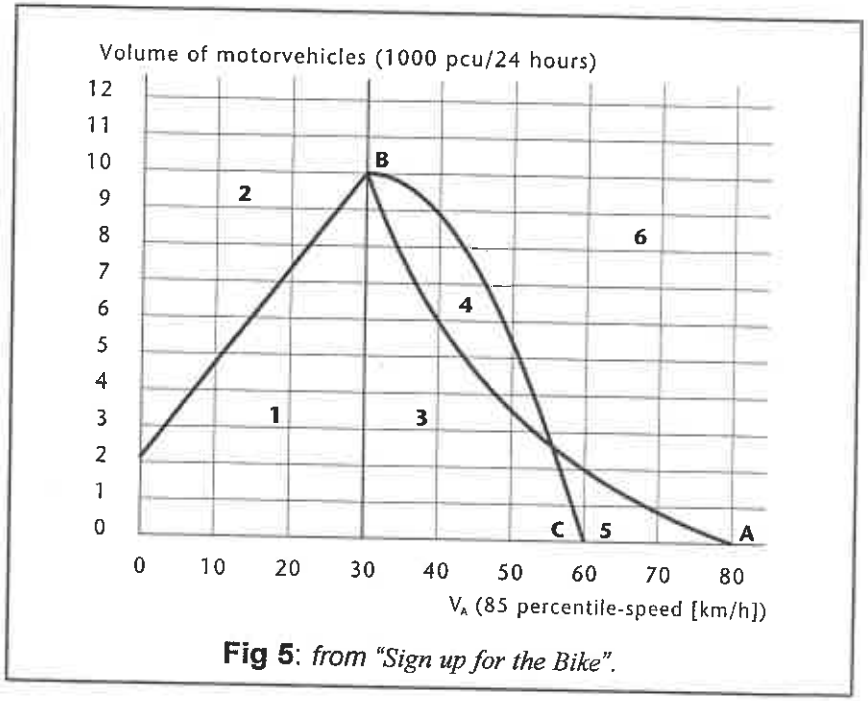


Fig 5: *from "Sign up for the Bike".*

Explanation of Fig. 5

N.B. The horizontal axis of the graph gives the actual speeds of motorized traffic and not the legally permitted speeds or the design speeds!

Area 1 If the V_{85} (85 percentile-speed) of motorized traffic is lower than 30 km/h, a mixed profile is generally to be recommended. Cycle-lanes or cycle-tracks can possibly still be constructed for the sake of subjective safety or the continuity of the cycling-network. No cycle-tracks or cycle-lanes should be constructed within a 30 km/h-zone.

Area 2 Combinations of very low speeds and very high volumes hardly ever occur. Pronouncements about cycling-situations in this area are therefore of no relevance.

Area 3 In general, a road without cycle-lanes or cycle-tracks is acceptable. However, they may still be desirable, depending on other road and traffic features (RONA road-category VII and VIII, design speed 60km/h; this is not equal to V85).

Area 4 A cycle-lane or cycle-track is desirable.

Area 5 A cycle-track is desirable, but motorised traffic volumes are so low that a road of mixed profile is also acceptable. Cycle-lanes are not be recommended.

Area 6 At these high speeds and motorized traffic volumes, cycle-tracks are always necessary.

The graph does not give a definite answer in all cases to the desired measure of separation. What the best solution is, often also depends on other factors. A few rules of thumb which can be given are:

- With a parking pressure of higher than 85%, cycle-lanes are not to be recommended. This means that during peak times (eg. late-night shopping) a minimum of 85% of parking-spaces are occupied. The chance of a cycle-lane being misused as a parking-lane is too great (double parking).
- A cycle-track or a cycle-lane can sometimes increase the continuity and recognizability of a cycle-route.
- On a road with a lot of important side-roads (volume of more than 1500 motor-vehicles per 24-hour period) a cycle-track loses some of its benefit: the comfort of interrupted

cycling is nullified through cyclists having to be alert at too many successive intersections. This does not apply of course when crossing small residential streets (volumes lower than 500 vehicles per 24-hour period), and certainly not if these open out onto a cycle-track with an exit construction. With volumes of between 500 and 1500 motor-vehicles per 24-hour period the local situation will be of great significance.

- With partial one-way traffic it is more desirable to have a - preferably physical - separation of oncoming cyclists than in other situations.

- On a road with trams, physical separation is usually desirable.

When it appears from the graph that the combination of speed and volume of motorized traffic leaves open various possibilities, the above mentioned considerations lead to physical separation being applied earlier on through cycle-routes. On the other hand, the choice on access cycle-routes will more quickly fall in favour of a mixed profile, to ensure that all desinations along the route have optimum accessibility.

This sort of analysis is not available in any British publication, probably because its findings would be largely academic in the absence of a policy determined to provide for cyclists.

Chapter 6 deals with junctions and notes that:

> A policy aimed at the promotion of bicycle-use, achieves most success by taking the slogan **right of way for bicycles** literally. If cyclists are given right of way, this will mean a minimization of waiting-times and increase in the chance of continuance and so a higher average travelling speed.
>
> In addition a considerable benefit is gained in comfort, because less energy is expended and the task of riding of cyclists is simplified.
>
> Removal of the right of way for cyclists leads to a greater complexity of riding task. The responsibility for avoiding conflicts lies completely with the cyclist. An accident is then always the fault of the cyclist.

This crucial question of continuity is also addressed in detail at the crossing of side roads and minor roads, where the primary cycle route is given priority over the secondary motor vehicle road. Without such a distinction, all such cycle routes in Britain suffer from discontinuities and consequently low levels of use.

Rights of way on through cycle-routes

Through cycle-routes should always have the status of a major road. The same considerations are associated with this as with the designation of a road for motorized traffic as major road. If the cycle-route coincides with a major road for motorized traffic there is no objection at all to letting cyclists benefit from the right of way. This also applies to cycle-tracks which are ridden in both directions, if the design is attuned to this.

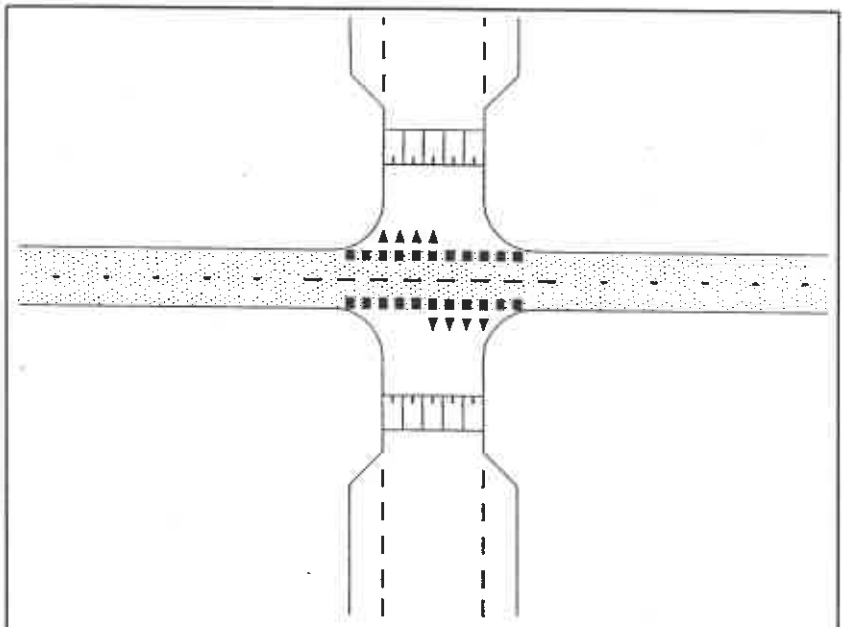


Fig 6: Cycle route with Right of Way over crossing road

from "Sign up for the Bike".

If a through cycle-route with its own alignment crosses a road for mixed traffic, then in principle this cycle-route should be given right of way; certainly if the volume of cycle-traffic is substantially greater than the volume of traffic on the road to be crossed and if it is obvious to road-users that the cycle-route is more important than the crossed road. This inequality can be emphasized in the design, for example by application of speed inhibitors for motorized traffic.

Within built-up areas, cycle-tracks with their own alignment may be given right of way over crossing traffic (without speed-limiting measures), when the rod concerned has a limited function and a maximum peak-hour volume of 250 mvl/hour at low speeds (V_{85} = 30km/h).

In situations where V_{85} lies between 30 and 50km/h, the speed of motorized traffic can be reduced by use of speed-limiting measures. Preference is given here to speed-control humps positioned at the bicycle-crossing. This solution is applicable on roads with a moderate traffic function and a peak-hour volume of 400 to 600 mvl/hour. With higher traffic speeds on the road to

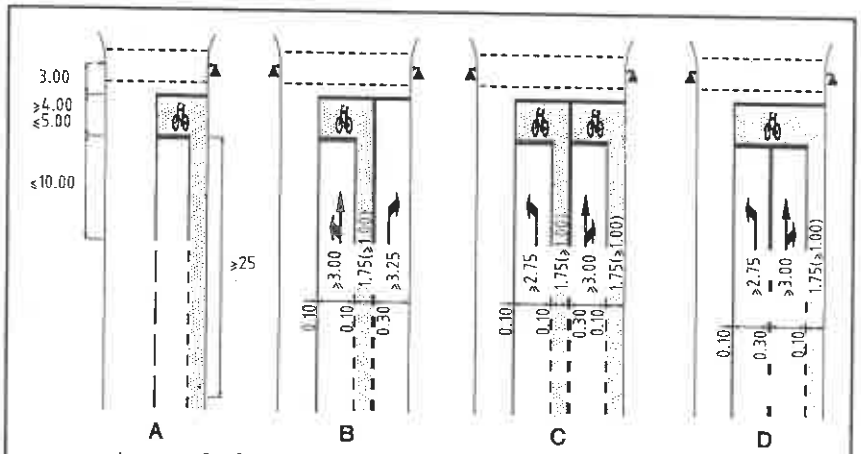
be crossed, bicycle-traffic can no longer force a right of way.

For situations outside the built-up area a limiting value of approximately 275 to 300 mvl/hour is applicable. Right of way for bicycles on isolated bicycle-crossing places outside the built-up area, is only to be applied if the speed of crossing traffic can be sufficiently lowered (e.g. on country-roads in recreational areas.

Further on in the same chapter we come to advance stop lines (page 179) a feature beginning to appear in British towns. **Fig 7** opposite shows various combinations. These advanced stop lines are very useful from the point of view of road safety : particularly with regard to the ease of crossing and the surveyability of the junction. In Britain they have the added advantage of making a positive statement about cyclists.

Other aspects of the manual deal with cycle surfaces, with traffic calmed areas, with storage, furnishing cycle routes and a long section of temporary measures to be taken during road works.

Whilst this manual is thoroughly practical in a detailed way, the fundamental difference to anything published here is its certainty within the scheme of things in the Netherlands. By contrast we can only look and hope!



A = standard model
B = right-turning model
C = left-turning model
D = left-turning model without a separate green phase

Fig 7: Expanded bicycle streaming lanes, or ASL's

from "Sign up for the Bike".

1.10 TAKING CYCLING SERIOUSLY 1993. *ACC/ASC/AMA* Joint policy statement from the local government associations, which states that: 'Cycling should be treated as an important transport mode'. Discusses two basic principles of cycle planning, funding, general design issues, and the need for an overall strategic approach to cycling. The publication urges its member Councils to 'make up the gap' between British and Continental levels of cycle provision.

PART TWO - DESCRIPTION OF ON-ROAD MEASURES

This handbook is not a manual. It does not attempt to cover every cycling facility or traffic management technique. The measures described here are the basic elements of successful cycle routes in England and elsewhere. They are tried and tested, not experimental. They give cyclists priority over motor vehicles - or at least equal priority. To address decades of neglect and positively harmful traffic measures, priority for cyclists is now essential to achieve the 20% cycling target and reduce the impact of the motor car on our lives and environment.

The measures described in the following pages will need to be combined in various ways to create high quality routes of real use to the individual who cycles. It is the quality of these component parts which will determine the quality, and thus the usefulness and popularity, of the whole.

2.1 DROPPED KERBS

Dropped kerbs are amongst the cheapest and simplest measures that a highway authority can provide to assist cyclists. Yet they are often badly designed and constructed to the annoyance and danger of cyclists, wheelchair-users and pram-pushers alike. Perhaps they are the acid test of a cycle-friendly local authority?

Dropped kerbs are necessary to link two different levels along a cycle route, typically where a cycle track crosses or merges with a carriageway. They are normally installed in conjunction with other measures such as a footway converted to a cycle track or a signal-controlled cycle crossing.

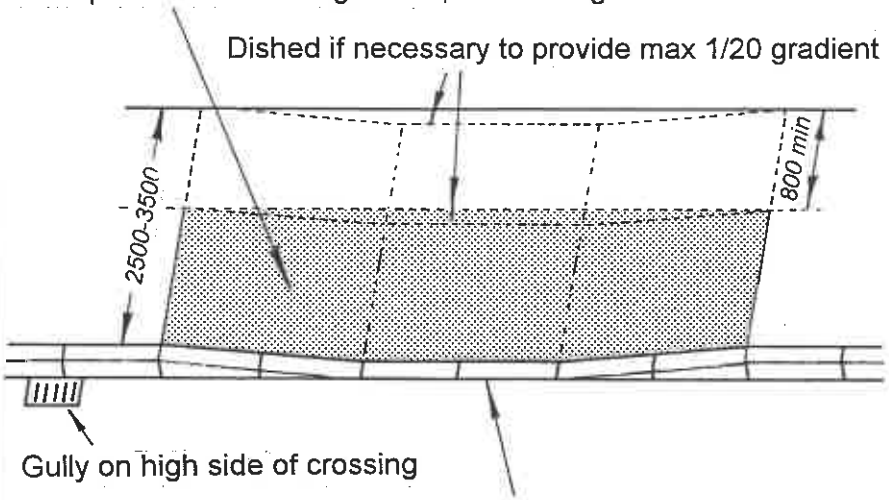


Fig 1: County of Avon - Arrangement of dropped kerbs.

Cyclists should not be expected to dismount at kerbs - that is not giving

cyclists priority. Cycle routes that are not convenient and continuous will not be used. Nor should cyclists have to "bump down" (or up) at dropped kerbs - motorists would hardly tolerate such design.

It is now well established that dropped kerbs can be designed and constructed to be **fully flush** with the carriageway. Dropped kerbs with an upstand are neither acceptable nor necessary. The IHT and DoT both endorse this. "Wherever possible, cycle tracks should meet side roads without a sudden change in level. Where dropped kerbs are used, they should be laid flush with the carriageway and designed to avoid problems over drainage. At difficult sites, half battered kerbs may provide a solution." (*LTN 1/89, para 5.22*). Avon County Council has insisted on fully-flush dropped kerbs at all cycle facilities installed in the county since 1991. There are many good examples in Bristol such as those at the Neptune Statue in the city centre. **Figure 1** is adapted from the Avon County Council standard detail for dropped kerbs. It is applicable to pedestrian crossings as well as cycleway access points. A tolerance of + / - 3mm is specified at the kerb / road surface interface to ensure a flush kerb.

References

IHT (1984) Guidelines for Providing for the Cyclist, p44.
DOT (1989) Making Way for Cyclists. LTN 1/89, para 5.22.

2.2 CYCLE GAPS IN ROAD CLOSURES

Roads are sometimes physically closed off to stop cars taking shortcuts through residential areas on unsuitable roads. As these closures are normally for environmental and safety reasons, there is rarely a need to stop cyclists using them. In fact, once closed, they are likely to be even more attractive as cycle routes.

Gaps for cyclists in road closures cost very little if included in the original scheme. Even later modification is cheap compared with most highway works.

The key features of a successful cycle gap are measures to prevent parked vehicles from blocking the gap and sufficient width for cyclists to conveniently pass through in both directions. Good visibility through the gap and convenient access to/from it are also essential.

A minimum width of 1m in each direction is normally necessary. If bollards are used to prevent cars using wider gaps, they should be clearly visible at night. The facility should be signed in advance with the "No through road" sign and the "Except cycle" plate. The closure and exemption should be signed. The appropriate signs depend on the details of the traffic regulation order or Town and Country Planning measures used to close the road. A "No motor vehicles" sign is common.

There are many examples of cycle gaps around the country. One forms part of the South-East Cambridge cycle route and is illustrated in TA Leaflet 9/89. Probably the most heavily used road closure gap is Deangate/Minster yard in York. Formerly used by 10,000 vehicles per day, it was closed to motor vehicles in 1991. It is now used by some 1200 cyclists per day who use it to avoid the York inner ring road.

A more typical residential road closure with a cycle gap is shown in **Figure 2**. A 3m gap, divided by a lockable bollard to allow emergency vehicle access, links Eldon Street and Neville Street. It is part of a comprehensive traffic calming scheme for The Groves area of York.

References

DOT (1989) Making Way for Cyclists. LTN 1/89, para 3.5.
DOT (1989) South East Cambridge Cycle Route. TA Leaflet 9/89.

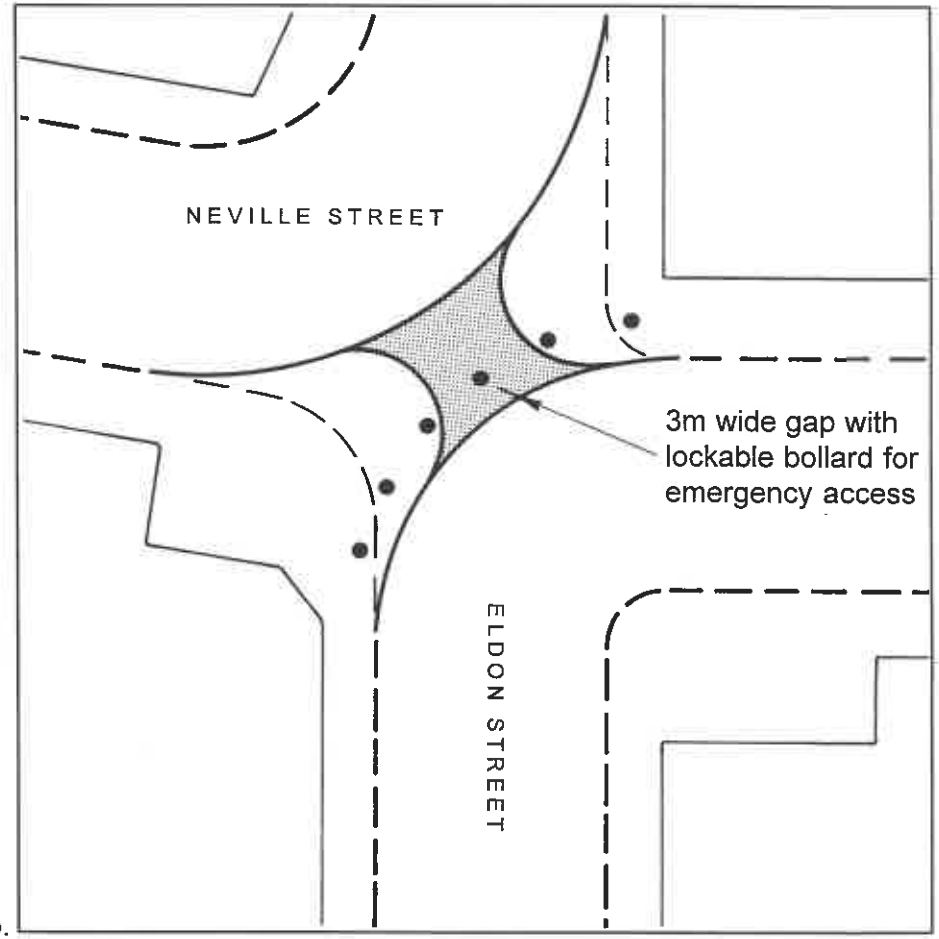


Fig 2: Road closure and cycle gap.

2.3 TWO-WAY STREETS FOR CYCLISTS

Cyclists need routes that are direct and usable in both directions. One-way streets are a double disadvantage as they are often introduced to speed up traffic ad often force cyclists to use lengthy and dangerous alternatives. One-way streets can be made two way for cyclists thus giving cyclists a useful priority over motor vehicles.

There are two main techniques: the contra-flow cycle lane and the "plugging" of a two-way street to motor vehicles at one end. In both cases, a cycle "slip" is provided which allows the cyclist to bypass the "No Entry" sign.

Contra-Flow Cycle Lane

This is a mandatory cycle lane (marked with a solid white line) at least 1.5m and preferably 2m wide. It is backed by a traffic regulation order banning loading and waiting at all times at the kerbside that borders the contra-flow lane. Entry into the lane is permitted via a cycle slip - a gap of approximately 1m between a bollard and the kerb at the "No Entry" junction. This is an established technique and has been proved to work well provided the waiting prohibition can be enforced. The Downing Street contra-flow cycle lane in Cambridge is an example of a successful scheme in difficult circumstances, used by about 2,000 cyclists per day. It is now a permanent feature and it has reduced accidents in the area.

Figure 3 shows the contra-flow cycle lane on Church Gate, Leicester. This scheme required a complete prohibition of waiting at all times on the opposite side of Church Gate.

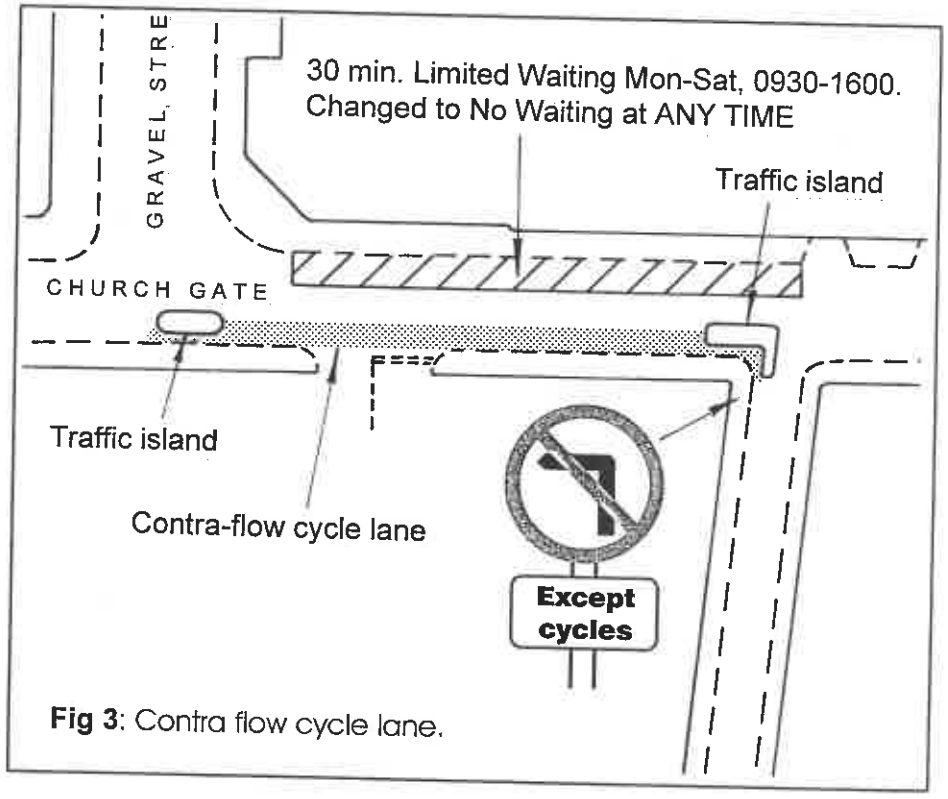


Fig 3: Contra flow cycle lane.

Plugging the Street

It is sometimes difficult to introduce and enforce parking bans so a more flexible technique is required. The legal status of the road remains (or is converted back to) two-way working but one end of the street is plugged to motor vehicles by means of "No Entry" restrictions. By providing a cycle slip as above, cyclists can bypass the plug and the road remains fully two way for cyclists. If some motor vehicles use the road in the "contra-flow" direction by turning within the street, cyclist safety will probably be improved as motorists and pedestrians will be more alert to two-way traffic. Obviously, the original purpose of the one-way system must be considered to decide the appropriate measures.

An example of a cycle slip and two-way street is Eldon Street/ Markham Street in York shown in **Figure 4**. A 760mm wide gap allows cyclists to enter. The nearside kerb has been built out to reduce the potential for parked cars to block the exit from the cycle slip.

Occasionally there is insufficient width at the junction to accommodate the cycle slip with bollard and island. This is usually due to the manoeuvring needs of large vehicles. Some authorities have replaced the bollard with a painted island or used the "No Motor Vehicles" sign. Others have exempted cyclists from the "No Entry" order, using the "Except Cycles" sign but the DOT will only authorise this in special circumstances. There is a good case for relaxing these regulations. It should be made simpler for local authorities to create two-way streets for cyclists. It is worth stating that when the Netherlands opened up one-way streets to general two-way cycle use, carnage was forecast. In practice there was none and it has worked well.

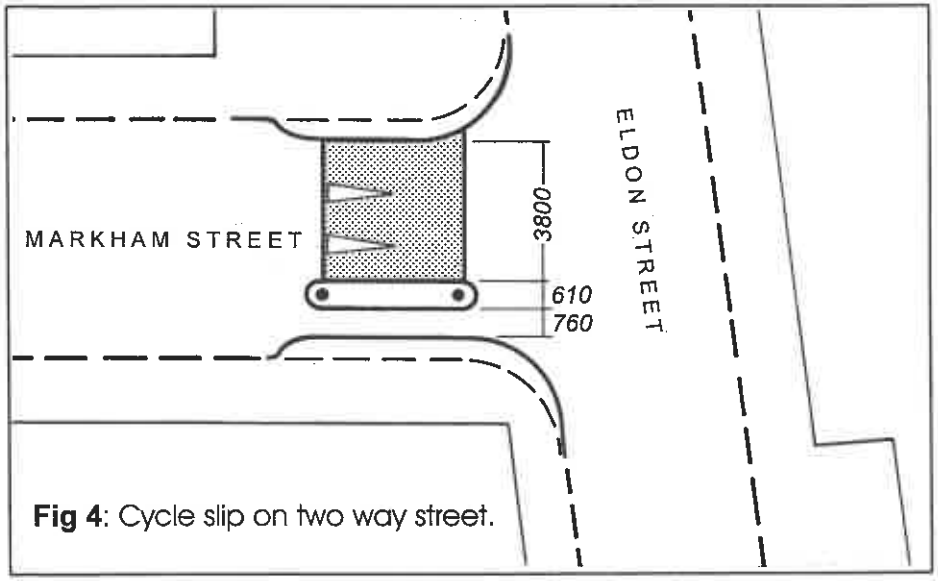


Fig 4: Cycle slip on two way street.

References

DOT (1986) Innovatory Cycle Scheme. London - Meymott Street, Southwark Cycle "Slip" Facility. TA Leaflet 8/86. - **DOT** (1989) Making Way for Cyclists. LTN 1/89, paras 3.4 & 5.6. **McClintock, H** (1992) The Bicycle and City Traffic.

2.4 EXEMPTING CYCLISTS FROM BANNED TURNS

At sites with safety, congestion or environmental problems, traffic may be prohibited from making certain turns by traffic regulation orders. As with physical road closures, there is usually no reason to include cyclists in the order and they should be exempted except when there are overriding safety considerations. Amending existing orders to exempt cyclists is another practical and inexpensive measure to give them priority. It also shows road users that cyclists need not be penalised for the problems caused by motor vehicles.

Exemptions for cyclists will often be associated with exemptions for buses and taxis. They may be at traffic lights or at priority junctions and may involve left, right or straight ahead manoeuvres. Useful guidance on appropriate traffic regulation orders and signing is given in "Keeping Buses Moving".

When exempting cyclists from banned straight ahead or right turn manoeuvres, protector islands with bollards, road markings and signs may be necessary to allow cyclists to wait safely in the centre of the road.

For example, on the Rea Valley cycle route in South Birmingham (a route surveyed by Sustrans in 1988),

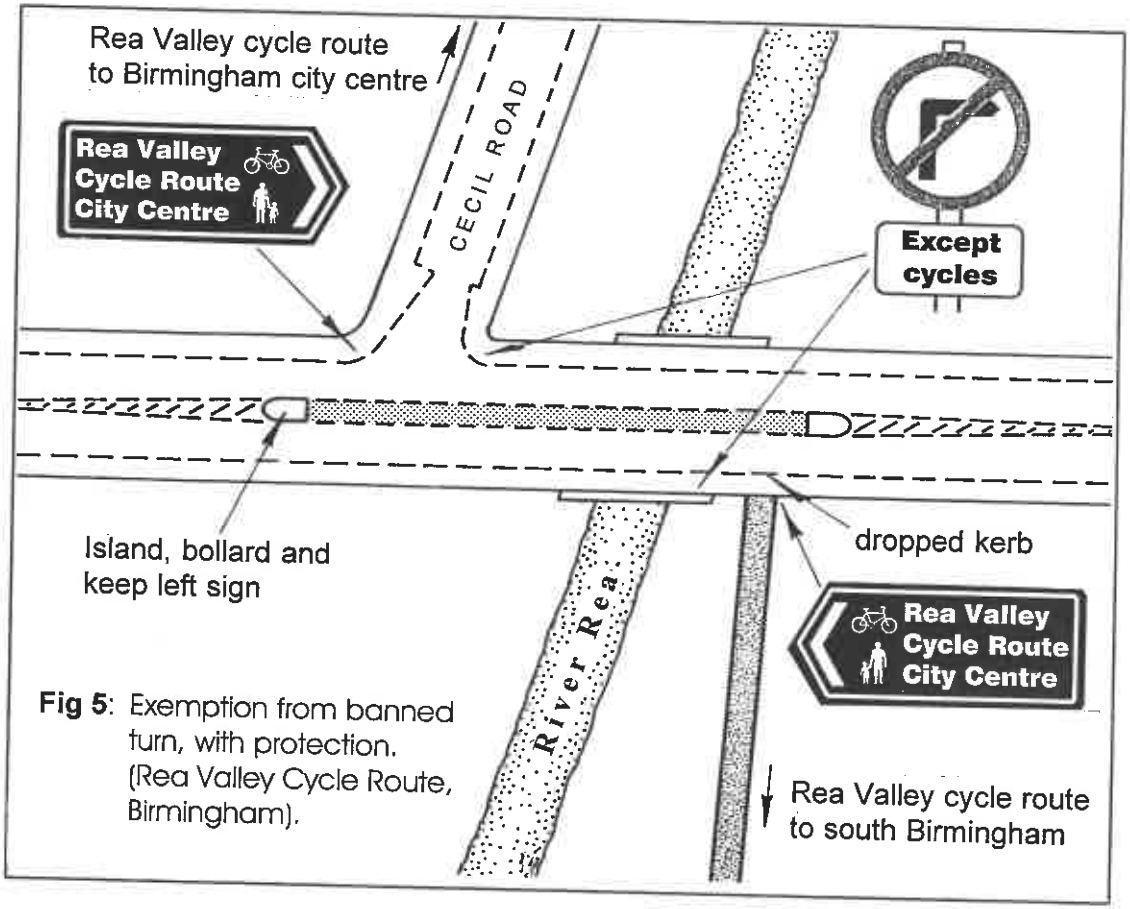


Fig 5: Exemption from banned turn, with protection. (Rea Valley Cycle Route, Birmingham).

cyclists are exempt from the ban on right turns from Dogpool Lane into Cecil Road. The ban was introduced to prevent motorists taking a shortcut through a residential area to avoid a busy junction. Exempting cyclists makes no difference to the objects of the ban and is essential to the continuity of the Rea Valley cycle route.

Traffic islands and bollards have been installed to protect cyclists waiting to turn. A 2m wide cycle lane/waiting area runs between the two protector islands. Motorists are given advanced warning by means of white lines and cross-hatching which extend some 60m to a bend at the east end of the facility. This is illustrated in **Figure 5**.

Reference

DOT (1991) "Keeping Buses Moving". LTN 1/91, para 7.2.

2.5 BUS / CYCLE LANES

In town centres and on urban main roads, bus/cycle lanes can greatly improve safety and convenience for cyclists. They give access to areas closed to general traffic and physically distance cyclists from cars and lorries. It may be easier to justify a bus/ cycle lane than a lane for only buses or cycles.

For most of the eighties the DOT showed no interest in bus priority measures; the majority of local authorities followed suit. However, this has now changed. Many highway authorities are promoting bus lanes and other bus priority schemes with the potential to give cyclists equal priority. Detailed guidance on policy and design is given in "Keeping Buses Moving" and this includes provision for cyclists.

DOT policy is quite clear regarding with-flow bus lanes: "It is recommended that cyclists should be allowed to use with-flow bus lanes and bus-only streets. There do not appear to be any significant difficulties with these measures." (LTN 1/89) And more recently: "Pedal cycles should be permitted to use kerbside withflow bus lanes for safety reasons." (LTN 1/91). Three metres is the minimum width for a bus lane. However, this does not permit a bus (2.5m maximum width) to overtake a cyclist without leaving the lane. Therefore, where the carriageway is wide enough, a 4m lane should be provided. In such cases, an advisory cycle lane can be provided within the bus lane and there are

examples of this in central London. However, this is not essential.

Contra-flow bus lanes are of equal importance to cyclists. These can also be used by cyclists provided that the entry and exit are safe for cyclists. To enable buses to overtake cyclists without leaving the lane, a minimum lane width of 4m is needed. However, for short stretches of bus lane or where the numbers of buses or cyclists are low, a 3m lane may be acceptable. The signs for a contra-flow bus lane require special authorization from the DOT so some negotiation will be necessary if these criteria cannot be met entirely.

Leicester - Britain's first Environment City - has a number of bus / cycle lanes that have beeen operating successfully for years. **Figure 6** shows the Taylor Road contra-flow bus / cycle lane.

References

DOT (1988) "Priority for Buses. With-flow Bus Lanes: An Introduction." TA Leaflet 2/88

DOT (1989) Making Way for Cyclists. LTN 1/89, paras 5.14-5.16

DOT (1991) "Keeping Buses Moving". LTN 1/91

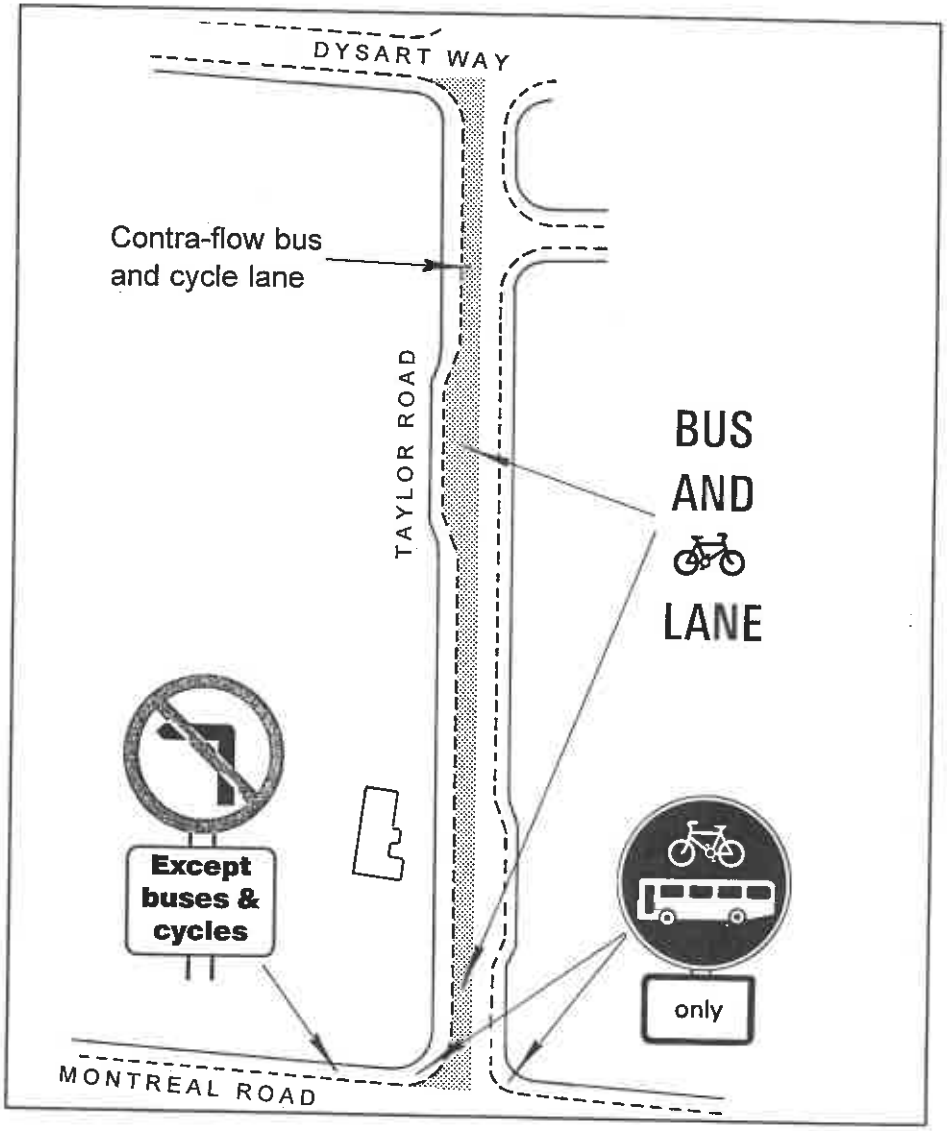


Fig 6: Contra flow bus and cycle lane.

2.6 SIGNAL-CONTROLLED CYCLE CROSSINGS

Where cycle routes cross busy roads, a signal-controlled cycle crossing will be necessary to enable cyclists to cross in safety. The DOT consider that it is unlikely that cyclists will be able to safely cross peak 2-way flows of 800 - 1,000 vph on a single carriageway road without signal control.

Signal-controlled cycle crossings have been in operation in England for over 10 years and there are now a variety of layouts for different requirements.

There are currently two basic types of signal-controlled cycle crossing authorised by the DOT for implementation by local highway authorities:

a) Parallel Cycle/Pedestrian Crossing;
b) Unsegregated cycle/pedestrian crossing - the Toucan.

Parallel Cycle/Pedestrian Crossing

The DOT does not permit cyclists to use Pelican crossings. Any cycle route that leads to a Pelican crossing is supposed to display "Cyclists Dismount" signs at the crossing. Despite the successful operation of Pelicans as "unofficial" combined cycle/pedestrian crossings in many parts of the country (Cambridge and Swindon are examples),cycling over Pelicans is not permitted.

Accordingly, a segregated crossing for cyclists and pedestrians was developed. The cycle crossing is parallel to, and up to 5m from, the pedestrian crossing. It is marked on the main carriageway by white squares (WBM 294). A separate set of signal heads is provided for cyclists and pedestrians.

The signals controlling the cyclists show red, amber and green aspects with cycle logos on amber and green. The signals controlling the pedestrians show the "Red man/Green man" 2 aspects. Main road traffic is controlled by the standard 3 aspect signals. The cyclist phase can be called up either by push-button operation or by buried loop-detectors. Advance loop detectors are preferable to minimise delays to cyclists (which may result in them ignoring the red signal) but push button facilities should also be installed as a back up (and as a bonus to pedestrians using the cycle crossing).

The technical details regarding parallel crossings are set out in LTN 1/86.

An example of a signal-controlled crossing is shown in **Figure 7**. - the Askham Bar Park & Ride site, York.

Of course, cycle-only crossings can be provided and these are easier and cheaper to install. In most cases, however, pedestrians will also need to cross, and therefore a combined facility is required.

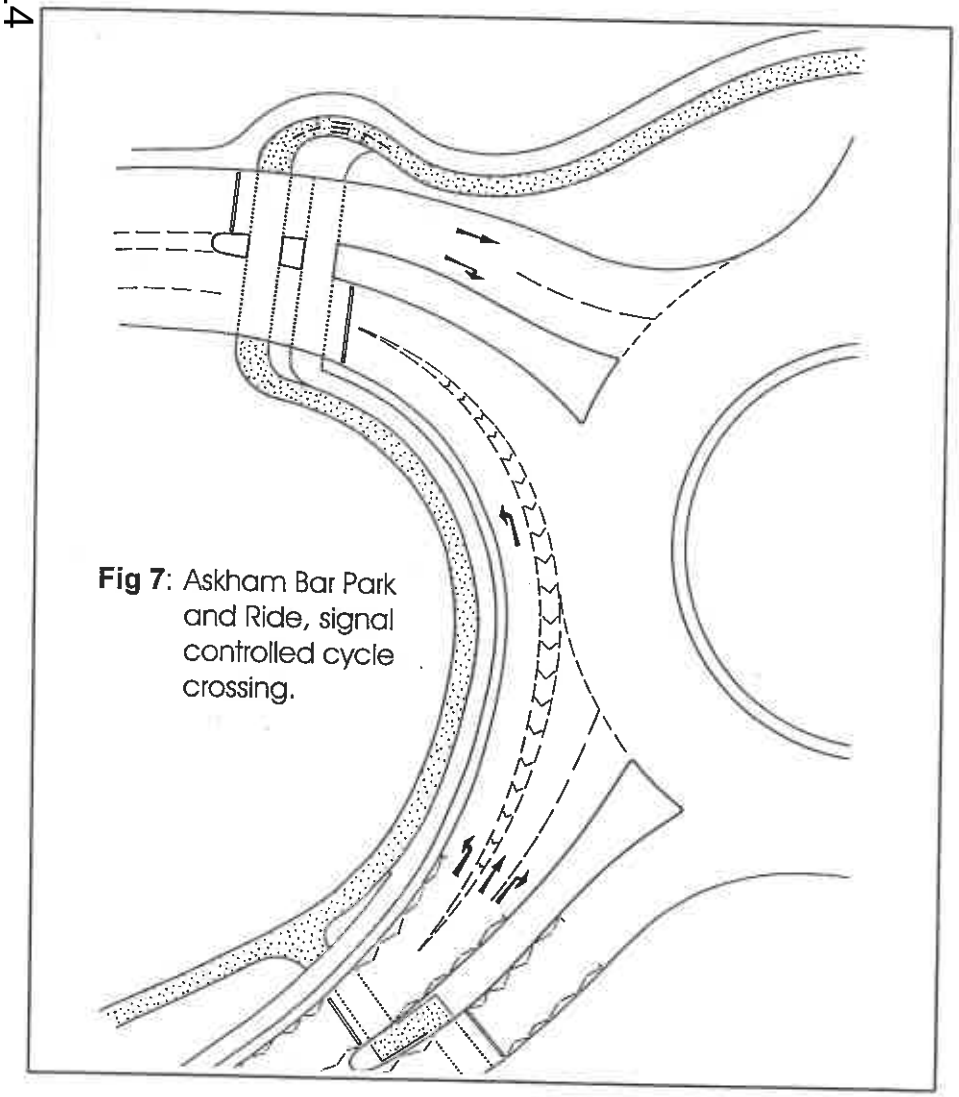


Fig 7: Askham Bar Park and Ride, signal controlled cycle crossing.

Although parallel crossings have been authorised since 1986, few local authorities have installed them. This is because they take up considerably more space and create more clutter than a Pelican crossing; they cost over twice as much to install and most local authorities are of the view that segregation at crossings is largely unnecessary. They also involve banning barring cyclists from turning across the pedestrian crossing, despite no evidence of safety problems to pedestrians. Parallel crossings probably have their uses in situations where flows of cyclists are particularly high (as on Queen's Road in Cambridge) but otherwise their use is limited.

"Toucan" unsegregated Cycle / Pedestrian Crossing

The "Toucan" (two can cross) is effectively a Pelican for cyclists and pedestrians. It was developed after the drawbacks of parallel crossings became evident. Local authorities were finally given the green light to install them in TA 10/93 - rushed out to forestall criticism of the DOT at the Velocity conference in Nottingham, September 1993.

The Toucan comprises the following basic features:

6) tactile surfaces on both approaches for the visually handicapped;
7) push buttons in each of the 4 corners;
5) unsegregated approaches (cycle/pedestrian segregation on

approaches was found to be unnecessary and ignored);

3) a crossing 4m wide (3m minimum);
4) vehicle detection on all approaches (main road);
1) 3 signal aspects to control cyclists and pedestrians: a "red man", "green man" and green cycle.;
2) 3 aspects to control main road traffic: red, amber and green, but not flashing amber.

TA 10/93 sets out the basic details of Toucan facilities and the results of the trials. It is evident that there is plenty of scope for further development but local authorities will be anxious to take advantage of this opportunity at least. Special signs authorisation, however, is still required for the cycle signal aspect. Apart from the lower costs of Toucan, they allow cyclists to turn left or right, thereby avoiding the issue of barred turns.

Toucans can be seen in operation in Exeter, Southampton and Cambridge amongst other towns and cities.

Reasearch and innovation continues by the DOT, TRL and local authorities to further develop cycle/pedestrian crossings. The Puffin, an "intelligent" pedestrian crossing that used infra-red detectors to monitor pedestrians, offers benefits of greater responsiveness and reduced delay. It seems likely that a cross between a Toucan and a Puffin will happen before long. One wonders what the hybrid offspring will be called!

Crossing Without Signals

During the eighties, many zebra crossings were replaced by Pelicans, and newly-installed crossings tended to be Pelicans rather than zebras. In many cases the main reason is to prevent delays to traffic rather than to benefit pedestrians. Now, however, there are signs that the zebra is returning, backed by traffic calming measures and research that questions the supposedly greater safety of Pelicans. It is now possible to combine zebras with special humps and to have a raised zebra crossing which emphasises pedestrian priority and improves safety.

A similar type of crossing is needed for cyclists. Just as the Toucan permits unsegregated crossing by cyclists and pedestrians, zebras should be adapted for unsegregated use by cyclists and pedestrians. This would provide a cheaper and more pedestrian/cyclist-responsive crossing which also eliminated unnecessary delays to motor vehicles.

The raised pavement crossings at junctions, such as those illustrated in TA 1/87, are usually provided for pedestrians but frequently used by cyclists too. Although motorists usually still have legal priority, practice shows that they are much more likely to give way to pedestrians and cyclists on the raised crossing.

References

DOT (1986) "Cyclists at Road Crossings and Junctions" LTN 1/86 - **DOT** (1993) "The Use of Puffin Pedestrian Crossings" Network Management and Driver Information leaflet. - **DOT** (1993) "Toucan : An Unsegregated Crossing for Pedestrians and Cyclists" TA Leaflet 10/93.

2.7 ADVANCED STOP LINES

Cyclists often find it difficult to turn right at traffic signals where many motor vehicles are going straight ahead or turning left. Even going straight ahead can be difficult when many vehicles are turning left. Experienced cyclists will position themselves at the front of the traffic queue to avoid getting "cut up". However, this usually involves crossing the stop line, which is an offence. It also makes it difficult for the cyclist to see the signals in some locations.

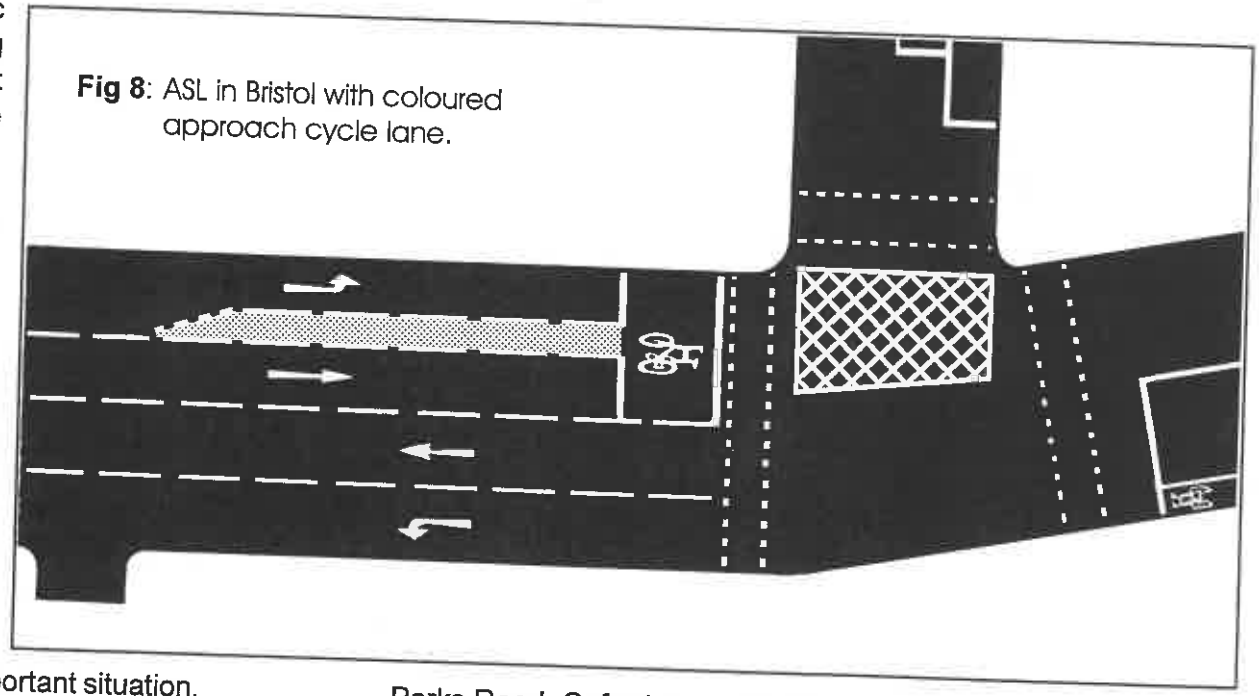


Fig 8: ASL in Bristol with coloured approach cycle lane.

Advanced stop lines for cyclists (ASLs) legalise this practice by providing a waiting area (reservoir) for cyclists between two stop lines - one for the motorists and an ASL for the cyclists. A cycle lane, usually on the left, allows cyclists to bypass the traffic queue and reach the waiting area. When the lights change the cyclists are then able to go turn or go ahead safely. ASLs therefore give cyclists a visible and practical priority in an important situation.

ASLs have existed in the Netherlands for many years. They are detailed in the CROW design manual reviewed in Part One of this handbook. The first ASL in Britain was installed in 1986 on Parks Road, Oxford as an experiment. They have subsequently been installed in a variety of layouts to meet different circumstances in at least a dozen towns and cities in England. The DOT no longer considers them to be experimental. Apart from benefitting cyclists, the ASL monitored in York showed an

increase in the peak-hour traffic through the junction.

The original DOT layout required a special additional signal head. However, Avon County Council has developed a simplified layout which requires no extra signals. Indeed, all it needs is some white paint and a cycle lane sign. Surfacing the cycle lane and waiting area in red or green helps to keep motorists out. This layout has also been used successfully in Cambridge and Manchester. The DOT are quite satisfied with the simplified ASL layout although they still insist on special authorization of the painted bicycle symbol in the waiting area.

Each location needs to be carefully assessed to determine the most appropriate layout and also signal timings. In some cases it is better to position the approach cycle lane between or to the right of the all-purpose traffic lanes. These layouts can be seen in Bristol. A good example is the ASL at Prince Street / The Grove which has an approach cycle lane (surfaced red) between the two traffic lanes to avoid conflicts with left-turning vehicles. **Figure 8**.

Unlike the Netherlands, the DOT does not allow the traffic signals at ASL's to turn green before the motorists get the green, nor does the DOT allow cyclists to turn left on red as the authorities do in Germany - a change adopted by West Germany from East Germany on reunification. Perhaps European integration will bring these advances?

Reference

DOT (1993) Advanced Stop Lines for Cyclists. TA Leaflet 8/93.

2.8 SIGNAL-CONTROLLED ROUNDABOUTS

Roundabouts, particularly large roundabouts and gyratories, are the most feared feature of the road network for cyclists. Even experienced cyclists will make detours to avoid certain roundabouts or sometimes dismount and wheel their bikes across the junction. They have good cause to do so: cyclists are some 14-16 times more likely than car users to suffer an accident at a roundabout. Over 50% of these accidents are due to motorists entering the roundabout and hitting cyclists who, of course, have right of way.

There are many things that highway authorities can do to make roundabouts safer for cyclists. These include reducing the width of the circulatory carriageway, increasing deflection on entry and improving signing, road markings and conspicuity. Southampton City Council has a policy of preferring signals to roundabouts, partly due to the dangers of roundabouts to cyclists. Where there are adequate subways (2.5 - 3 metre minimum with conveniently arranged ramps) then shared use by cyclists as well as walkers is a common solution (Cambridge, Bristol, Chelmsford).

Recently, many large roundabouts and gyratories have been signalised, ie entry to the roundabout is controlled by traffic lights on the approach arms. This has usually been done to increase capacity at peak times and to prevent some arms from being shut out by continuous flows from other arms. A side effect of this is to reduce the danger to cyclists as vehicles should no longer enter when traffic is circulating in front of them. Signal-control of roundabouts is now seen as the best technique for making large roundabouts safer for cyclists.

Avon County Council has installed signal control at two large roundabouts in central Bristol (St James Barton and Old Market). It has also signalised the Temple Gate/Inner Circuit Road gyratory. At the St James Barton and Old Market sites, advanced stop lines for cyclists have also been installed to further improve their safety. See **Figure 9**. The County Council is pleased with the reduction in cyclist casualties. Combining signal control and ASLs is recommended by the Traffic Director for London for the London Strategic Cycle Network.

Using traffic lights and advanced stop lines to improve conditions for cyclists at roundabouts requires no special authorization from the DOT other than that required for ASLs. It does require sophisticated design to get the correct signal timings and SCOOT is considered to be the best operating system. It is used in the Bristol schemes.

References

Allott & Lomax (1993) Cyclists and Roundabouts (Updated), Report for the Cyclists' Touring Club

County Surveyors' Society (1993) Accidents at signalised roundabouts, Report ENV/1-93

Hallworth, MS (1992) Signalling Roundabouts : Circular Arguments Traffic Engineering + Control, June

James, SE (1992) Signalling Roundabouts: Controlling the Revolution. Traffic Engineering + Control, November.

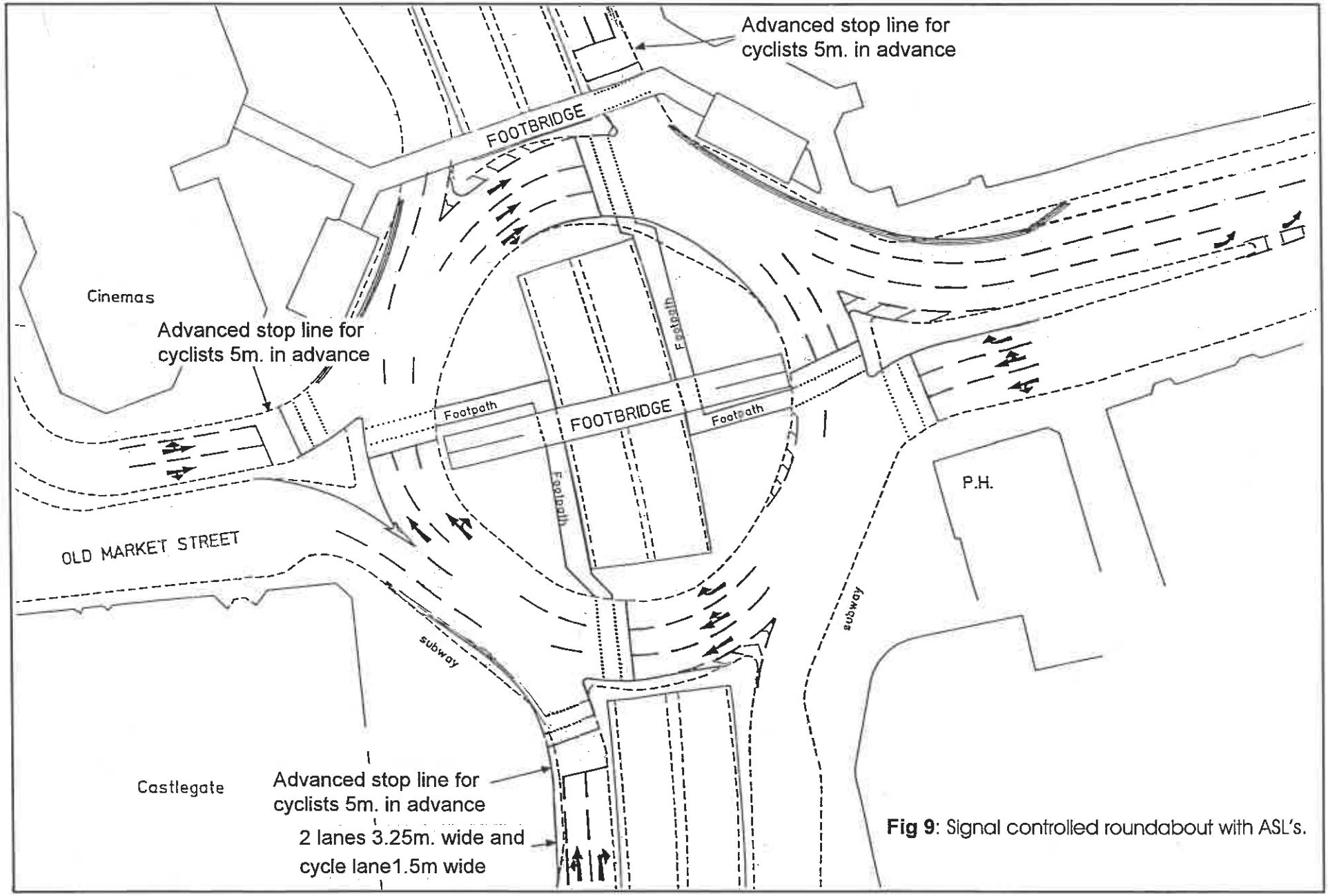


Fig 9: Signal controlled roundabout with ASL's.

2.9 CYCLISTS AND TRAFFIC CALMING

Traffic calming is obviously far more than a measure to assist cyclists. At its most radical it is a multi-disciplinary collection of techniques which can:

- redistribute road space away from motor vehicles to non-motorised road users
- reduce vehicle speeds and intrusiveness
- improve safety, particularly for vulnerable road users
- enhance the urban street scene
- give priority to particular road users such as cyclists and walkers.

The range of techniques used in UK traffic calming is growing fast, but we have still to catch up with Continental practice. Common techniques are speed humps, road narrowings, raised crossings, mini roundabouts and surface treatments. These are being integrated with 20mph speed restrictions in a number of areas such as The Groves, York.

Cyclists benefit from well-designed traffic calming measures as motor vehicle speeds and volumes are reduced. The particular needs of cyclists in traffic calming schemes are well described in "Cyclists and Traffic Calming" by Johanna Cleary for the CTC. This advice is not repeated here.

Traffic calming often provides the opportunity to give priority to cyclists as well as generally benefitting them through speed reduction measures, etc. In addition to the techniques described in the previous sections, such as cycle slips and road closure exemptions, cyclists can benefit from the following:

Bypasses

Bypasses for cyclists can be incorporated into the design of features such as speed humps, narrowings, chicanes, road closures, etc., where space permits. It is important that cyclists are not squeezed by motor vehicles. Bypasses avoid this problem and give cyclists priority. An example is the cycle bypass to the two-way chicane in Elmfield Avenue, part of the Muncaster area traffic calming scheme in York.

Speed Cushions

Speed cushions are effective in slowing vehicles and have certain advantages over speed humps. They do not create drainage problems, buses and emergency vehicles are able to straddle them, and cyclists are able to bypass them. Although not as effective in slowing vehicles as conventional speed humps, they are proving popular in traffic calming schemes that might otherwise attract opposition from bus operators and the emergency services. During 1993, at least a dozen local authorities, including Bradford, Sheffield and Scarborough, installed speed cushions. This followed trials in York.

The cushions are normally 1.6m-1.9m wide and 75mm high. They are constructed in a variety of materials including tarmac, block paving and pre-cast rubber blocks made from old tyres. Experience in York suggests that red tarmac is cheapest and most durable. The gap between kerb and cushion should be between 600mm and 1m to allow cyclists to pass without encouraging cars to enter it. Special authorisation from the DOT is needed before local authorities can install speed cushions. Speed cushions do not conform to the speed humps regulations, which do not allow a central gap or such a large gap between kerb and hump.

Speed cushions can be seen in several schemes in York, including Foxwood Lane where they are made of red tarmac. Cyclists can bypass the cushions either on the nearside or via the gap between cushions in the centre of the road.

Surface Treatments

Raised cobbles and other rough surfaces are often used to denote entry to an area that is calmed, or simply to slow traffic turning into a side road. These surfaces can be difficult for cyclists to negotiate safely. Providing paths in smoother materials through these areas gives priority and safety to cyclists without affecting the efficiency of the scheme. For example, at the New Street/ Temple Street junction in Birmingham city centre, a 500mm wide block-paved channel has been provided in the centre of the cobbles. (As Temple Street is one-way, a single central channel is correct.) The result is functional and attractive.

Most cycling will continue to take place on the existing road network. Traffic calming of individual areas, and whole communities and towns, is likely to be the most useful type of general policy to benefit cyclists.

Gateways

Creating 'gateways' to residential areas, villages, local centres, etc. helps to establish a sense of place and to reduce traffic speeds. Raised crossings that give greater priority and convenience to pedestrians can be effective. These should be used to give priority to cycle routes also. Good examples can be seen on the Isle of Dogs, London.

Small roundabouts with tight radii, placed at village gateways, can be very effective at reducing vehicle speeds on straight through roads. There does not need to be any junction to create the roundabout.

References

DOT 1/87 Measures to reduce traffic for the benefit of residents, pedestrians and cyclists.
Cleary, J (1991) "Cyclists and Traffic Calming" CTC
Devon County Council (1991) 'Traffic Calming Guidelines'.
DOT (1993) 'Traffic Calming Regulations'. HMSO.

2.10 MAPPING AND SIGNS

Almost all published mapping relates to roads and is aimed at guiding the motorist around the country. The Ordnance Survey 1:25,000 and 1:50,000 scales do show footpaths and bridleways, but these maps give no indication of the quality of the paths or of their continuity at roads. None of the marked mapping systems indicate cycle paths at all (other than the occasional route name alongside a disused railway).

The only mapping available consists of leaflets describing various individual routes put out by local authorities of a few examples of citywide networks of recommended routes e.g. Spokes in Edinburgh and the London Cycling Campaign in London.

Almost none of this material is widely available in bookshops, especially remote from the area, so it is almost impossible to find out what exists unless you already know.

Signing on the ground is little better. Although it may not appear to be significant the sight of a blue and white cycle sign is a great boost to the cyclist as it indicates that somebody in the area has thought about them as individual travellers.

Mapping of signs are the visible indications that somebody considers cycling to be important. Local highway authorities should publish 1:50,000 maps of their area showing all paths and proposed routes. The Ordnance Survey should be persuaded to revive their map style and symbols to facilitate this.

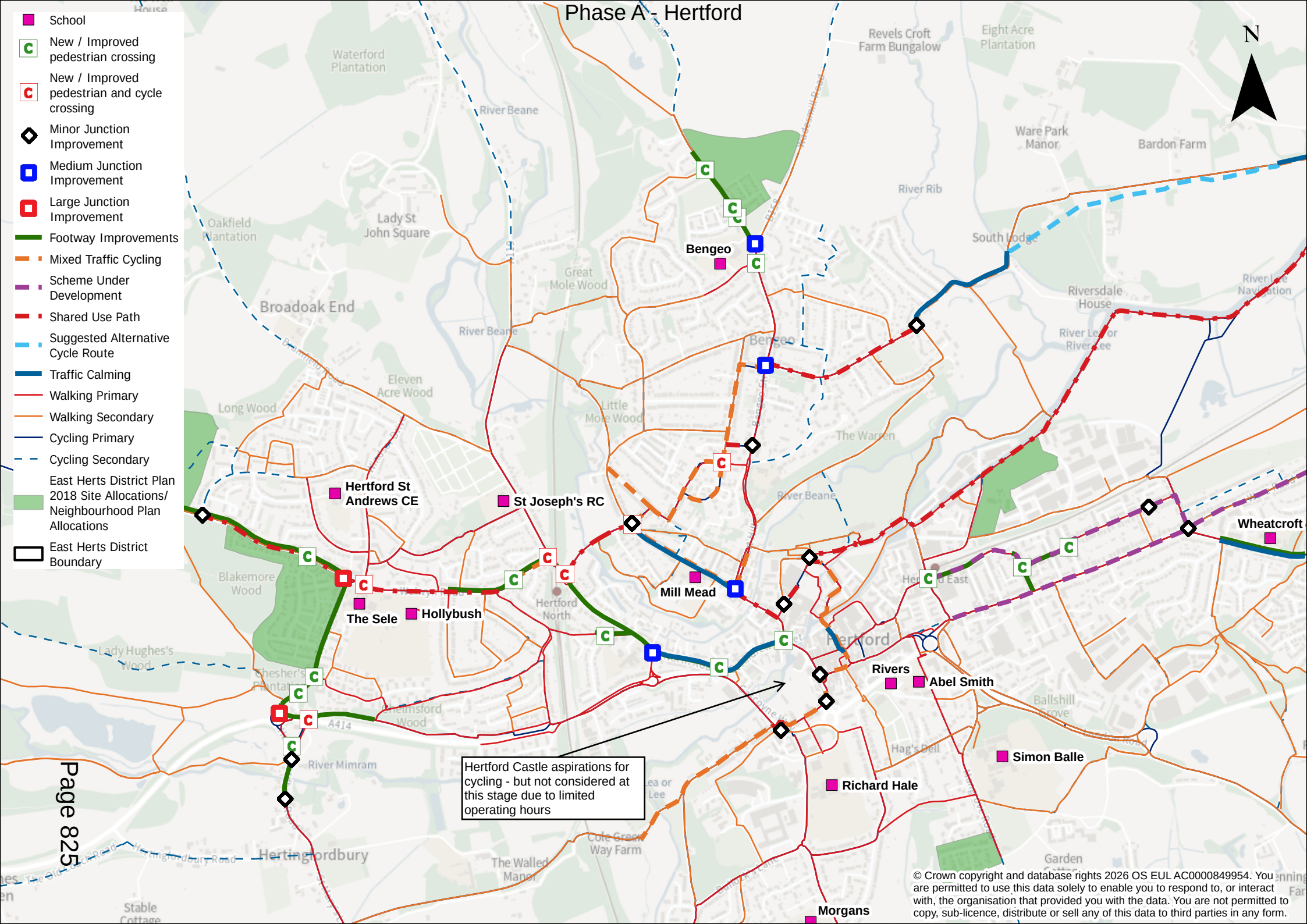
2.11 OTHER

New Towns

In new towns such as Stevenage and Milton Keynes, cycle / pedestrian networks are provided segregated from the main road network. In other new towns, such as Basingstoke, plans did exist for such a network, but, in the car-obsessed culture of the period, were never implemented.

New towns tend to have few, if any, traffic signal controlled junctions, many roundabouts and pedestrian subways. There is a much clearer distinction between major and minor roads. In these circumstances, the adaptation of traditional road layouts and street design described in this handbook is not always appropriate. Opportunities for segregated networks of cycle routes may be greater. Of critical importance is the continuity and quality of the routes. Primary cycle routes must have priority over secondary roads where they meet. These points should be defined by raised crossings and appropriate road markings. In no circumstances should "Cyclists Dismount" signs be erected. These are incompatible with cycle routes, just as "motorists must walk" signs would be incompatible with a motorway.

In Milton Keynes the Redway cycle/pedestrian routes continue across minor estate roads at the raised (Redway) level. However, the cyclists are supposed to give way to cars, so this is not true priority. Oxford City Council has recently installed raised crossings to give continuity and priority to cyclists on the Woodstock Road cycle route where it crosses side roads.



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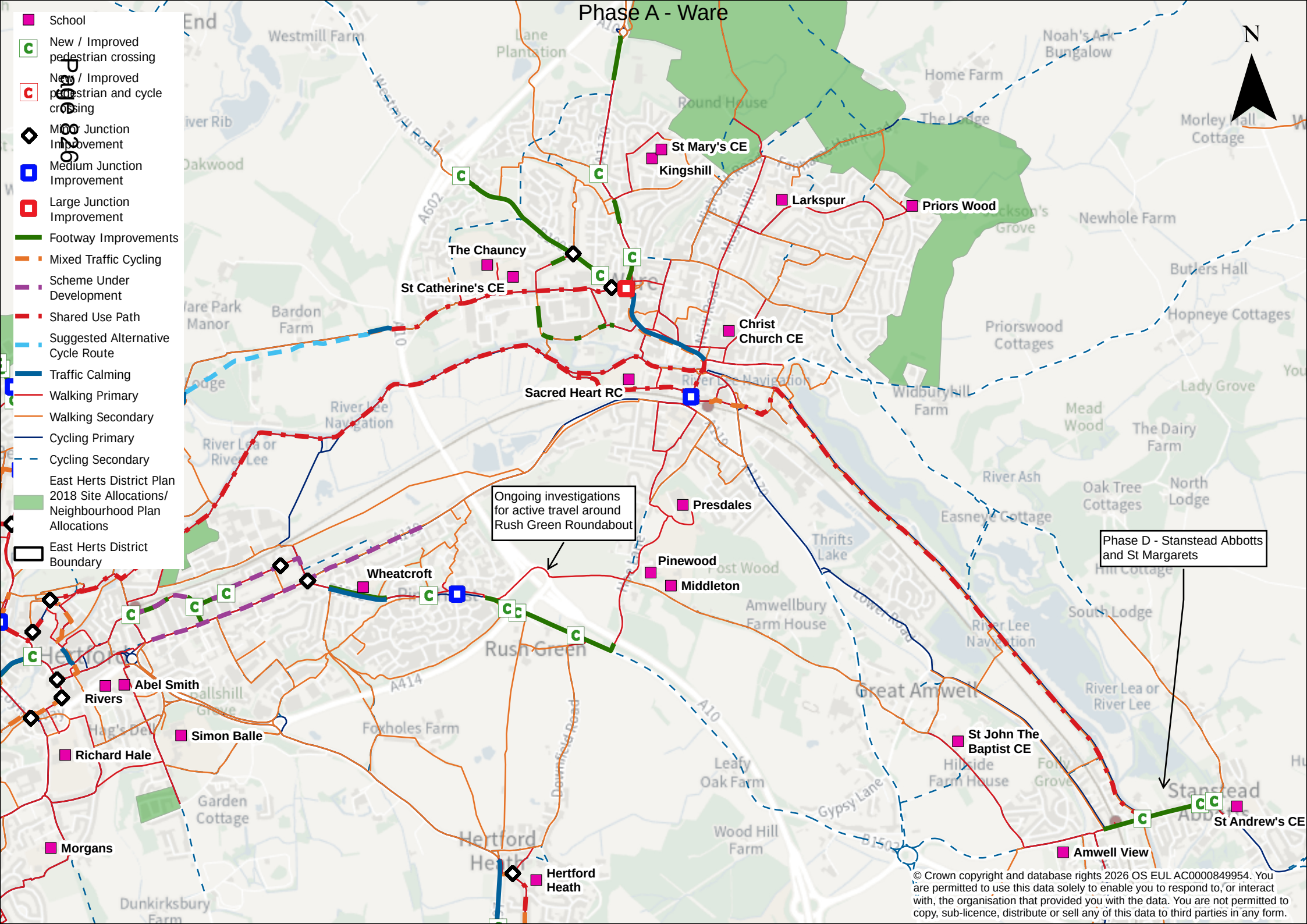
Phase A - Ware



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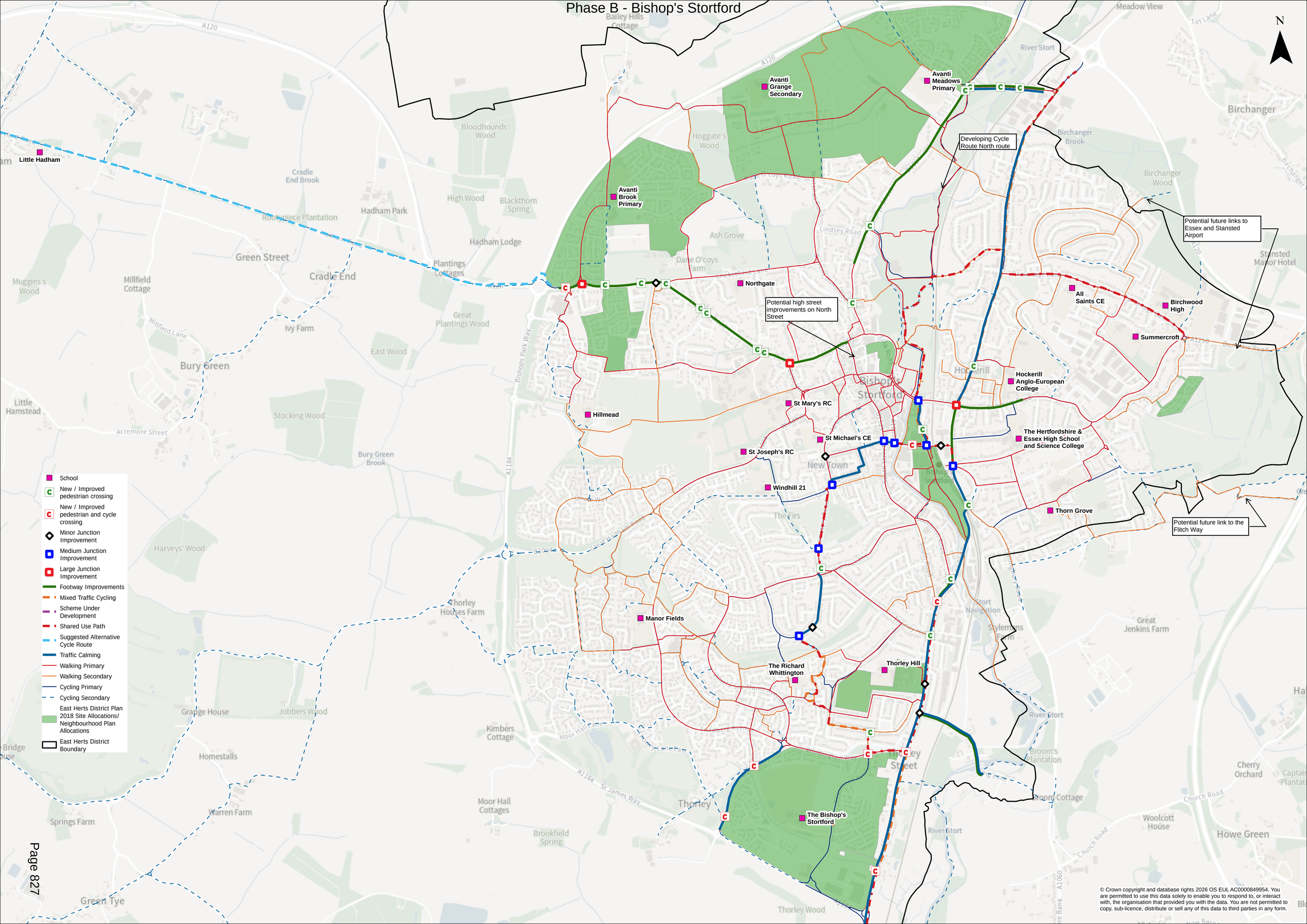
Phase B - Bishop's Stortford



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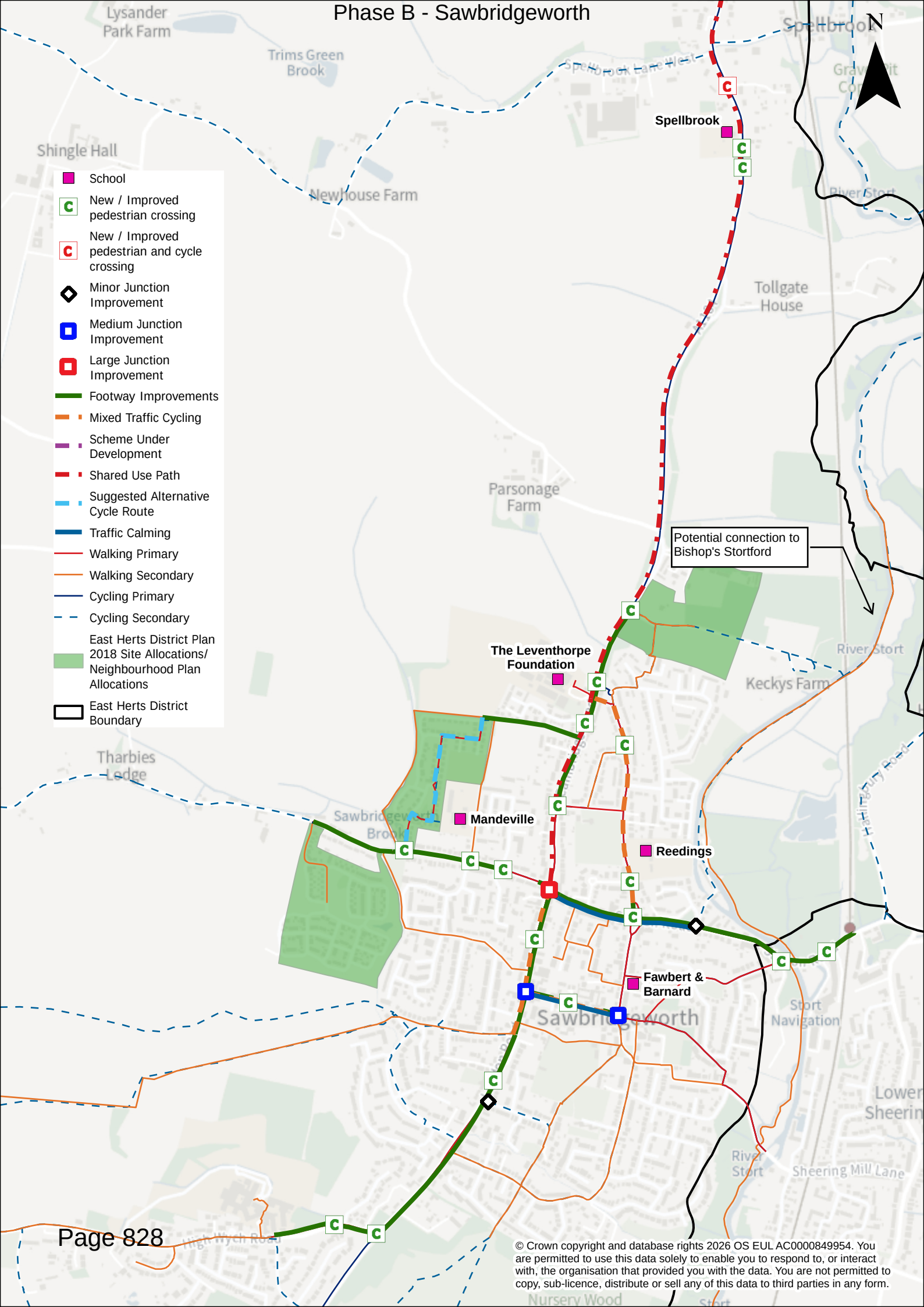
Phase B - Sawbridgeworth



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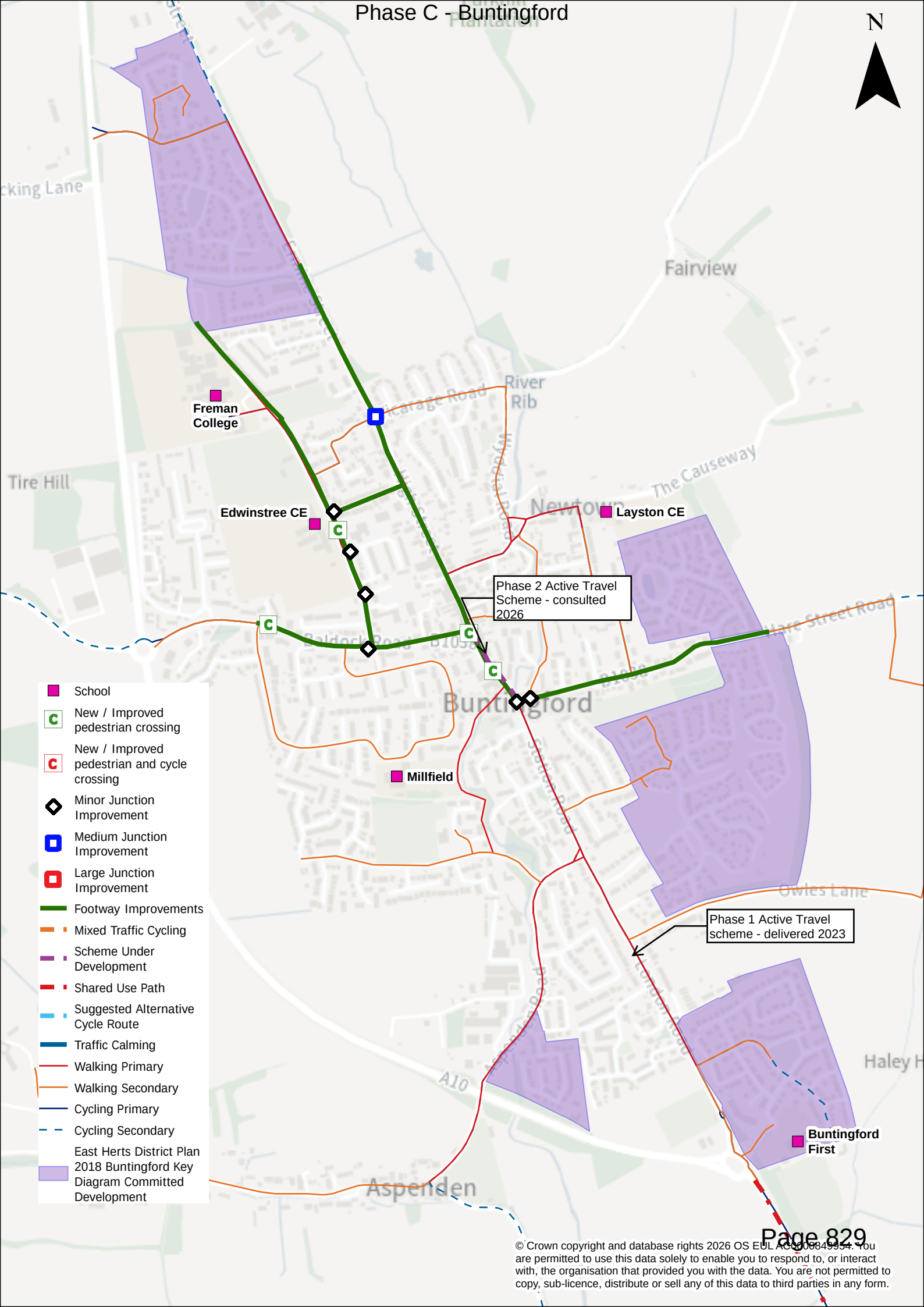
Phase C - Buntingford



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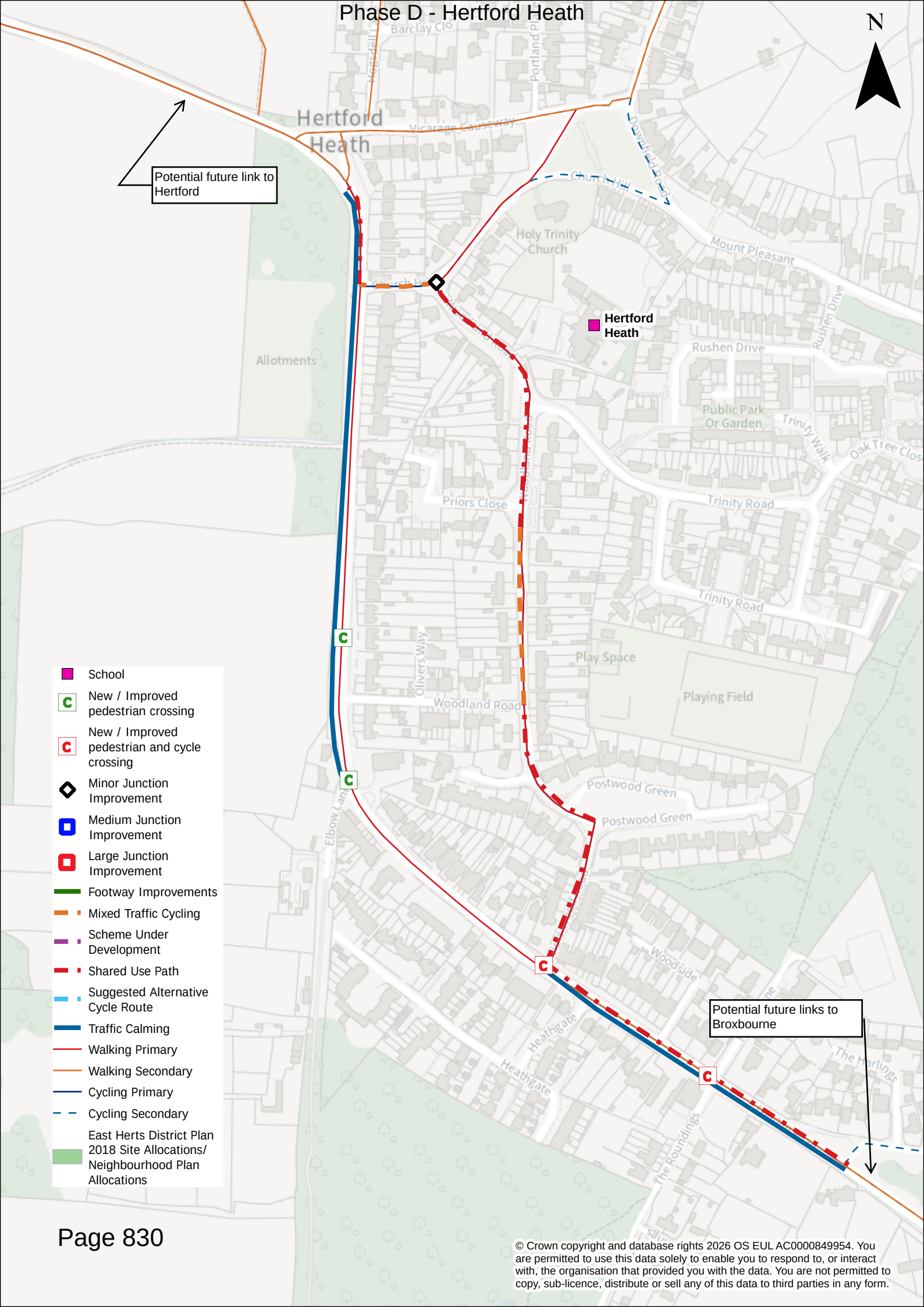
Phase D - Hertford Heath



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Phase D - Hunsdon

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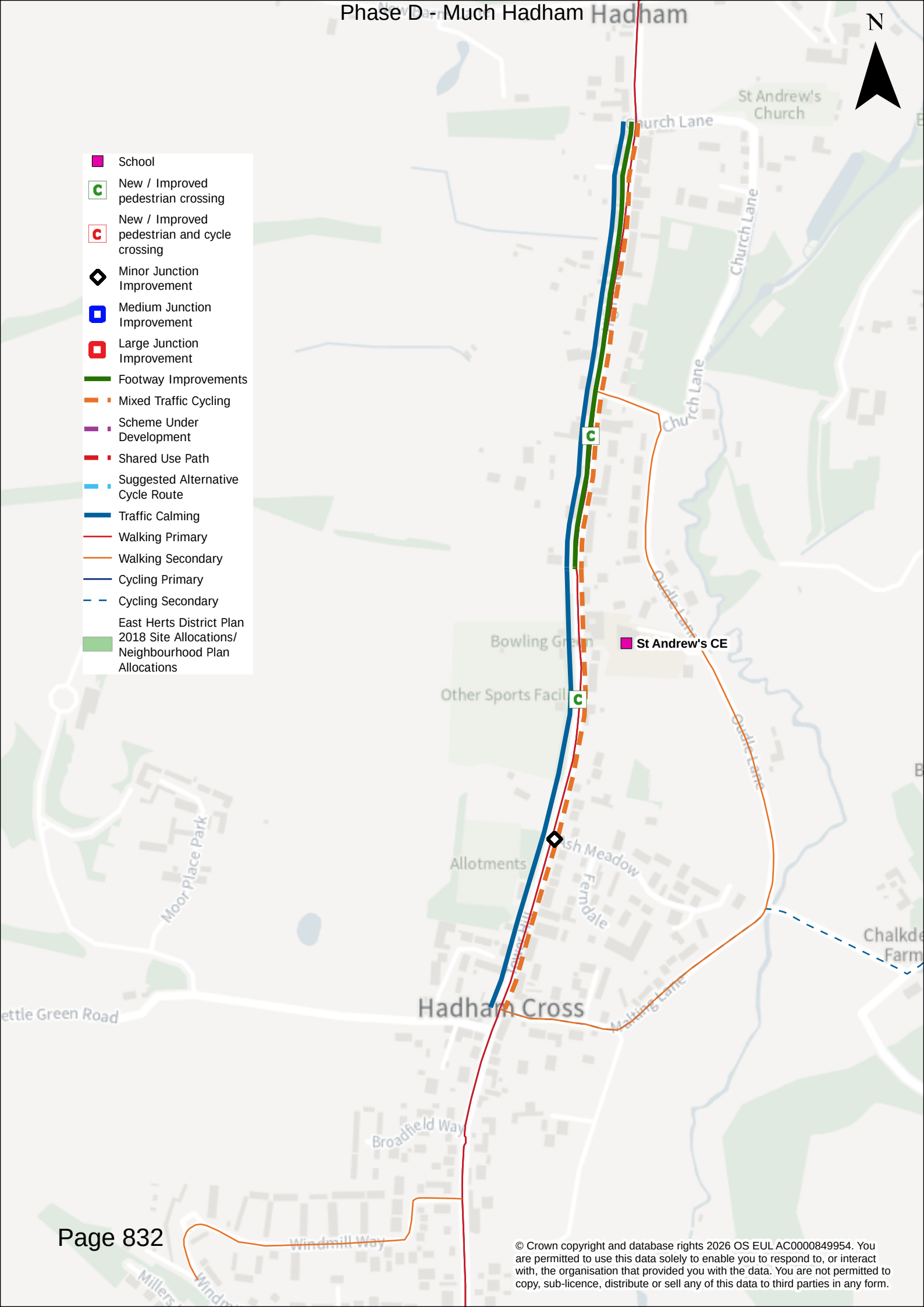

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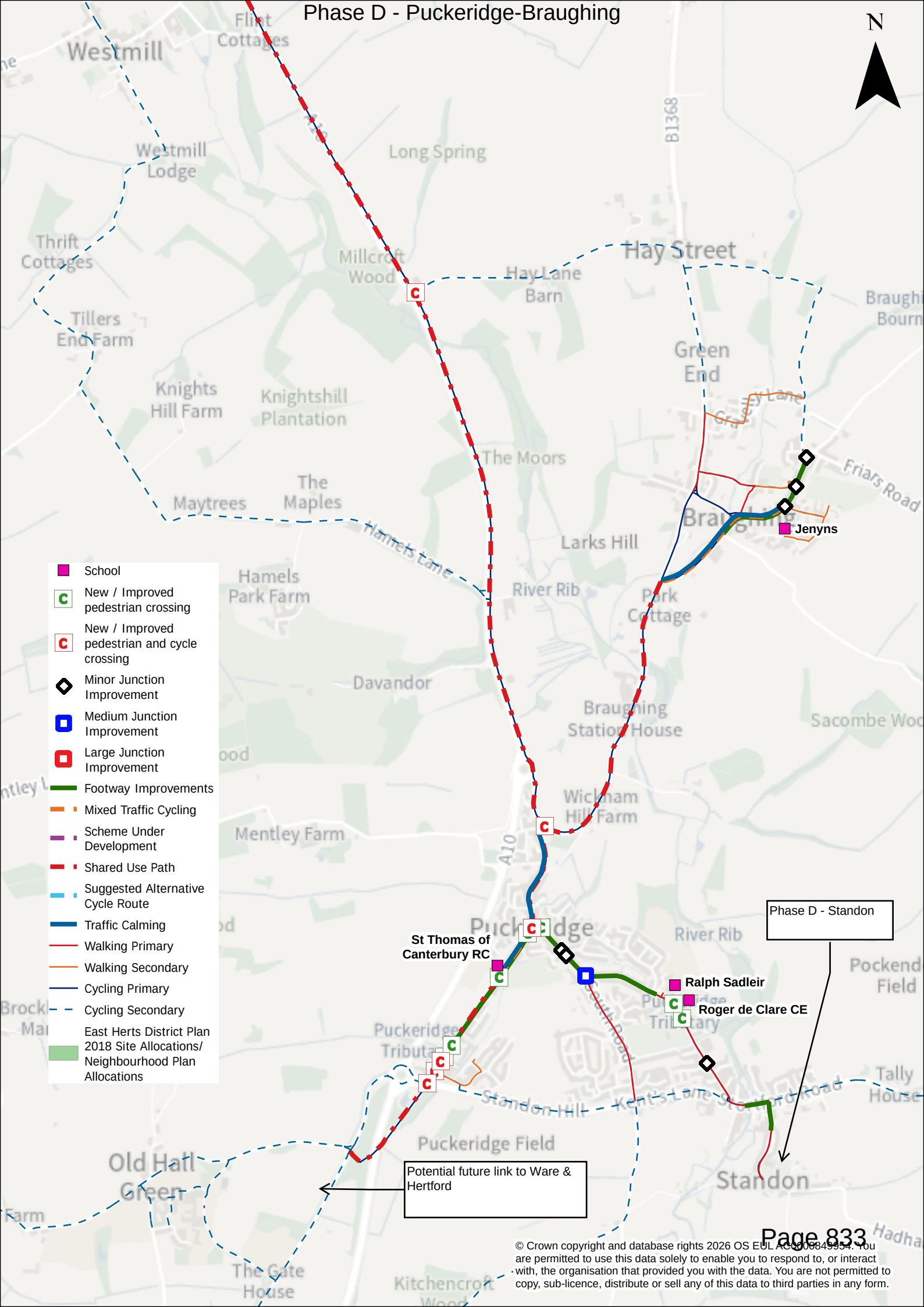

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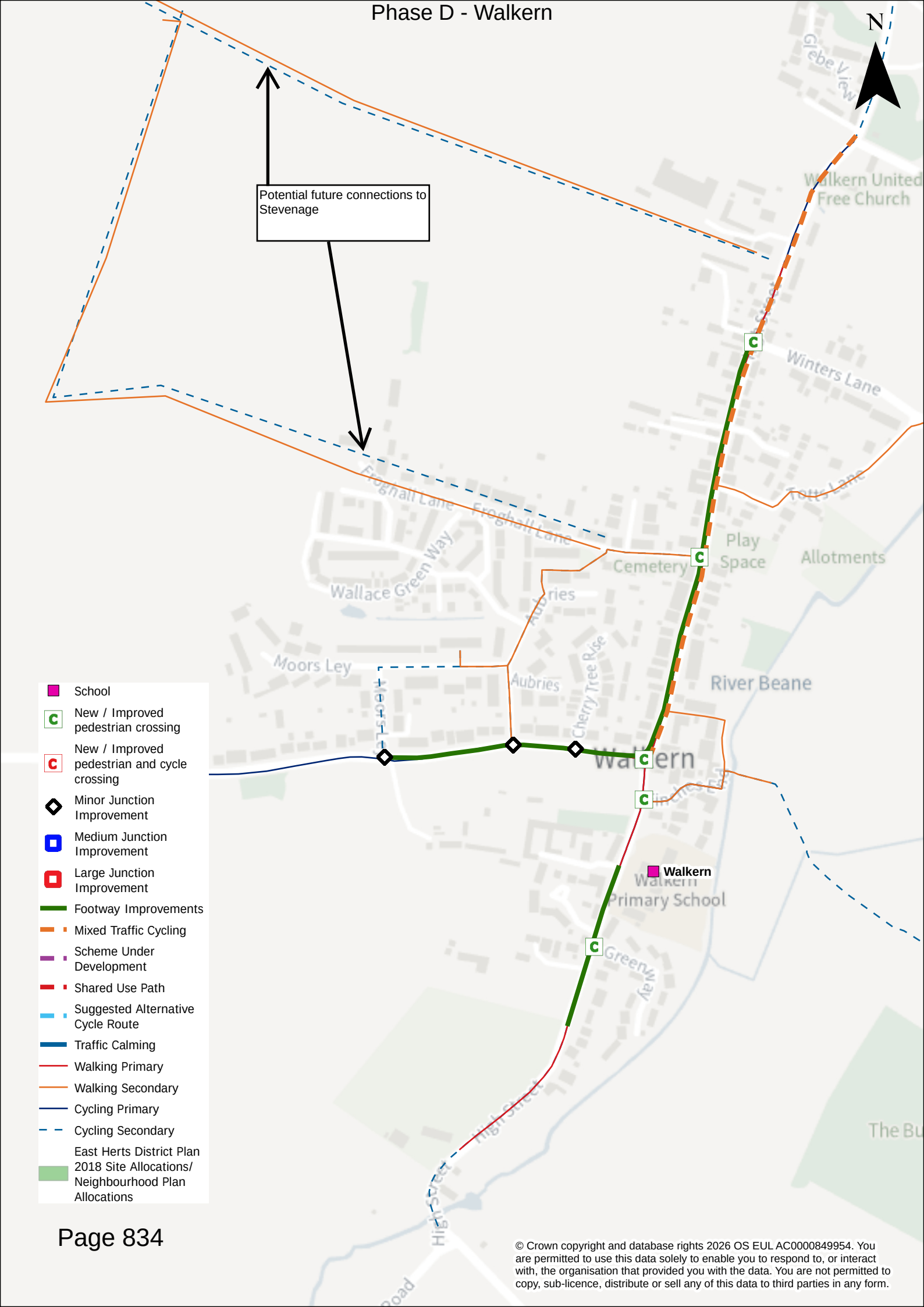

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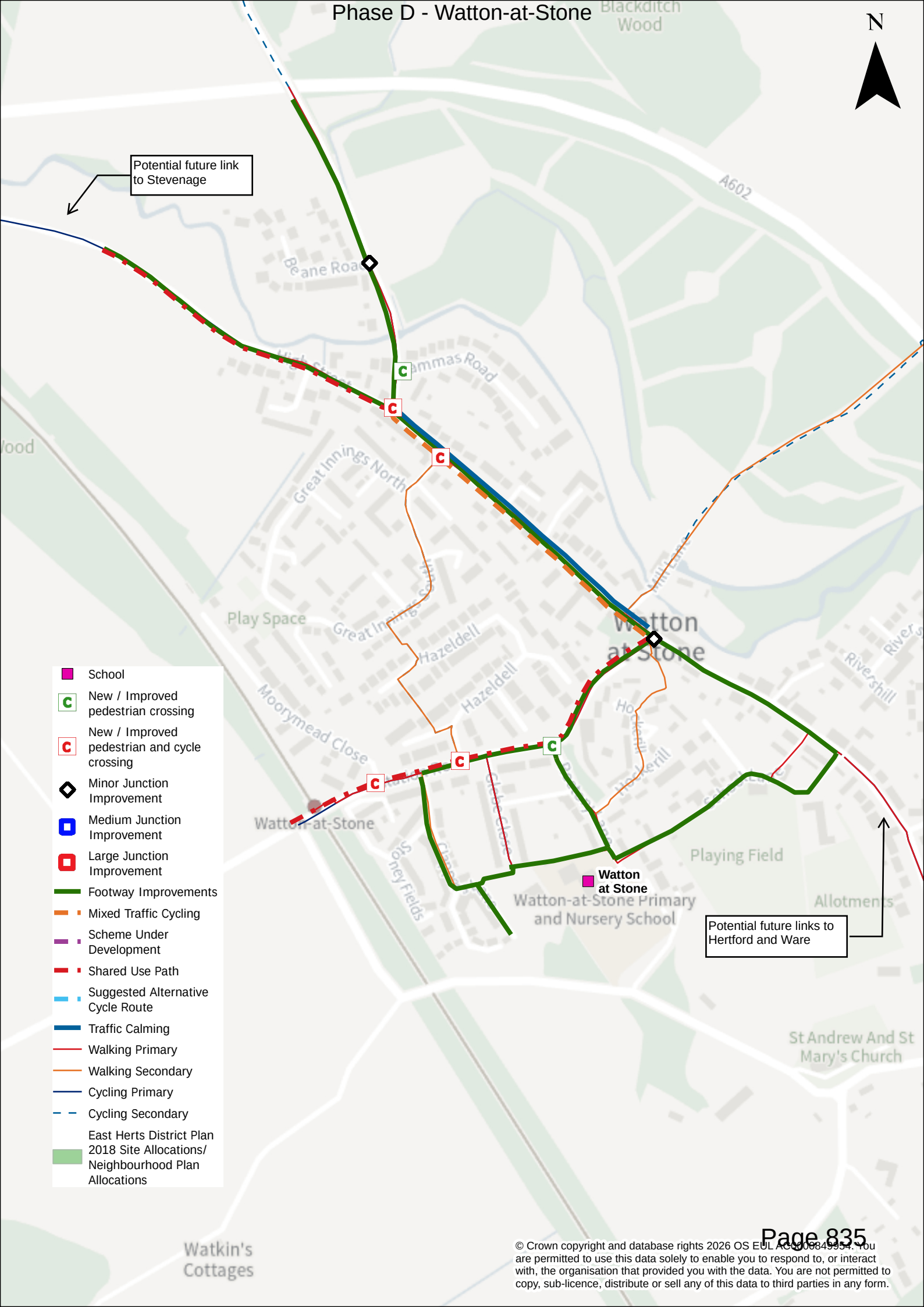

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East Herts LCWIP - Multi-Criteria Assessment Tool (MCAT)

				Desired outcomes					Technical deliverability			Summary scores		
			Minimum Score:	0	-1	0	0	0	-1	-2	-1	-1	-4	
			Maximum Score:	2	3	2	2	2	3	2	1	11	6	
Route / Infrastructure Group	**Total Cost**	**Route Length (M)**	**Walking / Cycling / Both**	**Increase in walking & cycling trips based on GIS model**	**Infrastructure impact on active travel**	**Connectivity**	**Access to education facilities**	**Access to jobs**	**LTN 1/20 / Inclusive Mobility compliance**	**Technical feasibility**	**Dependency**	**Desired outcomes**	**Technical deliverability**	**Summary score**
Bishop's Stortford - Sawbridgeworth (Bishop's Stortford)	£4,762,598	4771.6	Walking / Cycling / Both	1	3	2	2	2	3	1	1	10	5	15
Hertford 2b (Hertford)	£3,685,459	1414	Walking / Cycling / Both	2	3	2	2	2	2	1	1	11	4	15
Hertford to Ware Tow Path (Ware)	£4,455,562	6339.6	Walking / Cycling / Both	1	3	2	2	2	3	1	1	10	5	15
Stanstead Abbotts 1 (Stanstead Abbotts)	£1,062,986	597.3	Walking	1	2	1	2	2	3	2	1	8	6	14
Station Road (Puckeridge and Standon)	£3,089,558	1209.6	Walking	1	2	2	1	2	3	2	1	8	6	14
Bishop's Stortford 2a (Bishop's Stortford)	£2,504,865	1970	Walking / Cycling / Both	1	3	2	1	2	3	1	1	9	5	14
Dunmow Road - Bishop's Stortford (Bishop's Stortford)	£5,592,174	370.2	Walking	1	3	1	2	2	2	2	1	9	5	14
Hertford 2a (Hertford)	£3,402,662	760	Walking / Cycling / Both	2	2	2	2	2	2	1	1	10	4	14
Bishop's Stortford 3 (Bishop's Stortford)	£13,392,817	1580.3	Walking	1	2	2	1	2	3	2	1	8	6	14
Sawbridgeworth 1 (Sawbridgeworth)	£1,317,329	1816.5	Walking / Cycling / Both	1	2	2	2	2	3	1	1	9	5	14
Hertford 1 (Hertford)	£6,487,733	7165	Walking / Cycling / Both	2	3	1	2	1	2	1	1	9	4	13
Rye Street / Meadowlands (Bishop's Stortford)	£2,880,950	1972	Walking	1	2	2	1	2	2	2	1	8	5	13
London Road - Bishop's Stortford (Bishop's Stortford)	£225,175	333.1	Walking	1	3	1	0	2	3	2	1	7	6	13
Newtown Road (Bishop's Stortford)	£6,462,660	963.9	Walking / Cycling / Both	1	3	2	0	2	3	1	1	8	5	13
Puckeridge 1 (Puckeridge and Standon)	£4,846,356	1790.8	Walking / Cycling / Both	1	2	2	1	2	3	1	1	8	5	13
Ware 2 (Ware)	£6,352,081	4967	Walking / Cycling / Both	1	2	2	2	2	2	1	1	9	4	13
Bowling Green Lane and Norfolk Road (Buntingford)	£1,146,159	920	Walking	2	1	2	2	0	3	2	1	7	6	13
Bishop's Stortford 1 (Bishop's Stortford)	£5,888,282	1748.7	Walking / Cycling / Both	1	2	2	1	2	2	1	1	8	4	12

Braughing 1a (Braughing)	£1,591,579	875	Walking / Cycling / Both	1	1	1	1	2	3	2	1	6	6	12
Braughing 1b (Braughing)	£1,404,305	1622	Walking / Cycling / Both	1	2	2	0	1	3	2	1	6	6	12
Thieves Lane (Hertford)	£6,114,877	493.2	Walking	1	2	1	1	1	3	2	1	6	6	12
High Wych Road/Bonks Hill/ London Road (Sawbridgworth)	£3,441,858	1000	Walking	2	1	1	0	2	3	2	1	6	6	12
A10 between Puckeridge and Buntingford (Buntingford)	£3,619,293	4655.3	Walking / Cycling / Both	1	2	2	0	1	3	1	1	6	5	11
Hertford 3 (Hertford)	£1,048,134	1827.1	Walking / Cycling / Both	1	2	2	0	2	2	1	1	7	4	11
High Street (Watton-at-Stone)	£272,509	403.4	Walking / Cycling / Both	1	1	1	2	1	2	2	1	6	5	11
Hunsdon 1 (Hunsdon)	£9,001,013	798.6	Walking / Cycling / Both	1	1	1	1	1	3	2	1	5	6	11
London Road (Sawbridgeworth)	£5,850,482	427.7	Walking	1	2	1	0	2	2	2	1	6	5	11
Welwyn Road (Hertford)	£2,593,903	710.6	Walking	1	1	1	1	1	3	2	1	5	6	11
Sawbridgeworth 3 (Sawbridgeworth)	£1,636,573	894.5	Walking	1	2	1	0	1	3	2	1	5	6	11
Sawbridgeworth 2 (Sawbridgeworth)	£835,087	655.9	Cycling	1	2	1	1	1	2	2	1	6	5	11
Ware 1 (Ware)	£10,590,861	4569	Walking / Cycling / Both	1	2	2	1	1	2	1	1	7	4	11
Hunsdon 2 (Hunsdon)	£157,555	233	Walking	1	1	1	0	1	3	2	1	4	6	10
High Street (Puckeridge and Standon)	£156,202	230.2	Walking	1	1	1	0	1	3	2	1	4	6	10
Bishop's Stortford 2b (Bishop's Stortford)	£911,409	1248	Walking / Cycling / Both	0	2	2	0	2	2	1	1	6	4	10
Watton-at-Stone 2 (Watton-at-Stone)	£544,341	654.8	Walking	1	1	1	1	1	2	2	1	5	5	10
Dane Street (Bishop's Stortford)	£570,486	273.1	Walking / Cycling / Both	1	2	1	0	1	3	1	1	5	5	10
Much Hadham 1 (Hadham Cross)	£2,515,870	1119.8	Walking / Cycling / Both	1	1	1	1	1	2	2	1	5	5	10
Bell Street (Sawbridgeworth)	£4,053,657	261.3	Walking	1	1	1	1	1	2	2	1	5	5	10
Royston Close to North Road (Hertford)	£309,700	132.8	Walking	1	1	1	0	1	3	2	1	4	6	10
Sacombe Road (Hertford)	£931,127	402.2	Walking	1	1	0	1	1	3	2	1	4	6	10
West Road - Sawbridgeworth (Sawbridgeworth)	£1,049,462	678.3	Walking	1	2	0	0	1	3	2	1	4	6	10
High Street (Buntingford)	£2,278,118	869.4	Walking	1	1	1	0	1	3	2	1	4	6	10

Thornbera Gardens (Bishop's Stortford)	£52,091	216.6	Walking / Cycling / Both	1	1	1	1	1	2	2	1	5	5	10
Walkern 1 (Walkern)	£2,042,337	1095	Walking / Cycling / Both	1	1	1	1	1	2	2	1	5	5	10
Watton-at-Stone 1b (Watton-at-Stone)	£1,438,196	779	Walking / Cycling / Both	1	1	1	0	1	3	2	1	4	6	10
Apton Road (Bishop's Stortford)	£14,606	20	Walking / Cycling / Both	2	2	0	0	0	3	2	0	4	5	9
Cemetery Road (Bishop's Stortford)	£4,081,219	518.8	Walking / Cycling / Both	1	2	1	0	1	3	1	0	5	4	9
Hertford Heath 1 (Hertford Heath)	£2,537,356	1427.1	Walking / Cycling / Both	1	1	0	1	0	3	2	1	3	6	9
Magnaville Road (Bishop's Stortford)	£99,104	227.6	Walking / Cycling / Both	1	1	0	1	1	2	2	1	4	5	9
Cambridge Road - Sawbridgeworth (Sawbridgeworth)	£1,280,723	582.9	Walking	1	1	1	0	1	2	2	1	4	5	9
Buntingford 1 (Buntingford)	£638,333	469.4	Walking	1	1	1	0	1	2	2	1	4	5	9
Buntingford 2 (Buntingford)	£1,154,950	757.7	Walking	1	1	1	0	1	3	1	1	4	5	9
Hertingfordbury Road East/Westbound (Hertford)	£471,988	373.2	Walking	1	1	1	0	0	3	2	1	3	6	9
Watton-at-Stone 1a (Watton-at-Stone)	£1,560,403	821	Walking / Cycling / Both	1	1	1	0	1	3	2	0	4	5	9
Whittington Way (Bishop's Stortford)	£148,250	202.8	Walking / Cycling / Both	1	2	0	0	0	3	2	1	3	6	9
Norfolk Way (Bishop's Stortford)	£2,354,173	395	Walking / Cycling / Both	1	1	0	0	1	2	2	1	3	5	8
Obrey Way (Bishop's Stortford)	£1,160,190	608.5	Walking / Cycling / Both	1	1	1	1	1	1	2	0	5	3	8
Park Avenue (Bishop's Stortford)	£140,217	191.9	Walking / Cycling / Both	1	1	0	0	0	3	2	1	2	6	8
Hertingfordbury Road North/Southbound (Hertford)	£5,861,302	143.4	Walking	1	1	0	0	0	3	2	1	2	6	8
Bishop's Avenue (Bishop's Stortford)	£646,934	284.7	Walking / Cycling / Both	1	1	0	0	0	3	2	0	2	5	7
Clappers Lane (Watton-at-Stone)	£164,993	244.2	Walking	0	1	0	0	1	2	2	1	2	5	7
Hadham Road (Much Hadham)	£2,382,956	3262.9	Cycling	1	2	1	1	1	-1	2	0	6	1	7
Walkern Road (Watton-at-Stone)	£590,323	398.2	Walking / Cycling / Both	1	1	0	0	0	2	2	1	2	5	7
Hayley Bell Gardens (Bishop's Stortford)	£56,892	237	Walking / Cycling / Both	1	1	0	0	0	1	2	0	2	3	5
Pig Lane (Bishop's Stortford)	£987,759	528.1	Walking	1	0	0	0	0	2	1	0	1	3	4

Appendix E – Stakeholder Engagement Invitee List

Hertford and Ware

- Hertford and our Changing Climate (HACC)
- Hertford Cycling Hub
- Hertford Town Council
- Interface
- North Road Cycling Club
- The 40+ Cycling Club
- U3a Cycling Group
- Ware Town Council

Bishop’s Stortford and Sawbridgeworth

- Bishop’s Stortford & District Footpaths Association
- Bishop's Stortford BID
- Bishop's Stortford Climate Group
- Bishop's Stortford Cycling Club
- Bishop's Stortford Town Council
- Chamber of Commerce
- Cycle Stortford
- Sawbridgeworth Town Council
- Sustainable Sawbridgeworth
- Sustainable Sawbridgeworth Cycling Group

Buntingford

- A10 Cycle Campaign
- Aspenden Parish Council
- Buntingford Action on Climate Change and Sustainability
- Buntingford Town Council

Group 1 Villages

- Braughing Parish Council
- Hertford Heath Parish Council
- Hunsdon Parish Council
- Much Hadham Parish Council
- Standon Parish Council
- Stanstead Abbotts Parish Council
- Stanstead St Margarets Parish Council
- Sustainable Hertford Heath
- Walkern Parish Council
- Watton-at-Stone Parish Council

Others

- Anstey Parish Council

- Bayford Parish Council
- Benington Parish Council
- Brent Pelham/Meesden Parish Council
- Brickendon Liberty Parish Council
- Buckland Parish Council
- Cottered Parish Council
- Datchworth Parish Council
- Eastwick and Gilston Parish Council
- Furneux Pelham Parish Council
- Great Amwell Parish Council
- Great Munden Parish Council
- Hertingfordbury Parish Council
- High Wych Parish Council
- Hormead Parish Council
- Little Berkhamsted Parish Council
- Little Hadham Parish Council
- Little Munden Parish Council
- Places for People
- Stapleford Parish Council
- Stocking Pelham Parish Council
- Tewin Parish Council
- Thorley Parish Council
- Thundridge Parish Council
- Wareside Parish Council
- Watton at Stone Parish Council
- Westmill Parish Council
- Widford Parish Council
- 46 schools District-wide

Neighbouring Authorities

- Broxbourne Borough Council
- Epping Forest District Council
- Essex County Council
- Harlow Council
- North Herts Council
- Stevenage Borough Council
- Uttlesford District Council
- Welwyn Hatfield Borough Council

Countywide Stakeholders

- Active Travel England
- Age UK Hertfordshire
- Breeze Rides Hertfordshire
- British Driving Society

- British Horse Society
- Canal and Rivers Trust
- Carers in Hertfordshire
- Close Pass Campaign
- Community Development Action Hertfordshire (CDA Herts)
- CPRE Hertfordshire
- Cycling UK
- East Herts CTC
- GlaxoSmithKline
- Govia Thameslink Railway
- Greater Anglia
- HCC SMP
- Hertfordshire Community Foundation
- Hertfordshire Learning Disability Partnership Board
- Hertfordshire Parent Carer Involvement Network
- Hertfordshire Wheelers
- Herts & Middlesex Wildlife Trust
- Herts Ability
- Herts Chamber of Commerce
- Herts Equality Council
- Herts Interfaith Forum
- Herts LEP
- Herts Police
- Herts Vision Loss
- Hun and Spoke Harlow
- Integration Support Services (ISS) Herts and Essex
- Lee Valley
- Lee Valley Cycling Club
- Living Streets
- Local Access Forum
- New River Line, Community Rail
- The Ramblers' Association
- Royal National Institute of Blind People (RNIB)
- Stansted Airport
- Sustrans
- Tri-Force
- Visit Herts
- Service for Young People Hertfordshire

East Herts LCWIP Overview

School

- School
- New / Improved pedestrian crossing
- New / Improved pedestrian and cycle crossing
- Minor Junction Improvement
- Medium Junction Improvement
- Large Junction Improvement
- Footway Improvements
- Mixed Traffic Cycling
- Scheme Under Development
- Shared Use Path
- Suggested Alternative Cycle Route
- Traffic Calming
- Walking Primary
- Walking Secondary
- Cycling Primary
- Cycling Secondary
- East Herts District Plan 2018 Site Allocations/ Neighbourhood Plan Allocations
- East Herts District Plan 2018 Buntingford Key Diagram Committed Development
- East Herts District Boundary

Barley CE
Therfield
Reed
Barkway CE
Sandon
Anstey First
Freman College
Edwinstree CE
Layston CE
Millfield
Buntingford First
Hormead CE
Furneux Pelham CE
Albury CE
Jenyns
Round Diamond
The Leys
Martins Wood
Walkern
Moss Bury
The Nobel
Lodge Farm
St Vincent de Paul RC
Camps Hill
Bedwell
Lonsdale
Marriotts
Stevenage
Ashtree
Peartree Spring
Peartree Way
Featherstone Wood
Barnwell
Greenside
Shephalbury Park
Longmeadow
Aston St Mary's CE
Benington CE
Ardeley St Lawrence CE
Weston
Knebworth
All Saints CE
St Michael's Woolmer Green CE
Watton at Stone
Stapleford
Essendon CE
Bayford CE
Twin Cowper CE
Waterside
Holy Family RC
Panshanger
Springmead
Ridgeway
Watchlytes
Swallow Dell
Hertingfordbury Cowper CE
Commonswood
James Marks
Northaw CE
Little Heath
Cuffley
Ponsbourne St Mary's CE
Chancellor's
Hertford St Andrews CE
St Joseph's RC
Mill Mead
The Sele
Hollybush
Abel Smith
Rivers
Simon Balle
Richard Hale
Morgans
Little Munden CE
Bengeo
The Chauncy
St Catherine's CE
St Mary's CE
Kingshill
Larkspur
Priors Wood
Christ Church CE
Sacred Heart RC
Presdales
Pinewood
Middleton
Wheatcroft
Hertford Heath
Hailey Hall
Cranbourne
Roselands
The John Warner
Forres
Rye Park Nursery School Centre
High Leigh
Rivers
St Catherine's Hoddesdon
St Augustine's RC
Robert Barclay
St Cross RC
Sheredes
Thundridge
Puller Memorial CE
Broxbourne CE
The Broxbourne
Wormley CE
Longlands
Churchfield CE
Haileybury
Brookland Junior
Brookland Infant & Nursery
Oakview
Goffs
Millbrook
Burleigh
Arlesdene Nursery & Children's Centre
Dewhurst St Mary CE
Bonneygrove
Flamstead End
St Paul's RC
Fairfields
Goffs Oak
Woodside
Cuffley
Little Heath
Northaw CE
Essendon CE
Bayford CE
Hertford Heath
St John The Baptist CE
St Andrew's CE
Amwell View
St Thomas of Canterbury RC
Ralph Sadleir
Roger de Clare CE
Hunsdon
Widford
St Andrew's CE
Little Hadham
Avanti Meadows Primary
Avanti Grange Secondary
Avanti Brook Primary
Northgate
All Saints CE
Birchwood High
Summercroft
Hockerill Anglo-European College
St Mary's RC
Hillmead
St Michael's CE
The Hertfordshire & Essex High School and Science College
St Joseph's RC
Windhill 21
Thorn Grove
Manor Fields
The Richard Whittington
Thorley Hill
The Bishop's Stortford
Spellbrook
The Leventhorpe Foundation
Mandeville
Reedings
Fawbert & Barnard
High Wych CE

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East Herts LCWIP Cycling Overview

School
School
Cycling Primary
Cycling Secondary
East Herts District Plan 2018 Site Allocations/ Neighbourhood Plan Allocations
East Herts District Plan 2018 Buntingford Key Diagram Committed Development
East Herts District Boundary

N

Barley CE
Therfield
Reed
Barkway CE
Sandon
Anstey First
Freman College
Edwinstree CE
Layston CE
Millfield
Buntingford First
Hormead CE
Furneux Pelham CE
Albury CE
Jenyns
Ardeley St Lawrence CE
Walkern
Benington CE
Aston St Mary's CE
Weston
Round Diamond
The Leys
Martins Wood
Moss Bury
The Nobel
Lodge Farm
Camps Hill
St Vincent de Paul RC
Bedwell
Lonsdale
Marriotts
Stevenage
Ashtree
Peartree Spring
Peartree Way
Featherstone Wood
Barnwell
Greenside
Shephalbury Park
Longmeadow
Knebworth
All Saints CE
Watton at Stone
St Michael's Woolmer Green CE
Stapleford
Thundridge
Puller Memorial CE
Bengeo
Hertford St Andrews CE
St Joseph's RC
The Sele
Hollybush
Mill Mead
Rivers
Abel Smith
Simon Balle
Richard Hale
Morgans
Wheatcroft
Presdales
Pinewood
Middleton
St Mary's CE
Kingshill
Larkspur
Priors Wood
The Chauncy
St Catherine's CE
Christ Church CE
Sacred Heart RC
St Thomas of Canterbury RC
Ralph Sadleir
Roger de Clare CE
St John The Baptist CE
St Andrew's CE
Amwell View
Hertford Heath
Little Munden CE
Hertingfordbury Cowper CE
Tewin Cowper CE
Waterside
Holy Family RC
Panshanger
Springmead
Ridgeway
Watchlytes
Swallow Dell
Commonswood
James Marks
Essendon CE
Bayford CE
Hailey Hall
Cranbourne
Roselands
The John Warner
Forres
Rye Park Nursery School Centre
High Leigh
Rivers
St Catherine's Hoddesdon
St Augustine's RC
Robert Barclay
St Cross RC
Sheredes
Broxbourne CE
The Broxbourne
Wormley CE
Ponsbourne St Mary's CE
Chancellor's
Longlands
Churchfield CE
Flamstead End
St Paul's RC
Fairfields
Goffs Oak
Oakview
Brookland Infant & Nursery
Haileybury Turnford
Brookland Junior
Woodside
Goffs
Dewhurst St Mary CE
Millbrook
Burleigh
Arlesdene Nursery & Children's Centre
Bonneygrove
Cuffley
Northaw CE
Little Heath
Widford
Hunsdon
Little Hadham
St Andrew's CE
Puller Memorial CE
Avanti Grange Secondary
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East Hertfordshire Council

LCWIP – Policy Context

HCC / EHC

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East Hertfordshire Council

LCWIP – Policy Context

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1.1 National Strategic Context

1.1.1. This section presents the existing policy documents that are relevant to this LCWIP on a national level.

1.1.2. **Decarbonising Transport (Department for Transport, 2021)**

Sets out the Government's commitments to reduce carbon emissions through investing in walking and cycling networks with the aim of half of all journeys in towns or cities to be walked or cycled by 2030. This will support their overall vision to achieve a NetZero transportation sector by 2050.

1.1.3. **Gear Change: A bold vision for cycling and walking (Department for Transport, 2020)**

Sets out Government's vision for delivery of far higher quality cycling infrastructure, focusing on segregated cycle routes with local authorities being expected to deliver a step change in the Level of Service for cycling and walking. It establishes "Active Travel England" that will assess local authorities' performance on active travel, with findings influencing the funding authorities receive across all transport modes. The accompanying Local Transport Note 1/20 Cycle Infrastructure Design sets out new ambitious cycle design standards.

1.1.4. **Cycling and Walking Investment Strategy (Department for Transport, 2017)**

Sets out the government's ambition for walking and cycling to become the de facto choice for shorter journeys or stages of longer journeys, with ambitious targets of doubling cycling trips to 1.6 billion by 2025.

1.1.5. **Cycling and Walking Investment Strategy 2 (Department for Transport, 2022)**

Sets the ambition that 50% of all journeys in towns and cities should be walked or cycled by 2030. The strategy sets out how the government intends to target investment in active travel through to 2025. The strategy supports locally targeted investment identified via LCWIPs to connect people with places – creating vibrant, healthier and productive places and communities.

1.1.6. **Future of Mobility: Urban Strategy (Department for Transport, 2019)**

Nine principles to address the challenge of transforming towns and cities to meet current and future transport demands. Includes the principle that 'walking, cycling and active travel must remain the best option for short urban journeys.

1.1.7. **Everybody Active, Every Day (Public Health England, 2014)**

Indicates how the built and natural environment impact on the travel choices people make and highlights the necessity for effective urban design and transport systems which create 'active environments' to promote walking, cycling and more liveable communities.

1.1.8. **Clean Air Strategy (Department for Environment, Food & Rural Affairs, 2019)**

Outlines how achieving modal shift is key to delivering emissions reduction. LCWIPs have a part to play in tackling the climate emergency by reducing emissions through the delivery of walking and cycling options for journeys.

1.1.9. **Inclusive Mobility (Department for Transport, 2021)**

This document outlines best practice on inclusive design of pedestrian and transport infrastructure. Inclusive design requires that the needs of all disabled people are considered from the outset of any transport and pedestrian infrastructure. LCWIPs identify improvements to build active travel networks and key routes fit for all users.

1.1.10. **Net Zero Strategy: Build Back Greener (Department for Business, Energy and Industrial Strategy, 2021)**

Outlines the government's aims to transition the UK to a net zero economy by 2050. Notably, the document highlights a commitment to build 'hundreds, then thousands' of segregated cycle lanes alongside an increase in low traffic neighbourhoods.

1.1.11. **National Disability Strategy (Department for Work and Pensions, 2021)**

Outlines the government's commitment to removing the barriers disabled people experience across everyday life and highlights the support of active travel and reduction in vehicle journeys in clearing carriageway space for those that need to travel.

1.1.12. **Inclusive Transport Strategy (Department for Transport, 2018)**

Outlines the government's plans to increase the accessibility of the transport system, principally in the promotion of appropriate infrastructure, guidance for staff, and the provision of more accessible vehicles to cater to a wider range of user types. The key objective is ensuring the public realm is made more suitable for all user types.

1.1.13. **Local Transport Note 1/20: Cycle Infrastructure Design (Department for Transport, 2020)**

Provides a suite of design principles and guidance to facilitate the creation of high-quality, safe, and effective infrastructure. Local Transport Note (LTN) 1/20 provides for five core design principles which should be required on all schemes: coherent, direct, safe, comfortable and attractive.

1.1.14. **Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities (Department for Transport, 2017)**

Outlines the framework for undertaking strategic walking and cycling network developments, including the six-stage process that LCWIPs follow and the nature of data used as part of the process.

1.2 County Strategies, Policies and Plans

1.2.1. This section will present the existing policy documents that are relevant to this LCWIP on a county level.

1.2.2. **Local Transport Plan 4, 2018-2031 (Hertfordshire County Council, 2018)**

Hertfordshire's fourth Local Transport Plan, LTP4, provides the vision for future transport across Hertfordshire, covering a period of substantial expected growth and development across the county and the necessary mitigations to facilitate these developments within the existing network.

The plan recognises the considerable potential for mode shift in terms of cycling, with the 2015 County Travel Survey showing a 1.7% share for trips less than a mile, 4.8% 1-3 miles, and 3.1% 3-5 miles. Barriers recognised include concerns over safety and security and in general a lack of infrastructure provision to enable end to end journeys. Of specific importance are Policies 1, 7 and 8 which refer apply to active travel.

1.2.3. **South Eastern Area Growth and Transport Plan (Hertfordshire County Council, 2022)**

This plan consists of a suite of area-based transport strategies which support LTP4. The area covered by South Eastern Area Growth and Transport Plan (SEGTP) includes East Herts (Hertford, Ware and linkages to Broxbourne and Welwyn Hatfield) and Broxbourne. The SEGTP recognises the large amount of development proposed which will increase

demand on an already constrained highway network unless a significant shift towards walking, cycling and public transport is achieved.

1.2.4. Eastern Area Growth and Transport Plan (Hertfordshire County Council, 2022)

The area covered by Eastern Area Growth and Transport Plan (EAGTP) includes East Herts (Bishop's Stortford, Sawbridgeworth and linkages to other areas in Hertfordshire and Essex). The EAGTP recognises the large amount of development proposed which will increase demand on an already constrained highway network unless a significant shift towards walking, cycling and public transport is achieved.

1.2.5. Intalink Hertfordshire Bus Strategy (Hertfordshire County Council, 2020)

Though predating both the establishment of the Enhanced Partnership (April 2020) and the severe impact on passenger transport numbers seen as part of the coronavirus pandemic, the Intalink Hertfordshire Bus Strategy remains a valid document with a clear focus and ambition to increase bus patronage across the network.

The strategy recognises the importance of connection with other modes, both as a policy under LTP4 but additionally due to the importance of a well-connected network where sustainable modes can suitably interface and share available network capacity. Transport interchanges are recognised in the LCWIP guidance as being common destination points to be considered, and as such the LCWIP has a role to play in supporting the connectivity of bus infrastructure to facilitate end to end journeys and providing high quality facilities for users of all modes.

1.2.6. Bus Service Improvement Plan (Hertfordshire County Council, 2021)

This plan outlines the ambition of Hertfordshire County Council to improve bus services within the County and how that ambition will be delivered through the Intalink Enhanced Partnership. The Bus Service Improvement Plan (BSIP) will be critical when the Government is deciding how new funding is allocated.

It acts as the vision for how bus services will be developed and enhanced across Hertfordshire in the coming years. Key corridors with gaps in the bus network across Hertfordshire have been identified; these corridors would benefit from increased frequencies and enhanced connectivity particularly during the weekday peak and interpeak periods.

1.2.7. **Emerging Place and Movement Design Guide – Draft (Hertfordshire County Council, 2021)**

This is a technical approach to highway design which recognises the needs of different road users in Hertfordshire and the interfaces between them. It intends to provide a way of looking at the appropriate function of any section of highway and a basis for deciding which activities should be prioritised. In doing so, it aims to provide a means to translate LTP4 policies into practice.

1.2.8. **Sustainable Hertfordshire Strategy (Hertfordshire County Council, 2020)**

The strategy principally recognises that the council has three levels of influence – to lead, to enable, and to inspire. The provision of active travel infrastructure and other surrounding mechanisms to support mode shift is seen to operate at all levels and is noted numerous times within the strategy as being key to introducing and supporting a low (and, eventually, zero) carbon transport network. The Sustainable Hertfordshire Strategy (SHS) is ambitious, but there are three particular targets of relevance to the LCWIP:

- A net zero carbon county ahead of 2050,
- Ready for Future Climates, and
- Clean air for all by 2030

1.2.9. **Accessibility Strategy (Hertfordshire County Council, 2019)**

The Accessibility Strategy promotes the county council's vision: "To have a reasonable standard of access for all by appropriate transport to the key services of health, learning, work, food shopping and leisure".

Principally, the document serves as a strategic analysis of existing accessibility within Hertfordshire, based around distance to services using the TRACC software to isolate distance and access via travel modes. The methodology is extensively documented within the strategy, but the key recognition is that fourteen of the sixteen recognised services are accessible to 95% of the population within the upper journey time thresholds

1.2.10. **Speed Management Strategy (Hertfordshire County Council, 2020)**

The Speed Management Strategy (SMS) recognises the link between lower vehicle speeds and the uptake of active travel modes (now expressed in LTN 1/20), recognising that 20mph

speed limits in key locations such as residential roads can reduce the perception of car dominance and support journeys by other modes where dedicated infrastructure may be difficult or impossible to install.

1.2.11. **Maintenance for Active Travel Strategy (Hertfordshire County Council, 2019)**

The Maintenance for Active Travel Strategy (MATS) outlines how routine or ad hoc highway maintenance programmes may contribute to the uptake of active travel, by ensuring that existing infrastructure is kept to the appropriate standards and new infrastructure suitably maintained to ensure a long, efficient lifecycle.

1.2.12. **Air Quality Strategy (Hertfordshire County Council, 2019)**

The Air Quality Strategy provides the county position on air quality, including both the strategic vision and the aims and objectives that will contribute to delivering this vision. It is heavily aligned with the sustainability strategy but provides an additional layer of policy support for both air quality monitoring and air quality improvements across the network.

1.2.13. **Roads in Hertfordshire: Highway Design Guide (2011)**

The Highway Design Guide for Hertfordshire provides information on the two different approaches to highway design, dependant on the character and function of the road. It outlines the different recommendations in terms of speed, visibility and layout, with different design codes. This includes carriageway width, road curvature, and gradients. This guide aims to “ensure the quality and consistency in highways works, which is considered vital to ensuring that developments in the county remain sympathetic to their surroundings, and sustainable in their use of natural resources.” The document encourages a holistic approach to street design and a reduced dominance of motorised traffic through design objectives that promote alternative modes of transport.

1.2.14. **Sustainable Travel Towns (Hertfordshire County Council)**

The strategy provided an analysis of the national and local policy context and associated evidence, to identify the key challenges and issues that people living and working in Hertfordshire face when making decisions to replace car journeys, or generate new trips, through more walking and cycling.

It identified a list of possible interventions to help deliver the strategy, including physical measures such as traffic calming and improved crossing facilities, as well as policy measures such as incorporating active travel into air quality management plans.

1.2.15. **Rural Transport Strategy (Hertfordshire County Council, 2019)**

This strategy is to assist in the delivery of LTP4 policies within the context of rural transport, recognising that for rural residents (roughly 12% of the Hertfordshire population) there are often transport-related barriers to accessing services which mean the motor car remains the dominant transport choice.

Primarily, the document serves to translate what may otherwise appear more urban-centric strategies and policies included within other documents – such as the LTP4 ambitions for active travel – into the rural context, recognising the unique barriers and opportunities presented to rural communities and additionally the distances involved in travelling to access core services.

1.2.16. **Rights of Way Improvement Plan (Hertfordshire County Council, 2017)**

The Rights of Way Improvement Plan (RoWIP) provides the framework for the changes, enhancements, and improvements to Hertfordshire's extensive Right of Way network, aiming to provide better provision for walkers, cyclists, and equestrians regardless of ability level or familiarity with the network.

The plan recognises that the majority of users of the Hertfordshire Right of Way network are walkers, cyclists, and horse riders; the reasons for usage ranging from leisure and exercise through to desiring off-road routes and a network more suitable for the usage case than mingling with higher speed vehicles or busier traffic. Barriers identified include access, lighting, wayfinding, poor surface conditions, obstructions caused by structures or vegetation, and a lack of promotion of the network that may hinder or prevent usage by those that would otherwise benefit from access to the network.

1.2.17. **Hertfordshire Active Travel Strategy (Hertfordshire County Council, 2013)**

Hertfordshire's 2013 Active Travel Strategy was an ambitious document which set out how the County Council and its partners would identify, deliver and promote interventions to increase the numbers of people walking and cycling in Hertfordshire. It is currently being updated to include more recent best practice active travel policy. This plan intends on

improving the wellbeing of residents through helping them to walk and cycle where possible. It seeks to enhance economic growth, improve public health, and reduce carbon emissions, as currently vehicular transport represents 33% of emissions. The strategy seeks to target short journeys, urban congestion, active travel for schools, and poor health 'hotspots'.

1.3 District Strategies, Policies and Plans

1.3.1. East Herts District Plan, 2011-2033 (East Hertfordshire District Council, 2018)

This framework identifies a number of challenges facing East Herts and sets out a vision to address them through its development strategy and policies, to create and maintain a high quality, successful, environment for the district. The plan is divided into three parts: the development strategy, development management policies, and delivery and monitoring. It contains specific policies about sustainable development and promotes sustainable transport including making appropriate provision for pedestrians and cyclists.

1.3.2. Infrastructure Delivery Plan (East Hertfordshire District Council, 2017)

The purpose of the Infrastructure Delivery Plan (IDP) is to identify the infrastructure requirements arising out of an authority's Local Plan over the entire plan period, considering the cost, timing, potential funding mechanisms and responsibilities for delivery. Improvements to the district's existing green travel infrastructure network and the provision of new green travel infrastructure, will be crucial in supporting the levels of development identified in the District Plan.

1.3.3. Neighbourhood Plans (Various Town and Parish Councils, 2017- current)

Neighbourhood Plans supplement the District Plan and set out planning policies for development and the use of land in a local area. They must be in general conformity with the District Plan. Once adopted a Neighbourhood Plan forms part of the statutory documentation that is used to determine planning applications. These plans tend to focus on a community-led framework to guide the future development of the local areas, and they cover a wide range of topics including the environment, the local character, transport, and more. This may include preserving historically important sites of interest, improving car parking facilities to reduce on street parking, and ensuring housing grows organically to meet local needs. Whilst there are several published Neighbourhood Plans, at different

stages of the process, a number of areas have not yet published drafts, including Sawbridgeworth and Brickendon.

1.3.4. Environmental Sustainability Action Plan (East Hertfordshire District Council, 2023)

The Environmental Sustainability Action Plan is a working document which is continually developing, assisted with input from a range of sources including third sector organisations and the local community. Going beyond carbon, it includes specific, measurable projects including supporting local households to become energy efficient and implementing a Local Cycling and Walking Infrastructure Plan.

1.3.5. Masterplanning Frameworks (Various)

In order to ensure that the development outlined in the District Plan provides a well-designed, high-quality, environment and does not occur in isolation, East Hertfordshire District Council is committed to ensuring that all new allocated sites in the District Plan undergo a "master planning" process. This involves working with the various councils, local interest groups, the main site promoter, and other landowners, to achieve a vision for the overall development of the site and ensure key important elements are achieved in a way that will contribute to a great place for people to live, work and study. Key strategic development sites within the district have published their own Masterplan Framework, each responding their specific local context and site features, to use creative place-making skills for new developments.

1.3.6. Sustainability Supplementary Planning Document (East Hertfordshire District Council, 2021)

The District Plan incorporates a suite of policies to help ensure that new development in East Herts reduces its environmental impact. The Sustainability Supplementary Planning Document (SPD) supports the implementation of these District Plan policies by providing technical guidance on how schemes can both meet and exceed policy requirements across a range of topics, including transport provision.

The SPD is structured by the different topics that must be covered to protect environmental assets, mitigate the impacts of climate change, and adapt to its impacts. This includes:

- Holistic approach

- Energy and Carbon
- Sustainable Transport

1.3.7. **East Herts Climate Strategy, 2022-2026 (East Hertfordshire District Council, 2022)**

In July 2019, East Hertfordshire District Council unanimously approved a Climate Change Declaration which committed the council to take action to address the causes and impacts of climate change across the district. The Climate Change Strategy lays out a route map for the council itself to achieve a net-zero carbon position by 2030 while at the same time working with residents, community groups and other public and private sector partners to encourage the whole district to achieve the same position by that date.

1.4 Relevant Plans in Neighbouring Authorities

1.4.1. North Hertfordshire, Stevenage and Welwyn Hatfield, are neighbouring authorities which have also developed LCWIP's. The East Hertfordshire network has been aligned with these plans to provide walking and cycling connections between nearby towns. Likewise, dialogue has been ongoing with relevant Essex authorities as their emerging LCWIP schemes develop. Aligning neighbouring LCWIP's walking and cycling networks will provide sustainable connections to surrounding areas.

East Herts Local Cycling and Walking Infrastructure Plan (LCWIP)

EXECUTIVE SUMMARY | SEPTEMBER 2025

What is an LCWIP?

A Local Walking and Cycling Infrastructure Plan ("LCWIP") is a transport planning process used to identify and prioritise ways to make it easier and more pleasant to walk and cycle in your local area.

According to the Department for Transport's Cycling and Walking Investment Strategy (2017), the LCWIP's aim is to "**make walking and cycling the natural choices for shorter journeys or as part of longer journeys**".

East Herts District Council and Hertfordshire County Council have worked in partnership to produce this LCWIP for East Herts District, with a focus on the areas that have the greatest potential demand for walking and cycling.

Analysing existing travel patterns and the potential for new journeys

Identifying where people start and end their journeys

Mapping the most commonly used routes

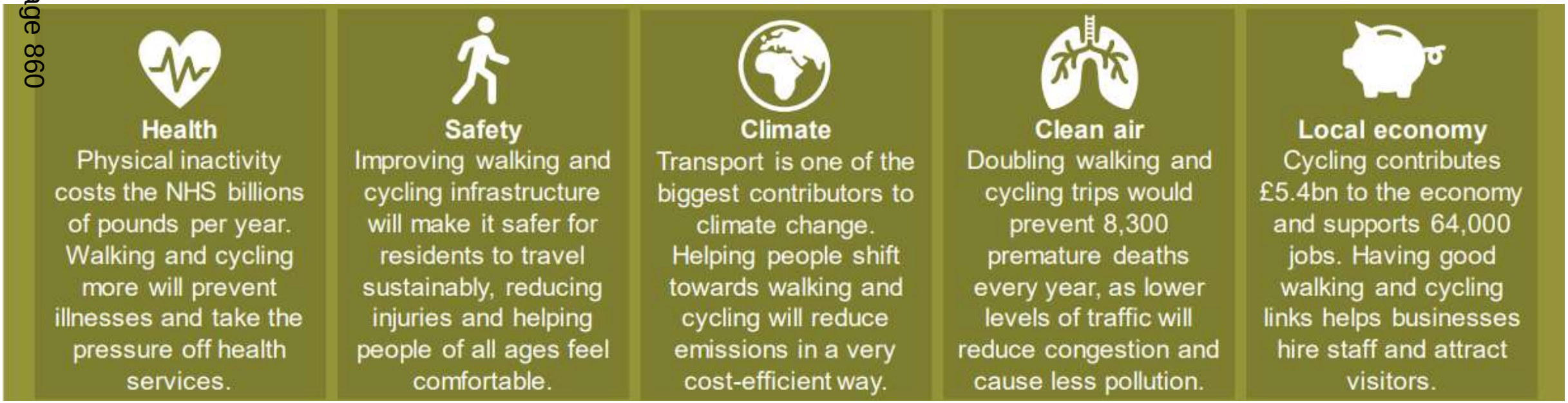
Speaking to local people about barriers to walking/cycling

Checking the main walking and cycling routes by bike or on foot

Identifying what kind of improvements are needed

Prioritising potential improvements for future delivery

Why are LCWIPs important?



Having an adopted LCWIP will help us to secure more funding for local walking and cycling projects, and make sure that our projects provide the best value for money by focussing on those areas likely to have the biggest increases in walking and cycling.

The LCWIP will also help us to coordinate other opportunities to carry out walking and cycling improvements, to build up a network of routes – for example, through new development or other works – and create healthier, safer and more pleasant streets.

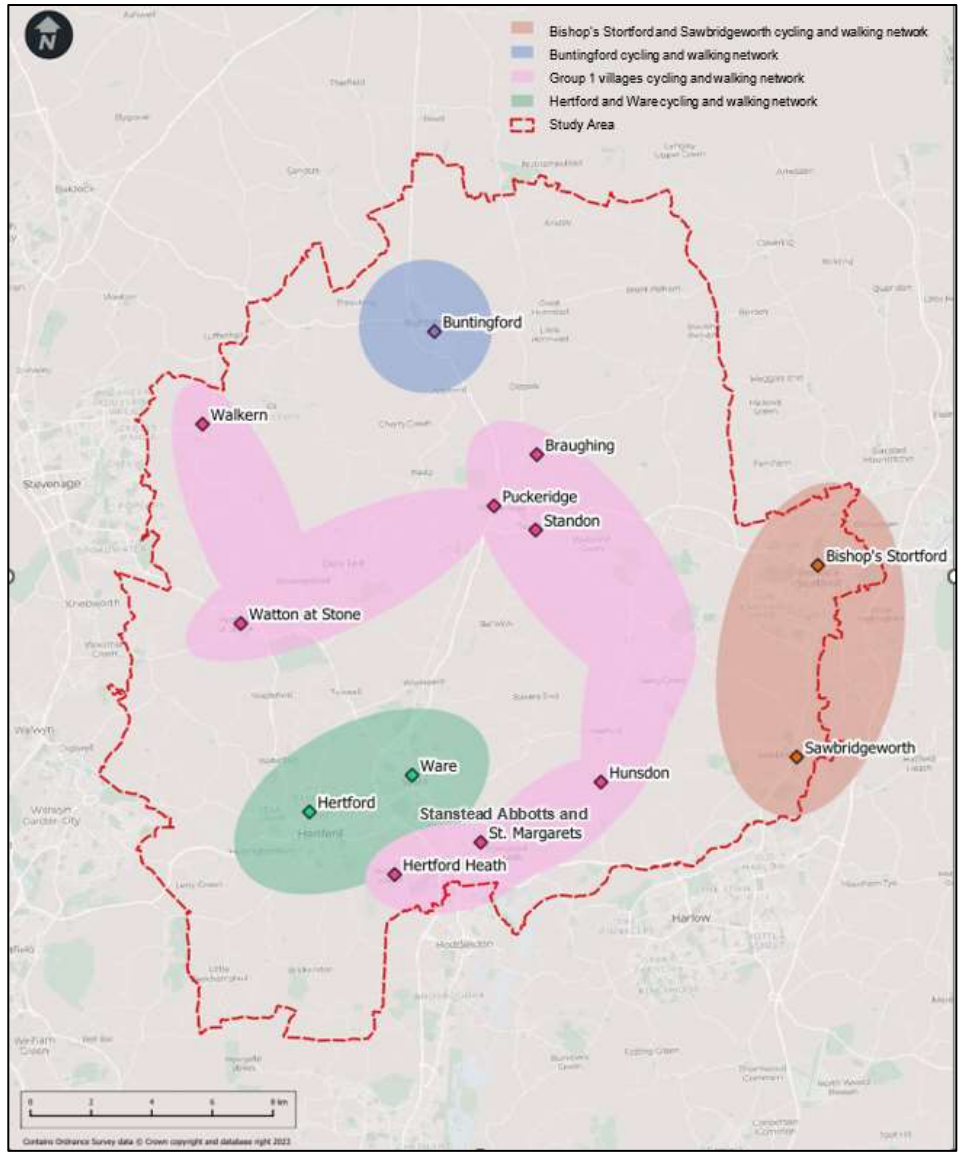
Context

The district is served by three National Cycle Networks: NCN 61, NCN 12 and NCN 57, as well as several off-road walking and cycling routes:

- Cole Green Way
- River Lea Towpath
- River Stort Navigation

East Herts has the highest rates of walking in Hertfordshire. In the 2022 County Travel Survey, 36% of East Herts respondents reported that walking was their main mode of travel on their chosen travel day, compared to an average of just 26% elsewhere in the County. However, cycling levels were very low in comparison, representing just 2% of journeys.

32.5% of journeys **under 1 mile** in East Herts were carried out by car – a distance that can easily be walked or cycled by most people.



Potential for more walking and cycling

Over 39.4% of journeys in East Herts are currently made by car, but…

33% of journeys are less than 1 mile

Many of these journeys can be walked in **less than 20 minutes**…

… or cycled in just **6 minutes!**

63% of journeys are less than 5 miles

Right now, **over half** of these journeys are taken by car…

... or you could cycle for just **30 minutes**!

Despite high levels of car ownership and car use, there is a strong potential for higher levels of walking and cycling for short journeys. East Herts already has one of the higher levels of cycling in Hertfordshire, and infrastructure improvements will support people to make this choice more often.

A recent travel survey also showed that there was a desire for improved walking and cycling routes with 20% of those who commented highlighting this need.

Data source: Hertfordshire County Travel Survey (2022)

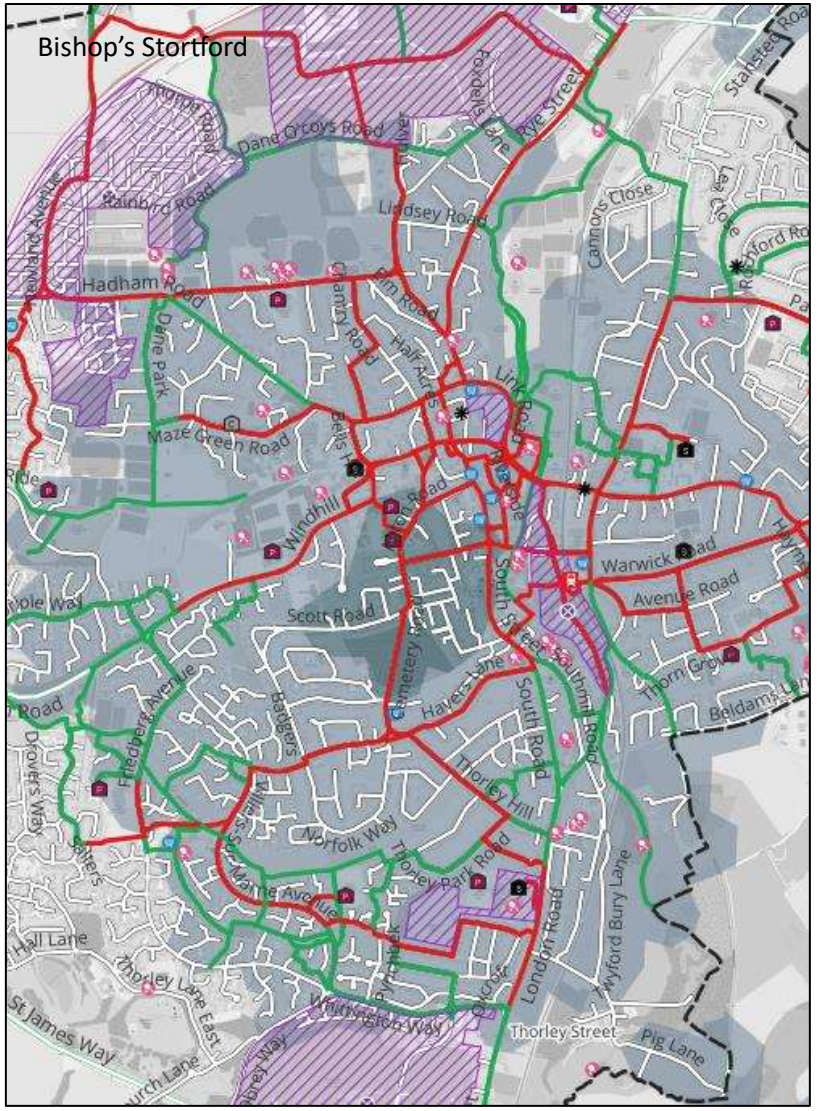
Walking routes

We have identified a key walking network across the district.

Primary routes are those with the most demand. These are the routes that connect people to key destinations, such as schools and employment sites.

Secondary routes are routes which connect smaller settlements and other destinations, as well as offering alternative routes to the Primary network.

Want more detail?
View the full maps in Appendix C

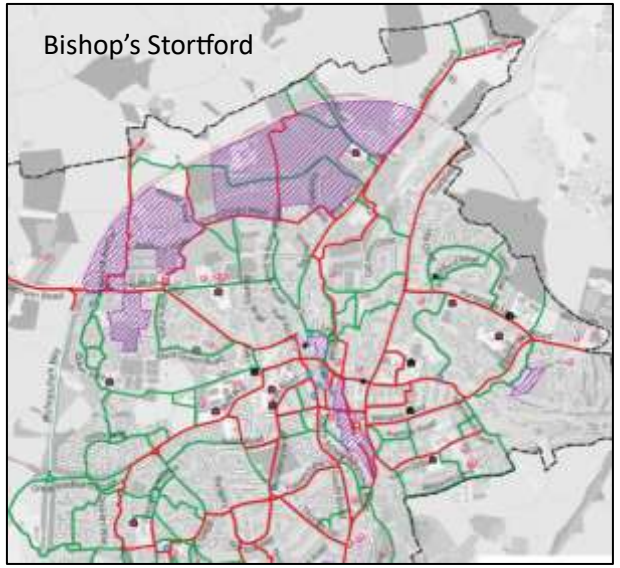


Cycling Routes

We have identified a key cycling network across the district.

Primary routes are those with the most demand. They usually connect large residential areas with key destinations, such as town centres.

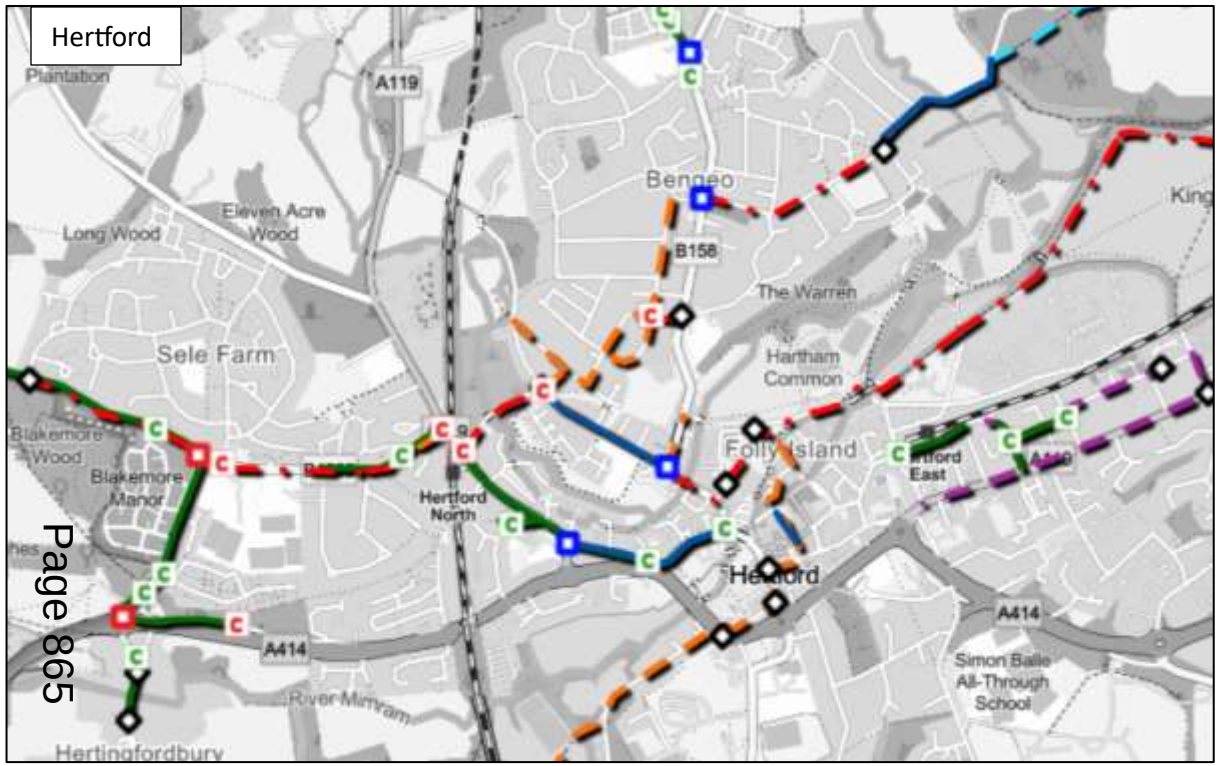
Secondary routes are routes which connect smaller settlements and other destinations, such as schools and employment sites.

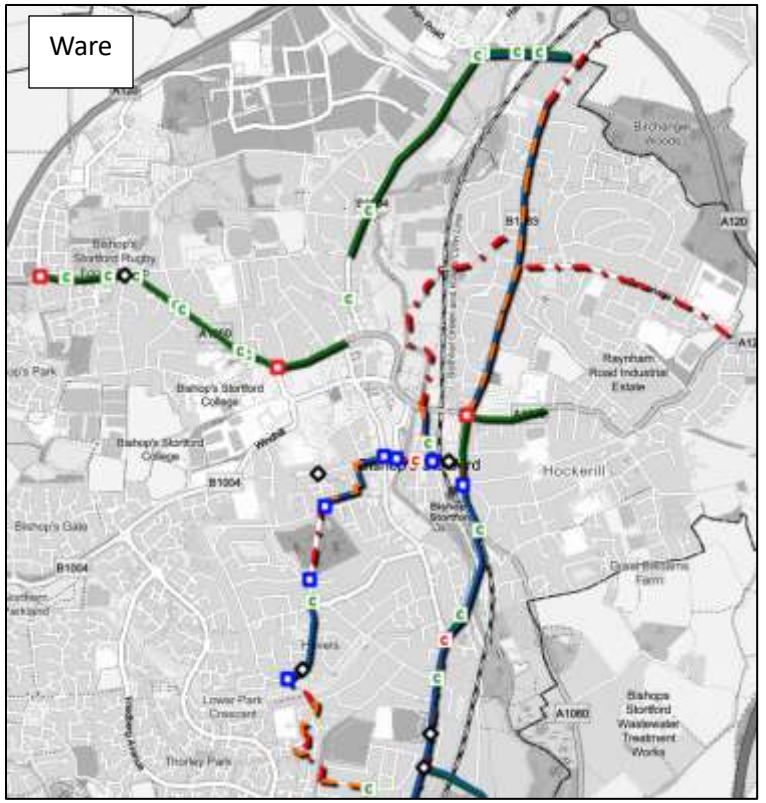


Priority walking and cycling routes

After identifying walking and cycling routes across the district, we used data and local knowledge to identify the routes with the greatest potential demand, where any changes will have the biggest benefits for local people. This is our priority network. All prioritised routes in East Herts are shown on the maps below and in the Technical Report, which is available on the website.

For this first version of the LCWIP, many of these routes are in East Herts, but we also recognise that connections between towns and villages are very important. You can read more about our work on rural connectivity in Technical Report.



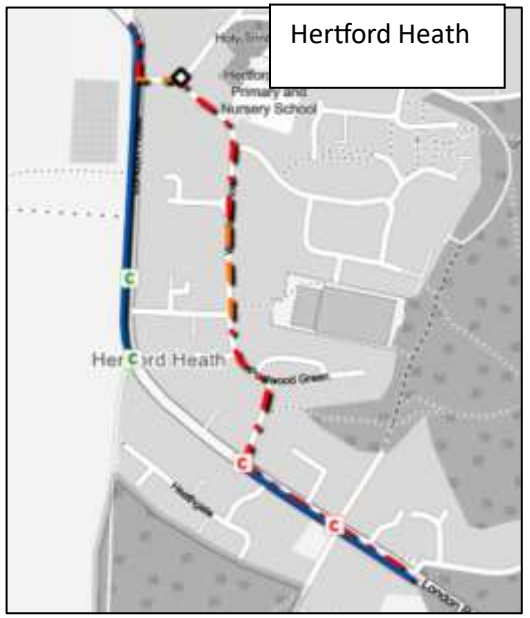


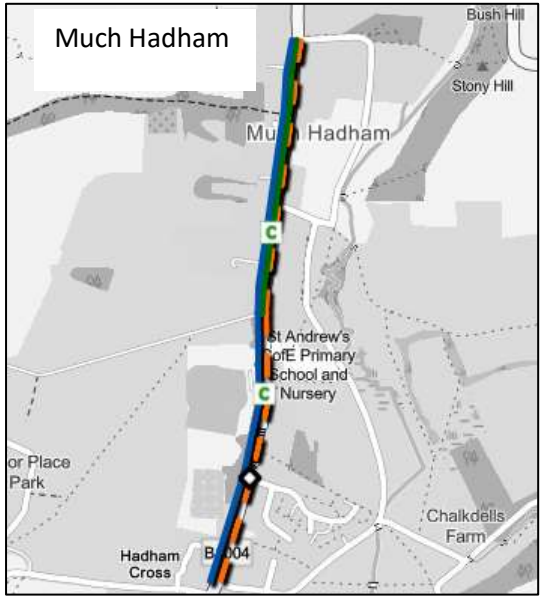
Suggested improvements in villages

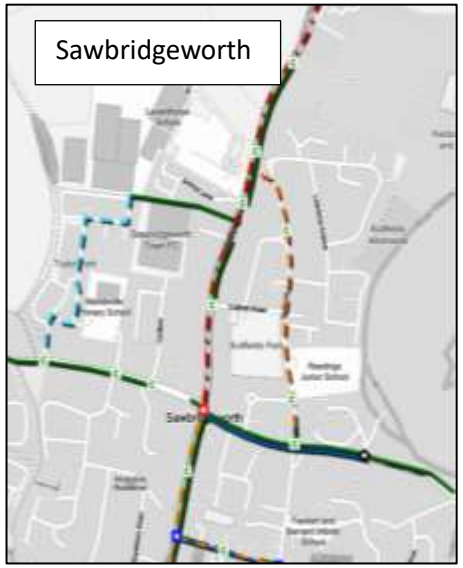
We have assessed all the priority routes, and suggested changes to make them better for people walking and cycling.

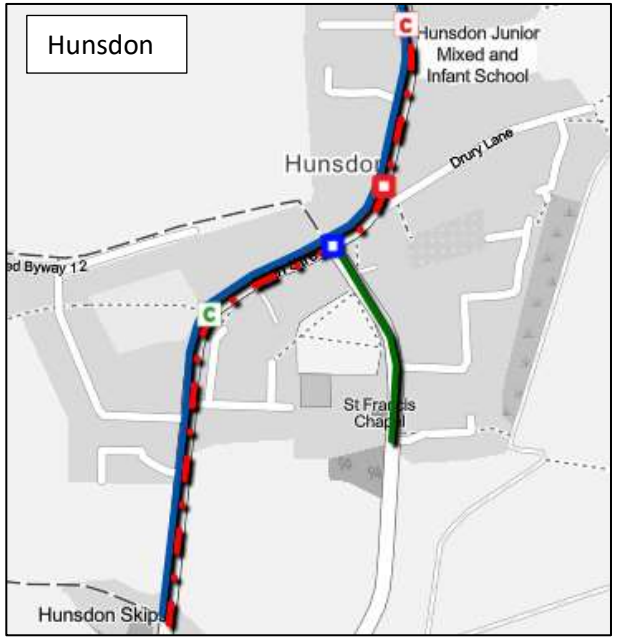
This map shows an overview of the proposed infrastructure improvements for the priority routes in East Herts villages which include traffic calming measures, junction upgrades, and new or improved crossing facilities.

The full map is available in Appendix H of the full report.









Top 10 routes: overview

Route	Mode Supported	Total Cost	Total Score
Bishop's Stortford (Bishop's Stortford – Sawbridgeworth)	Walking and cycling	£4,762,598	15
Hertford 2b (Welwyn Road & North Road)	Walking and cycling	£3,685,459	15
Hertford to Ware Tow Path	Walking and cycling	£4,455,562	15
Stanstead Abbotts 1 (High Street)	Walking	£1,062,986	14
Station Road (Puckeridge & Standon)	Walking	£3,089,558	14
Bishop's Stortford 2a (Stansted Road)	Walking and cycling	£2,504,865	14
Dunmow Road – Bishop's Stortford	Walking	£5,592,817	14
Hertford 2a (Port Vale/Beane Road)	Walking and cycling	£3,402,662	14
Bishop's Stortford 3 (Hadham Road)	Walking	£13,392,817	14
Sawbridgeworth 1 (Footpath 017)	Walking and cycling	£1,317,329	14

Want more detail?

View the full table in the Technical Report

More Information

Visit www.hertfordshire.gov.uk/lcwips to read the full Technical Report, browse the proposal maps in full, log your comments on a map or respond to a short survey with your thoughts.

Policy context

National policy

- Gear Change (2020)
- Local Transport Note 1/20 (2020)
- Cycling and Walking Investment Strategy 1/2 (2017/2022)
- Future of Mobility: Urban Strategy (2019)
- Clean Air Strategy (2019)
- Bus Back Better (2021)
- Inclusive Transport Strategy (2018)
- Future of Freight (2022)
- Net Zero Strategy (2022)
- National Disability Strategy (2021)
- National Planning Policy Framework (2021)
- Decarbonising Transport (2021)

County-wide policies

- Local Transport Plan (2018)
- Eastern Growth and Transport Plan (2022)
- South Eastern Growth and Transport Plan (2022)
- Air Quality Strategy (2019)
- Intalink Hertfordshire Bus Strategy (2020)
- Sustainable Modes of Travel Strategy (2020)
- Sustainable Hertfordshire Strategy (2022)
- Accessibility Strategy (2019)
- Speed Management Strategy (2020)
- Rights of Way Improvement Plan (2018)

District/Borough policies

- East Herts District Plan (2018)
- Neighbourhood Plans (various)
- Supplementary Planning Documents – Particularly Sustainability Supplementary Planning Document (March 2021)
- Environmental Sustainability Action Plan (live document)
- Climate Change Strategy (2022)
- Settlement specific walking & cycling studies & reports
- Rural Transport Strategy (2019)
- Maintenance for Active Travel (2019)
- Maintenance For Active Travel Strategy (2019)

East Herts LCWIP – Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
6803	Web	Aspenden	Aspenden Industrial Estate	Walking	The pathway along aspenden road towards aspenden and the industrial site desperately needs widening	This route is currently included on the secondary walking network but understand the employment and being the only connection to Aspenden Village
6003	Web	Bayford	Bayford	Walking	You have missed out a vital pathway needed from station to Bayford and have not included Bayford in any plans so cars are needed to get around. Brickendon footpath isn't maintained, rural living accessibility to join up to Hertford is needed	Aspiration noted. This route falls outside of the scope for the primary connections, but this scheme does feature in the HCC Rail Strategy 2020 and could be considered for inclusion as a secondary utility route
30094	Email	Bishop's Stortford	Apton Road	Cycling	In addition, I would query the suitability of the following as cycling routes: • The route along Portland Road between Newtown Road and Apton Road, at the northern end this currently goes down a step set of steps to Apton road rather than following the road to the junction with Apton Road	Agreed. Route to be amended to avoid steps and follow carriageway to corner.
30098	Email	Bishop's Stortford	Bartholomew/Castle	Walking/Cycling	• There is an inconsistency between this map and the cycling map as Bartholomew Road is marked for traffic calming but is neither a cycling nor walking route. As indicated above I would prefer this route to that shown on the cycling map.	Agreed. Add Bartholomew Road and Castle Street to primary cycling and walking networks on base mapping to match the audited routes
30121	Email	Bishop's Stortford	Bishop's Avenue / London Road	Walking/Cycling	2. Provide a conveniently accessible cycle path connecting Bishops Avenue and London Road. This is a key link between Bishops Stortford South and key locations such as town centre and the railway station. h. cycle connection between Bishop's Avenue and London Road	Agreed as a beneficial alternative. Add to secondary walking and cycling networks
30056	Email	Bishop's Stortford	Bishop's Stortford 2A	Walking/Cycling	In principle Uttlesford supports the aim to improve walking and cycling infrastructure in East Herts through the proposals in the LCWIP and particularly where the proposals or schemes have obvious cross-border linkages and implications for Uttlesford. The key active travel corridors that we are keen to highlight are the linkages around (and out of) Bishops Stortford including: routes to	Support noted and welcomed. Mapping to be revised to show neighbouring authority routes in Uttlesford

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
					Stansted Mountfitchet, connections across the A120 and M11, routes connecting to the Flitch Way and improved connectivity to London Stansted Airport. The EH LCWIP Strategy document needs to ensure that it recognises the opportunity for connections beyond the East Herts boundary and it may be helpful to show the Uttlesford and Essex LCWIP mapping (see attached). Uttlesford submitted its LCWIP (via ECC) to Active Travel England in September. In the Uttlesford (and Essex) LCWIP there are strategic cycle routes that connect into the East Herts area namely: • Uttlesford Strategic Cycle Route A. The main N-S route connecting Bishops Stortford to Stansted Mountfitchet and beyond. This route would connect with Bishops Stortford 2A. We welcome and support the assessment and suggested priority given to this route. This route can provide connectivity over the M11 and towards the Airport in association with the UDC LCWIP routes (see Route C below).	
30091	Email	Bishop's Stortford	BS 53 / BS 42	Walking	• I would add the following two routes as secondary walking only: o Footpath BS 53 across the Hockerill College site to Stortford Hall Park and then via Church Manor to Parsonage Lane o The River Stort towpath (BS 42) from the Millenium bridge to London Road	Suggestion would provide good routes so should be added to the secondary route network
30087	Email	Bishop's Stortford	Canons Lane	Walking	In general, I think the maps do reflect the major walking and desired cycling routes. However, I do have some specific comments on the routes in Bishop's Stortford, which I will separate out into those on the Walking, Cycling and Priorities maps. Walking • I was surprised to see that there are more cycling routes than walking routes (even on some routes that are identified as shared use	Agreed. Add Cannons Close and the footbridge over the railway to the secondary walking network

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
					paths on the priorities map). Instances where this is the case and I would have expected them to be identified as walking routes include: o Footpath BS 60 and Cannons Close via Johnson's Crossing from Sworders Field, alongside the railway line to Stansted Road (the part of this from Johnson's Crossing to Stansted Road is on the priority map as a shared use map)	
24457	Web	Bishop's Stortford	Dane O'Coys	Walking	I think the whole length of Dane O'Coys north of Cricketfield Lane should be considered a primary walking route. It was previously mostly a leisure route but is now used widely by parents and children walking to and from school	Agreed. Upgrade from Cricketfield Lane to join with existing primary designation
15613	Web	Bishop's Stortford	Drovers Way	Cycling	Route via Drovers Way/Thorley Lane East should be shown as part of a strategic western cycling route from BSN/Tesco to TBSHS/St James. We have used this for group rides - much infrastructure already in place!	Extend existing identified secondary route to encompass Drovers Way through to Northern Parkland
30058	Email	Bishop's Stortford	Dunmow Road	Cycling	• Uttlesford Strategic Cycle Route C. The main E-W route connecting Bishops Stortford to Takeley, Birchanger, Great Dunmow and the Airport. This route connects to the Parsonage Road route. It is unclear why there is not a route along the NE section of the Dunmow Road connecting to the A120. This seems to be a significant omission in connecting this area of Bishops Stortford to the Uttlesford LCWIP network, the Flitch Way and to the Airport. It is accepted that the M11 J8 does currently form a considerable barrier to safe active travel access E-W, however, there is a significant 'flow' of residents from Uttlesford into Bishops Stortford using this corridor and from East Herts residents travelling westwards, including those who work at the Airport. Uttlesford have identified the need for a route across this area and	Further consideration will be made to mapping. Under a previous project validation, it was found that delivery of safe cycling infrastructure was not feasible at the Eastern end of Dunmow Road given the volume of traffic and the space limitations. This being said, our mapping should indicate a desire to connect with Essex around this location and therefore a secondary network will be added.

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
					suggest that the East Herts LCWIP should mirror this aspiration. In summary, we welcome the principle aims of the LCWIP, however, want to re-iterate the need for cross border co-operation, particularly on the walking and cycling routes out of Bishops Stortford. East Herts DC, HCC, ECC and Uttlesford DC need to work together on improving active travel connectivity and it cannot be done in isolation. There needs to be a clear collective focus on delivering improved active travel connectivity across the A120, M11 J8 and active travel connections into the Airport. Please keep us informed of developments.	
30137	Email	Bishop's Stortford	Dunmow Road	Cycling	28. Provide a means by which cycle users can access the recently-built shared use path next to the A1250 near its junction with the A120.	Further consideration will be made to mapping. Under a previous project validation, it was found that delivery of safe cycling infrastructure was not feasible at the Eastern end of Dunmow Road given the volume of traffic and the space limitations. This being said, our mapping should indicate a desire to connect with Essex around this location and therefore a secondary network will be added.
16008	Web	Bishop's Stortford	Footpath 086	Cycling	This narrow path is already used by cyclists. Widen to improve access and redesignate as cycle path	Representation sought changes to cycling network, but location deemed not wide enough. However, this would present a good opportunity for enhanced walking opportunities, so should be added as a secondary route to the walking network.
15607	Web	Bishop's Stortford	Grange Paddocks	Cycling	Show direct cycle path alongside railway to accord with current planning for BSTC North Route	Changes to be made to cycling network map to reflect the updated alignment put forward in the feasibility study which is being produced by Walk, Wheel, Cycle Trust
40002	Event	Bishop's Stortford	Grange Paddocks	Cycling	Cycle Route North - Change alignment to match most recent feasibility report.	The network mapping will be changed in order to reflect the new desired alignment outlined in the Walk, Wheel, Cycle Trust's feasibility report commissioned by BSTC.

East Herts LCWIP – Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
16404	Web	Bishop's Stortford	Hadham Road	Cycling	Enhance crossing to Toucan and re-model narrow zig-zag path to provide safe cycling access from BSN estates to Tesco and locations further south	Upgrade pedestrian crossing to Toucan crossing between Hadham Grove roundabout & A120 roundabout at site of current controlled pedestrian crossing. Add symbol to legend and amend costing.
30097	Email	Bishop's Stortford	Hadham Road	Walking	Prioritised Network • The crossings on Hadham Road between the Bells Hill and Cricketfield Lane junctions appear to be duplicated and in only slightly different locations to the existing crossings (one of which was installed earlier this year).	As shared path or segregated cycling is not considered suitable in these locations, the crossing points are not proposed for cycling purposes. However, there are side roads at these locations which would benefit from improved informal crossing facilities. Map and legend to be revised to clarify intentions
30095	Email	Bishop's Stortford	Holy Trinity Church	Cycling/Walking	• The route to the rear of Holy Trinity Church from Castle Street to join the path alongside the Church between South Street and Trinity Street. Having driven along this driveway in order to visit the Holy Trinity hall it is extremely narrow with blind bends. It would not be safe as a cycle route unless it was closed to motor vehicles, but this is necessary as it is the only route to the hall, which is the location of the Night Shelter. A better route would be that indicated on the priorities map along Bartholomew Road	Agreed. More suitable as a walking route due to access to play area and church but not suitable for cycling due to impediments on the route. Remove secondary cycle route and replace with secondary walking route
30141	Email	Bishop's Stortford	Link Road/ Old River Lane	Cycling	22. Provide a cycle and pedestrian route next to Link Road including on its northern and eastern side where currently a very inadequate pedestrian path exists. 25. Provide controlled pedestrian crossing on Link Road by Bridge Street 10. provide a direct cycle connection between Northgate End and the Old River Lane and Waitrose sites 11. provide a direct cycle connection between Northgate End and Sworders Fields	Whilst the infrastructure considered in a scheme would be decided at a later date, we agree that a higher priority is needed for cycling for Link Road and will therefore upgrade to a primary cycling route.
30096	Email	Bishop's Stortford	Manston Road	Cycling/ Walking	• The route along Manston Road, Rochford Road and Footpath BS 49 south of Heath Row, due to the narrowness of footpath 49 at this point. This footpath is much wider north of footpath 49 and therefore suitable to be a cycling route	Agreed. Remove Rochford Road through to Heath Row on FP49 from the secondary cycling network, but retain as walking route. Divert cycling route along Manston Drive to rejoin at junction with Heath Row

East Herts LCWIP – Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
40000	Event	Bishop's Stortford	Maze Green Road	Walking	Upgrade small section of secondary and confirm alignment	Agreed. Upgrade section to primary on the walking network
16010	Web	Bishop's Stortford	St James Way	Cycling	Route main cycle path via this point rather than Whittington Way, to enhance links to new TBSHS site and new local centre	Would add spur from primary link on Thorley Street, so is supported for access to school and residential area, plus upgrade link through St James' Park from secondary to primary.
30131	Email	Bishop's Stortford	Stansted Road	Walking	17. Provide crossing on Stansted Road by All Saints Church/Manor Road	Agreed. Crossing point in this location would be desirable as an alternative route to using the Hockerill Junction. Individual infrastructure solutions would be considered in due course as schemes progress at this location.
10003	Web	Bishop's Stortford	The Spinney	Cycling	Shared use paths are unsafe for cycling during peak periods and will not facilitate cycling. No North to South route in Stortford Town Centre. Bizarre routing for a cycling route down narrow footpath with 90 degree bends. Cyclist already use The Spinney as an alternative, which needs improved all weather surface.	We acknowledge the Spinney and will amend route to incorporate this - Comment noted regarding the Town Centre
11203	Web	Bishop's Stortford	The Spinney	Cycling	This is not a desirable route for a priority section of the cycling network, given its convoluted nature and the use of narrow footpaths where conflict with pedestrians will inevitably occur. Route via upgraded Spinney instead.	We acknowledge the Spinney and will amend route to incorporate this - Comment noted regarding the Town Centre
30077	Email	Bishop's Stortford	The Spinney	Cycling	3. We support the prioritisation of the route from St.James' Park into the town centre, but again question the unsatisfactory route shown in the 'Magnaville Road' area. The route is contorted, and follows narrow footpaths that will create conflict between cyclists and other path users. An improved, direct route using The Spinney should be adopted, and can be funded by S106 from the redevelopment of the neighbouring TBSHS site.	The use of The Spinney is acknowledged and route will be amended to incorporate this.
18011	Web	Bishop's Stortford	Thorley Lane East	Walking/Cycling	Thorley Lane is a very popular route for walkers and cyclists connecting from St James' Park to the Southern Country Park and St Michaels Mead and beyond. It is in need of traffic calming measures to ensure safety for other road users.	While not considered suitable for walking network due to lack of connection on utility routes, the secondary cycling network on Thorley Lane East between Obrey Way and Church Lane should be extended to include this section.

East Herts LCWIP – Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
20005	Web	Bishop's Stortford	Tow Path	Walking	Whole of the river path between the London Rd and Bridge Road to be included. Seems only to cover Sextons Road for the last part.	Agreed. Secondary route to be extended to include this section
30092	Email	Bishop's Stortford	Train Station	Walking	• The route across the station from London Road to Sexton's Road should be deleted as this uses the passenger bridge within the station, which is not open to the public, and there is no other location to put a new pedestrian bridge to create the route	Agreed. Remove station bridge and add ramp up to Station Road on primary walking route network
30088	Email	Bishop's Stortford	Woodpecker Close	Walking	o The path (BS 76) from Woodpecker Close in Bishop's Gate to Woburn Avenue in Bishop's Park	Agreed. Add Woodpecker Close to the secondary walking network
30147	Email	Bishop's Stortford	Flitch Way	Walking/Cycling	I attach FWAG's submission on the Essex Underpass suggested secondary cycle route. Please confirm receipt. FWAG strongly supports EH LCWIP's inclusion of a cross-boundary link with neighbouring Uttlesford District Council. A route which has the potential to link Bishop's Stortford to the Flitch Way, NCN route 16 and Stansted Airport. FWAG looks forward to both councils collaborating to finalise plans and seek necessary funding for future implementation of an important off-road cross-boundary route	Submission has been evaluated and minor changes to the alignment of the mapping have been made to reflect the aspirations of the action group.
15605	Web	Bishop's Stortford	Flitch Way	Walking/Cycling	Needs to be a priority route to link to NCR16 at Flitch Way, to allow commuting from expanding Takeley area. Not through golf course though!!! FWAG has preferred route.	Submission has been evaluated and minor changes to the alignment of the mapping have been made to reflect the aspirations of the action group.
15609	Web	Bishop's Stortford	Dane Street	Cycling	Probably the most important location in BS to improve cycling. Road space permits segregated 2-way cycle path to link routes to north and south via station. Shared use here insufficient.	Having reviewed the mapping, changes to the Dane Street area will be made to better reflect the plans.
15610	Web	Bishop's Stortford	Dane Street	Cycling	Large junction improvement required here to allow safe 2-way access to proposed Dane Street improvement (see other submission)	Further investigation - consider re-audit or re-engineering for junction improvement or crossing at Causeway/Dane Street
16403	Web	Bishop's Stortford	The Spinney	Cycling	Routing of cycle path here is ludicrous - dangerous and indirect. Route should be	The alignment of the Spinney will be readjusted in the mapping.

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
					along an improved Spinney, as shown in current HCC s278 scheme	
18008	Web	Bishop's Stortford	The Spinney	Cycling	The proposal for a shared cycle/footpath through narrow estate paths makes no sense. A better solution is to direct cyclists via a dedicated cycle path through the Spinney.	The alignment of the Spinney will be readjusted in the mapping.
24454	Web	Bishop's Stortford	Flitch Way	Walking/Cycling	The Essex Underpass secondary cycling route is a good suggestion which could lead to a cross-boundary route. However, the suggested route requires some important variations if it is to connect with routes in the Uttlesford LCWIP. A modified Essex Underpass route has great potential for creating an off-road cross boundary connection with neighbouring local authority, Uttlesford District Council.	Submission has been evaluated and minor changes to the alignment of the mapping have been made to reflect the aspirations of the action group.
30059	Email	Cole Green	Panshanger lane	Cycling	Dear Sir/Madam We are pleased to respond to this consultation on behalf of Tarmac Trading Ltd, which is promoting the development of Birchall Garden Suburb (BGS), a cross-boundary extension to Welwyn Garden City allocated in both the East Herts District Plan and the Welwyn Hatfield Local Plan. BGS is bisected by the Cole Green Way, which forms part of Route 61 of the National Cycle Network and enables high quality Active Travel connectivity between Hertford and Welwyn Garden City, offering a more sustainable alternative to car-borne journeys between these towns via the A414. Importantly, the location of BGS astride this key Active Travel connector will allow significant increases in its use, both by residents of BGS and by other users, especially between the site and Welwyn Garden City, but also eastwards to Hertford. Against that backdrop and also taking into	Cole Green Way is on the primary network and extends to the district boundary. The route beyond this would be determinant on the Birchall Garden Suburb application and measures brought forward within it that should not be predetermined through the LCWIP but could be added to it in a later iteration in due course. Connections along Birchall Lane are on the secondary network and also extend to the district boundary. It is suggested that a further connection should be made between Birchall Lane at Cole Green across the A414 and onward through Panshanger Lane to the entrance to Panshanger Park, newly opened car park entrance.

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
					account the County Council's strategy to improve the route through its Cole Green Way Greenspace Action Plan and its Cole Green Way Management and Maintenance Plan, we consider the East Herts LCWIP should recognise the importance and potential of this key route much more fully. Although Route 61 of the NCN is referenced at paragraph 3.10.13 and identified on Figure 3-14, in addition to being highlighted as a "Slow Way" on Figure 4-16, its extent to the District boundary and beyond to Welwyn Garden City is not identified in the Draft Cycling Network on Figure 4-20 (which shows the part of the BGS allocation within East Herts) or on any of the proposal plans in the later part of the LCWIP or its appendices. In this respect, we note that Figure 4-19 does identify "high cycling potential" between Hertford and Welwyn Garden City, but assigns this to the Old Coach Road and to Birchall Lane rather than to NCR 61. Given the existence of this NCR and the safety challenges associated with crossing the A414 at the Birchall Lane roundabout, it would be more appropriate to encourage cyclists to use the NCR (as well as the Old Coach Road) in preference to the section of Birchall Lane east of the A414 and its roundabout junction with that road. We have reproduced below a version of Figure 4-20 identifying (in orange) those additional lengths of both the NCR (as far as the District boundary) and the Old Coach Road as part of the Cycling Network, on which future investment should be focused to maximise its scope for encouraging travel via sustainable modes, in accordance with local and national policy. Financial contributions from development proposals that relate to that network can form part of wider	

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
					packages of investment drawing from appropriate public and private sources, carefully co-ordinated to optimise its potential usage. However, it is important that such contributions are proportionate, specifically in meeting the three tests imposed by Regulation 122 of the CIL Regulations, namely being necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.	
30105	Email	Hertford	Rush Green Roundabout	Walking	Rush Green roundabout - used daily by schoolchildren who cross the slip roads on the way to/from school	Current routing shown at Rush Green Roundabout reflects a less direct but more viable improvement for walking and cycling to connect to the schools on Hoe Lane. We do acknowledge the desire line around the roundabout and will look for future opportunities if changes to the roundabout were to occur.
30010	Email	Hertford	Bluecoats	Cycling	CASTLE PLUS – L & M - TOP FOUR POTENTIAL MOVEMENT PROJECTS FOR CONSULTATION [4] Provide short cycle route (50 meters) alongside existing pavement outside Christ's Hospital Why it matters. There is a major pinch point for cyclists in the vicinity of Tesco/Ware Road/Mill Road, which is a disincentive to cycling. It would be good to provide a route for cyclists between Fore Street/South Street and Tesco/Mill Road/Ware Road that avoids Stag House roundabout. This 'missing link' would go from the entrance to Christ's Hospital to Mill Road, alongside the existing pavement. It could be used in either direction: it could be accessed by westbound cyclists (via the pedestrian crossing of the Ware Road, closest to the Stag House roundabout), as well as by those travelling eastbound from the southern end of South Street/M&S. [Those travelling	Agreed that this would be an improvement to the cycling network to avoid the roundabout when travelling in easterly direction. Add to primary network.

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
					eastbound would also benefit from 'advanced stop lines' for cyclists on the Ware Road.]	
30048	Email	Hertford	Brickendon Lane	Walking	One route to school which is missing, is the route which families from the Cecil Road estate often take, crossing Brickendon Lane where it meets Hornsmill Road, cutting through the twitchell which leads from the Brickendon Lane to Liberty Close, and then walking through the Close and through the twitchell which goes from the Close to Mandeville Close and from there up to Morgan's School. Families from the Pearson Avenue estate also use the twitchell from Liberty Close to Mandeville Close.	Agreed. Add to secondary walking network
24442	Web	Hertford	Caxton Hill	Walking	New pedestrian route from Caxton Hill to Balls Park would be beneficial for those who use this area as a walking rough to Simon Balle School	Agreed. Network changes to add secondary route to the walking network in line with Kingsmead Neighbourhood Plan proposed route to link between Rush Green roundabout and the play area near Magnolia Close.
24839	Web	Hertford	Cromwell Road	Cycling	Designate Cromwell Road as a 'cycle friendly' road. Improve surfacing to facilitate cycling and install signage to indicate.	Agreed that Cromwell Road should be added to secondary cycling network
24835	Web	Hertford	Foxholes Woodland	Walking	The Kingsmead Neighbourhood Plan outlines improvements to this area including: Improved pedestrian route across Foxholes woodland from Stanstead Road to Caxton Hill	Agreed. Secondary walking network to be extended to include this route
23209	Web	Hertford	Gauge House, Tow Path	Cycling	The tow path from Hertford Lock to where national route 61 heads off to Ware station needs widening and resurfacing. It needs to be 4m wide and smooth, ideally looping around behind the pump house on a surfaced route.	Support noted and welcomed. Proposal to add link to loop around the Gauge House (rather than Pump House as stated) agreed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, as they are developed.
24411	Web	Hertford	Kingsmead	Walking	children living in Kingsmead and particularly the various roads from the 'Woodland' roads walk round the back of Caxton Hill to get to school - normally 30 or so. Making the path across the EHDC land behind Caxton Hill a PRoW and improving it is essential	Agreed. Network changes to add secondary route to the walking network in line with Kingsmead Neighbourhood Plan proposed route to link between Rush Green roundabout and the play area near Magnolia Close.
24443	Web	Hertford	The Pines Preschool	Walking	A new footpath through the Pines to join with Stanstead Road and the route to Simon Balle	Agreed. Network changes to add secondary route to the walking network in line with Kingsmead

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
						Neighbourhood Plan proposed route to link between The Pines Preschool to Simon Balle school.
24836	Web	Hertford	The Pines Preschool	Walking	Improvement of off-road footpath through The Pines from Burleigh Road to Stanstead Road; providing a link to the Simon Balle route from Burleigh Road and via Pinehurst recreation ground	Agreed. Add to secondary walking network in line with Neighbourhood Plan proposals
23207	Web	Hertford	The Sidings, Bengeo	Cycling	My main concern is crossing Port Hill / Cowbridge which is busy and safely cycling to Hertford North. The best option would be to use the old railway line adjacent to Balfour st and open up the old railway bridge to cycle under the road to Hartham The crossing of Port Hill and link to Hartham Common to Bengeo could be much improved, by cycling under the old railway bridge and having a continuous cycle path that doesn't go through the car park and is widened to avoid pedestrians	The Sidings is already included on the secondary route network and links to Hartham are identified for improvement. Land ownership issues currently preclude utilising under-bridge route. Alignment improvements to base map required to address mapping error on current version
24440	Web	Hertford	Woodlands Road	Walking	The Kingsmead Neighbourhood Plan outlines improvements to this area including: Improved pedestrian route from Woodlands Road to Caxton Hill, as this is a walking route to the nearby Simon Balle School	Agreed. Add to secondary walking network in line with Neighbourhood Plan proposals
24409	Web	Hertford	Rush Green Roundabout	Walking	The girls walking to Presdales have been crossing Rush Green roundabout for decades and will continue doing this no matter what you do to Hoe Lane. Toucan crossings at Rush Green are essential to allow the direct route from Kingsmead and Hertford Heath	Current routing shown at Rush Green Roundabout reflects a less direct but more viable improvement for walking and cycling to connect to the schools on Hoe Lane. We do acknowledge the desire line around the roundabout and will look for future opportunities if changes to the roundabout were to occur.
24421	Web	Hertford	Tower Street	Cycling	The 'mixed traffic cycling' route through Tower Street would need a contraflow cycle lane and a safe crossing over Bengeo Street to New Road	Alignment issues have been raised for this location and changes to the prioritised network will change to ensure that suitable roads are used.
24425	Web	Hertford	Rush Green Roundabout	Walking	Rush Green roundabout - used daily by schoolchildren who cross the slip roads on the way to/from school	Current routing shown at Rush Green Roundabout reflects a less direct but more viable improvement for walking and cycling to connect to the schools on Hoe Lane. We do acknowledge the desire line around the roundabout and will

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						look for future opportunities if changes to the roundabout were to occur.
24809	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	Hertford Town Council would like to see new / improved pedestrian and cyclist crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy.	The location of the crossing point will be moved to the A414 to reflect the real desire line.
24837	Web	Hertford	Rush Green Roundabout	Walking	Provision of light controlled safe crossings and footpaths around Rush Green roundabout. This allows use of existing Restricted Byway so that children at Presdales, Middleton and Pinewood schools can walk to their school as there is no safe walking route	Current routing shown at Rush Green Roundabout reflects a less direct but more viable improvement for walking and cycling to connect to the schools on Hoe Lane. We do acknowledge the desire line around the roundabout and will look for future opportunities if changes to the roundabout were to occur.
24807	Web	Hertford Heath	Footway 002	Walking	The PRoW along the route of Ermine St offers a great walking path from Hertford Heath to Presdales if it were improved. Currently it is too muddy and restricted but it is off road and would be better than the road route for pedestrians	Agreed Hertford Heath Byway 001 and Footpath 002 between Hogsdell Lane and the Rush Green as a walking route on the secondary network, that would also link into Rush Green route already identified
8803	Web	N/A	N/A	N/A	The legend on the map using red and orange colours is not helpful. The second colour should be easily identifiable by a different colour.	Colour coding on maps to be reassessed to ensure accessibility for all users
14404	Web	Sawbridgeworth	Footpath 009	Walking/Cycling	Our group has made multiple suggestions multiple times to this LCWIP but almost none have appeared on in this final draft. And we have had no explanation for why these proposals have not been accepted why no-one has come to see the town. - Walking and cycle route linking West Road to footpath 9 that then leads east to A1184	Prioritised network does show FP009, but an error has occurred with it not showing correctly on either walking or cycling networks. These should be revised to show as primary on the walking network and secondary for cycling. Plus, the alternative route through the new residential estate is to be shown for both walking and cycling networks
14410	Web	Sawbridgeworth	Footpath 009	Walking	Make this into a walking route to connect Mandeville School to Leventhorpe School, and West Road to A1184 via footpath 9 away from air pollution.	Prioritised network does show FP009, but an error has occurred with it not showing correctly on either walking or cycling networks. These should be revised to show as primary on the walking network and secondary for cycling.
14407	Web	Sawbridgeworth	Footpath 032	Walking/Cycling	Make into joint use walking and cycling path using signage that show walkers take priority. This will enable cyclists to get between A1184, town centre, Fair Green without	Although comment refers to joint use, path is very narrow so not considered appropriate for both modes. However, the route would be suitable for

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
					having to go around a long route because you cannot cycle west on Bell Street.	walking linkages, so should be added to the secondary walking network
14405	Web	Sawbridgeworth	High Wych	Walking/Cycling	Joint use all weather walking and cycle path from the Crest in Sawbridgeworth to High Wych - this needs to be surfaced so it can be used throughout the seasons, and this would link up Sawbridgeworth to Harlow, Gilston Garden Town, Bishop's Stortford	This connection is currently on the network for cycling, using the alignment of footpath 016. We will make changes to the walking network to match this as it falls within the 2km criteria for utility walking routes.
30031	Email	Sawbridgeworth	Knight Street	Cycling	• A cycle route through Bullfields/ Knight street linking F&B, Reedings and Leventhorpe Schools. Much safer than the main road.	Route would be a good improvement to link schools and should be added as a primary mixed use facility
30029	Email	Sawbridgeworth	Long Distance route	Cycling	• A cycle route heading west which would join towns of Harlow, Stortford and Sawbridgeworth using existing quiet lanes and bridleways. Much preferred to using the busy main road. See previous emails for more detailed information.	Agreed, Add to secondary cycle network
40017	Event	Sawbridgeworth	Tow Path	Walking/Cycling	Cycle route sought between Sawbridgeworth and Bishop's Stortford along river as off road alternative route - multiple people made same comment	Scheme would offer a good alternative off-road route for walking and cycling. Add to secondary network
30000	Email	Sawbridgeworth	High Wych	Walking	I've received the link for "making east herts streets safer" Please could I ask for high wych road to be considered? This is the main road to go to and from high wych school and although it is a 30 mph zone vehicles usually travel 40+ mph The pathways are overgrown and the pavement is uneven The lighting is poor too	Comments taken into consideration and 1km of additional walking auditing has been conducted post consultation to connect Sawbridgeworth with the Rivers Hospital in High Wych
30054	Email	Sawbridgeworth	Towpath	Walking	"Sawbridgeworth 3" walking route along Station Road is welcome, supporting access to the Stort towpath route as well as the station. It includes a new crossing at The	Changes to the network to connect the canal towpath the prioritised network is supported and will be made to the mapping

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
					Forebury junction, which may be of use to people continuing along the Stort towpath crossing Station Road, given there are currently no dropped kerbs for the towpath access points; the proposed location is a little offset but still of value. This new crossing should consider supporting the needs of people using the towpath route with wheelchairs and buggies and cycles, allowing towpath accessibility improvements in the future if funded – i.e. the route between the new road crossing and the towpath crossing point should be accessible. Similarly in other locations, even if a towpath delivery project is not yet being taken forward, it will be very helpful for the proposed/prioritised road and footpath improvement schemes to consider the accessibility of the connection to the towpath routes. It is acknowledged that the costings set out are high level and do not account for inflation nor do they include design, risk, and contingency costs or optimism bias. The costings appear to suggest £216k/km for shared use paths (as towpath is defined). It is considered that this may be a little low for towpath projects considering the age and complexity of our network.	
5207	Web	Sawbridgeworth	High Wych	Walking	This is a key route for school children walking to Leventhorpe. A formal crossing is needed	Comments taken into consideration and 1km of additional walking auditing has been conducted post consultation to connect Sawbridgeworth with the Rivers Hospital in High Wych
6004	Web	Sawbridgeworth	High Wych	Walking	A pedestrian crossing is needed as this is a walking route to schools	Comments taken into consideration and 1km of additional walking auditing has been conducted post consultation to connect Sawbridgeworth with the Rivers Hospital in High Wych
14010	Web	Sawbridgeworth	High Wych	Walking	This needs a crossing for pedestrians and cyclists to cross over to walk to High Wych - this would be used by children walking or cycling to Leventhorpe School.	Comments taken into consideration and 1km of additional walking auditing has been conducted post consultation to connect Sawbridgeworth with the Rivers Hospital in High Wych

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
30148	Email	Sawbridgworth	Bonks Hill	Walking	3. Footway Widening between Bonks Hill and the Hand and Crown The Council highlights the urgent need to widen the footway between Bonks Hill and the Hand and Crown. This section is currently too narrow to safely accommodate pedestrians, especially during peak times. Widening this path would significantly enhance safety and usability for walkers, including schoolchildren and elderly residents. In summary, Sawbridgeworth Town Council supports the principles outlined in the LCWIP and encourages East Herts to engage further with local stakeholders during the design and implementation phases to ensure the infrastructure meets the needs of the community.	Comments taken into consideration and 1km of additional walking auditing has been conducted post consultation to connect Sawbridgeworth with the Rivers Hospital in High Wych
17603	Web	Ware	Ware	Walking/Cycling	The archway under Viaduct Rd was specifically opened to provide a route from the towpath East of Ware to Station rd and Broadmeads and on to the new path on Kings mead. It should be the priority route from towpath to towpath.	Changes to walking & cycling networks required to correct alignment to go from Stewart Place under viaduct to link to towpath via Crane Mead
24005	Web	Ware	Watton Road	Walking	Zebra crossing at bottom of Watton Rd ware is dangerous. Cars overlook people wanting to cross	Agreed. New improved crossing point to be added to route - could involve upgrading existing zebra to pelican crossing
12405	Web	Watton-at-Stone	Gatekeepers Way	Walking	I'm surprised the footpaths have not been joined, as it's a major request from the village to HCC & WASPC. Opening Footpath 17 improves access from the Gatekeepers estate to the rest of the village. Simply moving the fence could achieve this.	We acknowledge the connection benefits for walking and will add a secondary walking route connecting Gatekeepers Way to Footpath 017
13203	Web	Watton-at-Stone	Gatekeepers Way	Walking	Footpath 17 in Watton at Stone needs to be extended to Clappers Lane. Access currently open during school hours which means a long detour for residents wanting to visit High Street businesses.	We acknowledge the connection benefits for walking and will add a secondary walking route connecting Gatekeepers Way to Footpath 017
40015	Event	Watton-at-Stone	Woodhall Estate	Cycling	Are we able to work with Woodhall Estate to use old A602 to connect Watton at Stone?	While this land is in private ownership and currently lies outside the scope of the LCWIP, there is a longer term aspiration to connect Watton-at-Stone with both Ware and Stevenage.

East Herts LCWIP – Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
						Diagrammatic addition to pdf mapping to show corridor aspiration to be actioned

East Herts Council Report

Executive

Date of Meeting: Tuesday 2 June 2026

Report by: Councillor Vicky Glover-Ward – Executive Member for Planning and Growth

Report title: East Herts Open Space Assessment

Ward(s) affected: All Wards

Summary

- Members have agreed to prepare a new Local Plan, including an update of the evidence documents needed to support a new Plan. The Open Space Assessment replaces the previous assessment, published in 2017, and provides an updated analysis of public open space in East Herts, to inform future planning policy and planning application decisions in relation to the protection, enhancement and provision of open space. This report summarises the assessment and seeks agreement to use the document as part of the new Local Plan evidence base, and to inform Development Management decisions.

- This report was considered at the District Planning Executive Panel on 19 May 2026.

RECOMMENDATIONS FOR EXECUTIVE:

A. That the Open Space Assessment, attached as Appendix A, be agreed as part of the evidence base to inform the new East Herts Local Plan and as a material consideration for Development Management purposes in the determination of planning applications.

1.0 Proposal(s)

1.1 The purpose of this report is to agree that the Open Space Assessment can be used as part of the evidence base for the new Local Plan and as a material consideration in the

determination of planning applications.

1.2 The role of the assessment is to provide a robust evidence base to inform future planning policy and planning application decisions in relation to the protection, enhancement and provision of open space in East Herts.

2.0 Background

2.1 Local planning authorities are required to complete a review of their local plans at least once every 5 years from the adoption date to ensure that plans remain relevant. In October 2023, the Council agreed that East Herts District Plan 2018 needs updating, and that work should commence on updating the technical studies and other preparatory work required to provide a robust evidence base to support this Review. The intention to formally start plan-making is the subject of a separate paper on this agenda.

2.2 A clear, relevant and proportionate evidence base is essential for efficient and sound plan-making to ensure that all future planning policy and decisions are based on up-to-date information. The National Planning Policy Framework sets out the requirement for the preparation and review of all policies to be, ‘underpinned by relevant and up-to-date evidence’ (paragraph 32).

2.3 The evidence base consists of supporting documents that will help inform the future policies and site allocations in the new Local Plan. It will cover a range of social, economic, and environmental topics and help identify local needs, constraints and opportunities.

2.4 The evidence base will be developed throughout the preparation of the new Local Plan and the planning policy team will seek agreement from Executive via the District Planning Executive Panel to include relevant studies as part of the evidence base. Because of the nature of the Open Space Assessment and its potential to influence policy formulation, it is considered appropriate to include it within the Council’s evidence base.

2.5 Open space provision supports health and wellbeing, cultural heritage, landscape quality, education, climate change mitigation, biodiversity and physical activity. It is therefore vital for local

authorities to know what provisions currently exist and what the priorities and requirements are for the future. When considered with other evidence studies, such as the Local Nature Recovery Strategy, the Playing Pitch and Outdoor Sports Strategy and the Hertfordshire Green Infrastructure Strategy, this assessment will help develop a holistic understanding of green infrastructure in East Herts, to inform policies and allocations in the new Local Plan. The last open space assessment, which informed the policy and allocations in the current District Plan, was published in 2017. It recommended standards for open space that were taken forward by the Open Space, Sport and Recreation Supplementary Planning Document (2020) and have been implemented via planning decisions in the district.

2.6 The National Planning Policy Framework requires planning policies to be based on robust and up-to-date assessments of the needs for open space and recreation in order to understand opportunities for enhancement and new provision. Therefore, it is important that the new Local Plan is informed by a current understanding of the quality and supply of open space across East Herts, so this open space assessment updates the previous study.

2.7 The Council commissioned consultant Knight, Kavanagh and Page (KKP) to undertake the assessment, and since Autumn 2024 they have audited over 570 public open space sites. This process has been informed by engagement and consultation with council officers in planning, open space and property teams, parish and town councils and key stakeholders including the Herts and Middlesex Wildlife Trust, Countryside Management Service, the Woodland Trust and local park groups.

2.8 This assessment focuses on publicly accessible open space. However, it is important to recognise that as a rural district, East Herts also has a significant network of public rights of way providing access to the wider countryside, which has additional recreational and social value for the local community.

3.0 Reason(s)

3.1 To help inform decisions in the Local Plan about which open spaces should be protected from development and where new provision or enhancements are required, it is important the

Council has update-to-date evidence about the quantity, accessibility and quality of open space across East Herts. Since the previous open space assessment was undertaken nearly 10 years ago there have been some changes to open space provision. Most notably, there has been significant housing growth in parts of the district where new developments have delivered open spaces and enhanced existing sites, via S106 contributions. A number of neighbourhood plans have also been adopted and these often identify publicly accessible open spaces for protection.

3.2 In accordance with government guidance and best practice, the open space assessment includes the following open space typologies:

- Parks and gardens
- Natural and semi-natural greenspaces
- Amenity greenspace
- Provision for children and young people
- Allotments
- Cemeteries and churchyards

3.3 Sites have been categorised based on their primary function for the purposes of the assessment, but in practice it is important to recognise that open spaces are often multi-functional, particularly in terms of amenity greenspace, natural green space, and parks and gardens. Any site recognised as sports provision but with a clear multifunctional role, where it is also available for wider community use as open space, is included in this assessment. Provision solely for sporting provision is the focus of the Playing Pitch and Outdoor Sport Strategy (2025).

3.4 The Open Space Assessment is attached to this report at **Appendix A** and is structured around assessment of each typology:

- Part 1- Introduction
- Part 2- Methodology
- Part 3- Summary of audit
- Part 4- Parks and gardens
- Part 5- Natural/ semi-natural greenspace
- Part 6- Amenity greenspace

- Part 7- Provision for children and young people
- Part 8- Allotments
- Part 9- Cemeteries and churchyards
- Part 10- Provision Standards

3.5 For each type of open space, provision levels/ standards focusing on quality, quantity and accessibility are used to identify specific qualitative and quantitative deficits and surpluses of open space in a local area. To allow for more localised analysis reflecting the role and population distribution of settlements, the district has been sub-divided by 16 analysis areas. Ward boundaries have been used to define the largest settlements (towns and Group 1 villages) whilst the rest of East Herts is grouped into three rural areas.

3.6 Quantity analysis is based on open space provision in hectares per 1000 population. Each section sets out the current provision of each typology by sub-area. Part 10 of the report compares this provision against current and recommended provision standards to identify areas with potential shortfalls in particular types of open space. Tables 10.3.3a and 10.3.3b of the assessment demonstrate that all areas have shortfalls in some form of open space.

3.7 To understand the distribution of open space, best practice accessibility catchments are used in each section to highlight any potential deficiencies in access to provision. The results are shown on maps in each section of the report. Generally, the population has good access to a range of open spaces across East Herts, but there are gaps in provision. Where appropriate, the assessment identifies where gaps may be served by other forms of open space and this information can usefully inform land-use and site allocation decisions in the emerging Local Plan.

3.8 Qualitative analysis in the assessment is based on quality and value assessments. Approximately 229 sites were visited in late 2024 / early 2025 and assessed. The large number of sites overall meant it was not feasible to assess all sites, so thresholds were applied to some open space types, as explained in Part 2 of the report (methodology). Assessment criteria and scores are individual to each open space typology and informed by national benchmark standards and the consultant KKP's professional judgement. Separate quality and value scores were given to help

explore how valuable the open space is to the local area. For example, a poor quality play area may be of high value to the local community if it is the only one in the area. Feedback from the town and parish councils also helps inform understanding of quality issues. Appendix 1 of the Open Space Assessment shows the quality concerns raised during consultation and the site assessment scores are set out in Appendix 2.

Assessment recommendations

3.9 Building on the assessment work, Part 10 compares current open space provision against East Herts existing standards and national benchmarks in order to derive the suggested standards for East Herts. In summary, the Assessment recommends that existing provision standards are retained to inform future planning policy and decision-making. For parks and amenity green spaces (combined as part of existing standards in acknowledgement of their multifunctionality) and allotments the existing standards are in line with current provision and consistent or higher than national benchmarks. The existing standard for the provision for children and young people is consistent with the national Field In Trust standards and for natural and semi-natural greenspace the existing standard is greater than the national benchmark. Table 1 shows the recommended standards for open spaces.

Table 1: Recommended open space provision standards

Typology	Recommended quantity standard (ha per 1000 population)	Recommended accessibility catchment
Parks and Gardens	1.40	710m
Natural and semi-natural greenspace	3.20	720m
Amenity greenspace	Included as part of parks standards figure	480m
Provision for Children and Young People	0.25	LAP- 100m LEAP- 400m NEAP- 1000m Casual (e.g. MUGA, skate park)- 700m
Allotment	0.30	No standard set- travel behaviour varies

		depending on individual circumstances and site availability. Waiting list data provides a more reliable indicator of demand.

3.10 The Open Space Assessment concludes with the following key principles and recommendations that will help inform the policy and strategy of the new Local Plan and the consideration of open space in planning applications:

- The recommended standards can be used to determine open space requirements in the plan-making and decision-making process. When considering new housing development, quantity levels should be explored to indicate the potential lack of provision in an area. However, this should be done in conjunction with the accessibility and quality of provision.

- Sites helping, or with potential to help, serve areas identified as having gaps in catchment mapping should be prioritised as opportunities for enhancement. Explore possibilities to adapt these sites or sites in areas with sufficient provision of one type of open space, to provide a stronger secondary role to help address the gap/ shortfall of a particular type of open space.

- Where possible, lower quality sites in accessibility catchment gaps should be prioritised for enhancement.

- Use recommended quantity standards to ensure delivery of open space requirements in future housing growth.

- As a number of new housing developments are underway or committed, the Council will need to update the open space audit to reflect changes in provision.

- Ensure the Council's approach to developers contributions is reviewed to reflect, as best possible, real-time costs.

3.11 These recommendations can usefully inform policy and strategy decisions in the emerging Local Plan. Therefore, it is officers' view that the Open Space Assessment provides robust evidence on the quantity, quality and accessibility of public open space across East Herts, providing a framework for the new Local Plan to protect existing open spaces, direct new provision to areas of deficiency and identify priorities for enhancement. When considered alongside other studies, such as Hertfordshire Green Infrastructure Strategy, the Local Nature Recovery Strategy, Playing Pitch and Outdoor Sport Strategy and the Local Cycling and Walking Infrastructure Plan (LCWIP), it will also contribute towards understanding how green infrastructure in East Herts functions as an interconnected, multifunctional network and how it can be protected and enhanced in the new Local Plan. As such, it is recommended the Assessment is agreed as part of the new Local Plan evidence base.

4.0 Options

4.1 The endorsement of the Open Space Assessment ensures there is an up-to-date evidence base for the protection, enhancement and provision of open space, which has multifunctional benefits for quality of life, health and wellbeing, climate change mitigation, biodiversity and flood mitigation.

5.0 Risks

5.1 If the Open Space Assessment is not agreed as part of the evidence base, it may be considered as having reduced weight in informing the new Local Plan and planning application decisions. It would mean the Council would not have an up to date understanding of open space provision in East Herts. This is contrary to Government policy to have an up-to-date evidence base and could undermine the Council's position in terms of successfully bringing forward the new Local Plan.

6.0 Implications/Consultations

6.1 Targeted consultation as part of the assessment was undertaken with town and parish councils and key stakeholders. The Assessment will be made available on the website, in the Local Plan evidence base section, and be subject to a number of statutory public consultations as part of the production of the new

Local Plan.

Community Safety
There are no community safety implications arising from this report.

Data Protection
There are no data protection implications arising from this report.

Equalities
There are no direct equality, diversity, or inclusion implications in this evidence document. An Equalities Impact Assessment (EqIA) will be carried out of the new Local Plan in accordance with The Equality Act 2010.

Environmental Sustainability
The purpose of the planning system is to contribute to the achievement of sustainable development. Open spaces are part of the district's green infrastructure, which alongside social benefits to health and well-being, has many environmental benefits, such as climate change mitigation, habitat creation and sustainable drainage.

Financial
There are no financial implications arising from this report

Health and Safety
There are no health and safety implications arising from this report

Human Resources
There are no human resource implications arising from this report

Human Rights
There are no human rights implications arising from this report

Legal
There are no legal implications arising from this report

Specific Wards
All

7.0 Background papers, appendices and other relevant material

7.1 **Appendix A**: Open Space Assessment

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KNIGHT, KAVANAGH & PAGE

EAST HERTFORDSHIRE DISTRICT COUNCIL

OPEN SPACE ASSESSMENT REPORT

MAY 2026

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Agreed sign off		

EXECUTIVE SUMMARY

Introduction

East Hertfordshire District Council commissioned Knight Kavanagh & Page Ltd (KKP) to produce an Open Space Assessment to provide an up-to-date evidence base and to help inform future decision-making processes.

The purpose of an open space assessment is to recognise the role of open space provision as a resource to East Herts. The report helps understand the distribution, amount and quality/value of open space across the authority, if there are any shortfalls/surpluses and where there may be opportunities for improvements to ensure that residents can benefit from accessible and high-quality open space facilities.

Open spaces contribute to the health, well-being, cultural heritage, landscape, education, climate change mitigation, biodiversity and movement for people and wildlife. It is therefore vital for local authorities to know what provision currently exists and what the priorities and requirements are for the future.

Open space is categorised into the following typologies:

Type of open space	Primary purpose
Parks and gardens	Parks and formal gardens, open to the general public. Accessible, high quality opportunities for informal recreation and community events. Sites typically include facilities such as play areas, cafes, car parks, flower beds, formal signage, as well as seating and picnic tables.
Natural and semi-natural greenspaces	Supports wildlife conservation, biodiversity and environmental education and awareness. Sites are often woodlands, grasslands, riverbanks, and other specifically managed areas with a focus on nature.
Amenity greenspace	Opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas. Often a more informal design compared to parks, can include play areas and other ancillary features (e.g. seating, signage) but not always.
Provision for children and young people	Areas designed primarily for play and social interaction involving children and young people.
Allotments	Opportunities to grow own produce. Added benefits include the long-term promotion of sustainable living, health and social inclusion.
Cemeteries, churchyards and other burial grounds	Provides burial space but is considered to provide a place of quiet contemplation and is often linked to the promotion of wildlife conservation and biodiversity.

Audit summary

There are a total of 575 sites equating to 1,684 hectares of open space. The largest contributor to hectares of provision is natural/semi-natural greenspace (1,328 hectares), accounting for 79% of open space.

Open space typology	Number of sites	Total amount (hectares)*
Allotments	50	41
Amenity greenspace	181	196
Cemeteries/churchyards	65	57
Natural & semi-natural greenspace	89	1,328
Park and gardens	10	50
Provision for children & young people	180	12
TOTAL	**575**	**1,684**

Quantity

The table below shows the position for each sub-area as to whether it is sufficient or identified as having a shortfall in quantity for each type of open space. This utilises recommended quantity standards however the assessment report also presents it against current provision levels.

Provision shortfalls against recommended quantity standards by analysis area (hectares per 1,000 population)

Typology	Natural	Parks/Amenity	Allotments	Play
EH recommended standard	3.20	1.40	0.30	0.25
Bishop's Stortford - existing	2.76	1.37	0.25	0.08
Bishop's Stortford - balance	**-0.44**	**-0.03**	**-0.05**	**-0.17**
Braughing - existing	0.27	2.61	0.36	0.05
Braughing - balance	**-2.93**	**+1.21**	**+0.06**	**-0.20**
Buntingford - existing	0.15	1.10	0.28	0.20
Buntingford - balance	**-3.05**	**-0.30**	**-0.02**	**-0.05**
Hertford - existing	6.70	1.70	0.35	0.06
Hertford - balance	**+3.50**	**+0.30**	**+0.05**	**-0.19**
Hertford Heath - existing	73.99	2.31	0.44	0.07
Hertford Heath - balance	**+70.79**	**+0.91**	**+0.14**	**-0.18**
Hunsdon - existing	-	0.86	0.15	0.03
Hunsdon - balance	**-3.20**	**-0.54**	**-0.15**	**-0.22**
Much Hadham - existing	12.86	1.68	0.44	0.05
Much Hadham - balance	**+9.66**	**+0.28**	**+0.14**	**-0.20**

* Rounded to the nearest whole number

Typology	Natural	Parks/Amenity	Allotments	Play
EH recommended standard	3.20	1.40	0.30	0.25
North Western Rural - existing	2.77	3.69	0.22	0.11
North Western Rural - balance	**-0.43**	**+2.29**	**-0.08**	**-0.14**
Eastern Rural - existing	1.51	2.61	0.14	0.05
Eastern Rural - balance	**-1.69**	**+1.21**	**-0.16**	**-0.20**
South Western Rural - existing	67.87	2.71	0.33	0.09
South Western Rural - balance	**+64.67**	**+1.31**	**+0.03**	**-0.16**
Sawbridgeworth - existing	7.06	1.19	0.37	0.08
Sawbridgeworth - balance	**+3.86**	**-0.21**	**+0.07**	**-0.17**
Standon and Puckeridge - existing	0.05	1.00	0.49	0.08
Standon and Puckeridge - balance	**-3.15**	**-0.40**	**+0.19**	**-0.17**
Stanstead Abbotts and St Margarets - existing	20.65	1.06	0.33	0.06
Stanstead Abbotts and St Margarets - balance	**+17.45**	**-0.34**	**+0.03**	**-0.19**
Walkern - existing	-	1.04	0.19	0.06
Walkern - balance	**-3.20**	**-0.36**	**-0.11**	**-0.19**
Ware – existing	0.86	0.90	0.17	0.07
Ware - balance	**-2.34**	**-0.50**	**-0.13**	**-0.18**
Watton-at-Stone - existing	7.04	1.08	0.50	0.10
Watton-at-Stone - balance	**+3.84**	**-0.32**	**+0.20**	**-0.15**
EAST HERTS - existing	8.70	1.44	0.27	0.08
EAST HERTS - balance	**+5.50**	**+0.04**	**-0.03**	**-0.17**

It is important quantity levels are considered alongside accessibility and quality. For example, an area may have a quantity deficit but access to open space could be sufficient. Conversely, an area could have sufficient quantity, but access could be limited (i.e. catchment distances do not cover the whole area).

Quality and Value

There is a generally a good quality of open space across assessed typologies. This is reflected in most assessed sites (67%) scoring above their set quality thresholds.

Proportionally there are more (54%) park sites to rate below the quality threshold. This is a reflection to the high standard for parks with lower scoring sites often due to a lack of signage and/or ancillary features.

Typology	Quality		Value	
	Low	High	Low	High
Amenity greenspace	32%	68%	0	100%
Natural & semi-natural greenspace	21%	79%	0	100%
Park and gardens	54%	46%	0	100%
Provision for children and young people	32%	58%	9%	91%
Totals	**33%**	**67%**	**6%**	**94%**

Virtually all sites (94%) are assessed as being above the threshold for value, reflecting the role and importance of open space provision to local communities and environments.

A high value site is considered to be one that is well used by the local community, well maintained (with a balance for conservation), provides a safe environment and has features of interest, for example, good quality play equipment and landscaping. Sites that provide for a cross section of users and have a multi-functional use are considered a higher value than those offering limited functions and viewed as unattractive.

Accessibility

Accessibility catchments can be used as a tool to identify deficiencies of open space in a local area. This is achieved by applying them to create distance catchments. The study displays the results of the catchments to highlight any potential deficiencies in access to provision.

If an area does not have access to provision (consistent with the catchments), the report identifies instances where new sites may be needed, or potential opportunities could be explored in order to provide comprehensive access (i.e., a gap in one form of provision may exist, but the area in question may be served by another form of open space).

It is important accessibility is considered alongside quantity and quality. For example, an area may have good access to provision, but quality of such sites could be low.

Recommendations

The following provides a summary on the key findings from the application of the quantity, quality, and accessibility standards. It incorporates and recommends what the Council should be seeking to achieve in order to address the issues highlighted.

Several quantity shortfalls in the open space typologies are highlighted. Creating new provision to address these existing shortfalls (particularly any quantity shortfalls) is often challenging (as significant amounts of new forms of provision would need to be created). Often a more realistic approach is to ensure sufficient accessibility and quality of existing provision. Exploring opportunities to enhance existing provision and linkages to these sites should be endorsed. However, it highlights the need for new housing developments to provide new open space provision to ensure shortfalls are not exacerbated.

The report summarises the following recommendations:

Recommendation 1
Sites helping or with the potential to help serve areas identified as having gaps in catchment mapping should be prioritised as opportunities for enhancement.

These sites potentially help to meet the identified catchment gaps for other open space typologies. Their existence is crucial in terms of access to open space provision. They should therefore be viewed as open space provision that are likely to provide multiple social and value benefits.

The approach to these sites should be to enhance their quality and/or value to the applied standards (i.e. high quality and/or value). Across the authority, there are 95 sites highlighted as helping to serve gaps in accessibility catchment mapping.

Recommendation 2
Ensure low quality/value sites helping to serve potential gaps in accessibility catchments are prioritised for enhancement

There are 74 sites to rate as below quality and/or value thresholds. Of these 74 sites, 67 are identified as helping to potentially serve catchment gaps in other types of open space.

These sites should first look to be enhanced in terms of quality. Consideration should be given to changing the primary typology or strengthening the secondary function of these sites, to one which they currently help to serve a gap in provision, even if their quality cannot currently be enhanced. For some sites, such as natural and semi-natural greenspace, the ability to adapt or strengthen secondary roles may be limited due to the features and characteristics of the site.

Recommendation 3
Review areas with sufficient provision in open space and consider how they may be able to meet other areas of need

The study identifies 74 sites rated as lower quality and/or lower value. For an area with a quantity sufficiency in one type of open space, and where opportunities allow, a change of primary typology could be considered for some sites of that same type.

It is important that other factors, such as the potential typology change of a site creating a different catchment gap and/or the potential to help serve deficiencies in other types of provision should also be considered. The Council may also be aware of other issues, such as the importance of a site for heritage, biodiversity or as a visual amenity that may also indicate that a site should continue to stay the same typology.

Recommendation 4
Keeping data, report and supporting evidence base up to date to reflect changes

This study provides a snapshot in time. Whilst significant changes are not as common for open space provision, inevitably over time changes in provision occur through creation of new provision, loss of existing provision and/or alterations to site boundaries and management. Population change and housing growth are also another consideration to review when undertaking any form of update as this may impact on quantity provision levels and standards. It is therefore important for the Council to undertake regular reviews of the data and/or actions informed by it.

Recommendation 5
Recommended standards to inform future growth requirements

Work on the New Local Plan is underway and whilst the location of growth has not yet been determined, the Local Plan needs to take account of the Government's new standard method figure, which is 1,223 per year for East Hertfordshire.

On this basis and using the recommended quantity standards* open space requirements are calculated. These open space requirements should be updated as required over the Plan period to reflect changes in population projections and dwelling numbers.

Recommendation 6
Ensure the approach to developer contributions is reviewed regularly

The East Hertfordshire Open Space, Sport and Recreation Supplementary Planning Document (SPD) sets out detailed guidance on the type and scale of open space, playing pitch and built facilities that developer contributions are sought to support new development.

The SPD also sets out the cost contributions for different open space types. The approach used is in keeping with common practices. It is, however, important to regularly review the costs as these can become obsolete over time. Cost figures could be linked to Bank of England inflation rates or similar as part of a regular review. This will ensure the council is receiving contributions which reflect, as best possible, real-time costs.

Supplementary planning documents are not permitted under the new plan-making system, so it will be important that appropriate all open space policies, standards and requirements are incorporated into the New Local Plan.

* recommended quantity standard (ha per 1,000 population) x population increase / 1000 = estimated requirement

EAST HERTFORDSHIRE DISTRICT COUNCIL
OPEN SPACE ASSESSMENT

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Glossary

DPD	Development Plan Document
EHDC	East Hertfordshire District Council
FIT	Fields in Trust
GIS	Geographical Information Systems
KKP	Knight, Kavanagh and Page
LDF	Local Development Framework
LNR	Local Nature Reserve
MUGA	Multi-use Games Area (an enclosed area with a hard surface for variety of informal play)
NPPF	National Planning Policy Framework
NSALG	National Society of Allotment and Leisure Gardeners
ONS	Office of National Statistics
PPG	Planning Policy Guidance
PPS	Playing Pitch Strategy
SOA	Super Output Areas
SPD	Supplementary Planning Document
SSSI	Sites of Special Scientific Interest

EAST HERTFORDSHIRE DISTRICT COUNCIL
OPEN SPACE ASSESSMENT

PART 1: INTRODUCTION

Knight, Kavanagh & Page Ltd (KKP) has been commissioned by East Hertfordshire District Council (EHDC) to produce an Open Space Study. The Study forms one part of an inter-related project that also includes a Playing Pitch and Outdoor Sport Strategy (PPOSS) and an Indoor Built Facilities Strategy (IBF).

The studies will provide a robust evidence base to inform future strategic planning policy and decisions, and possible investment priorities for open spaces, indoor and outdoor sports facilities across the area.

The Open Space Assessment Report assesses the existing provision of open space in East Herts, building on and updating the previous study, published in 2017. Since then, a number of strategic developments, predominantly sites allocated in the adopted District Plan (2018), have been built in East Herts, delivering some new open spaces. Therefore, there has been a change in provision as a result of the significant housing growth that has taken place.

The findings and recommendations of this assessment will:

- Detail existing open space, its condition, distribution and overall quality. This document sets out the findings of the research, consultation, site assessments, data analysis and GIS mapping undertaken as part of this study.
- Facilitate the direction on the future provision of accessible, high-quality, sustainable open spaces.
- Help to inform the priorities for open space provision as part of future population distribution and planned growth, including policy and strategy decisions in the new Local Plan and planning application determination.
- Help to prioritise investment, including S106.

Open spaces are defined, by the Town and Country Planning Act (1990), as areas of land laid out as public gardens, or used for public recreation, or classified as disused burial grounds. Open spaces are therefore considered to relate specifically to land that is publicly accessible, meaning the public can enter freely at any time without charge or membership. This report does not include areas such as agricultural fields or general countryside land. Nevertheless, the importance and value of such land are acknowledged and appreciated. Additionally, Public Rights of Way and permissive footpaths are not included, as they are primarily routes for movement and access through a site and do not generally provide space for recreation, amenity, or wider public use.

Consequently, a clear distinction exists between green space and open space. Green space may include any vegetated or natural area, whereas open space typically refers to land that is accessible to the public and provides recreational, amenity, or environmental benefits.

Open space provision supports health and wellbeing, cultural heritage, landscape quality, education, climate change mitigation, biodiversity, and physical activity. It is therefore vital for local authorities to know what provisions currently exist and what the priorities and requirements are for the future.

In order for planning policies relating to open space to be 'sound', local authorities are required to carry out a robust assessment of the need for open space, sport and recreation facilities. We follow the methodology to undertake such assessments by best practice, including the Planning Policy Guidance 17 (PPG17) Companion Guidance; Assessing Needs and Opportunities[*]' published in September 2002.

The National Planning Policy Framework (NPPF) has replaced PPG17. However, assessment of open space facilities is still normally carried out in accordance with the Companion Guidance to PPG17 as it remains the only national best practice guidance on the conduct of an open space assessment.

Under paragraph 103 of the NPPF, it is set out that planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. Specific needs and quantitative or qualitative deficiencies and surpluses in local areas should also be identified. This information should be used to inform what provision is required in an area.

The table below details the open space typologies included within the study:

Table 1.1: Open space typology definitions

Typology	Primary purpose
Parks and gardens	Parks and formal gardens are open to the general public. Accessible, high quality opportunities for informal recreation and community events. They typically include facilities such as play areas, cafes, car parks, flower beds, formal signage, as well as seating and picnic tables.
Natural and semi-natural greenspaces	Supports wildlife conservation, biodiversity and environmental education and awareness. They are often woodlands, grasslands, riverbanks, and other specifically managed areas with a focus on nature.
Amenity greenspace	Opportunities for informal activities close to home or work, or enhancement of the appearance of residential or other areas. Often a more informal design compared to parks, can include play areas and other ancilarly features (e.g. seating, signage) but not always.
Provision for children and young people	Areas designed primarily for play and social interaction involving children and young people.
Allotments	Opportunities to grow one's own produce. Added benefits include the long-term promotion of sustainable living, health and social inclusion.
Cemeteries and churchyards	Provides burial space but is considered to provide a place of quiet contemplation and is often linked to the promotion of wildlife conservation and biodiversity.

Any site initially recognised as sports provision but with a clear multifunctional role, where it is also available for wider community use as open space (i.e. not locked and available to access at all times) is included in this study. Provision purely for sporting use are the focus of other studies (i.e., Playing Pitch and Outdoor Sport Strategy). On dual-use sites, the playing pitch surfaces are counted as part of the overall site size as they are considered to contribute to the total open space site and reflect its multifunctionality.

[*] Assessing Needs and Opportunities

1.1 Report structure

This study considers the supply of open space provision across East Hertfordshire. Each part contains relevant typology-specific data. Further description of the methodology used can be found in Part 2. The study as a whole covers the predominant issues for all open spaces as defined in best practice guidance:

- Part 2: Methodology
- Part 3: Summary of audit
- Part 4 Parks and gardens
- Part 5: Natural/semi-natural greenspace
- Part 6: Amenity greenspace
- Part 7 Provision for children/young people
- Part 8: Allotments
- Part 9: Cemeteries

1.2 National context

National Planning Policy Framework

The National Planning Policy Framework (NPPF) (2024) and Draft National Planning Policy Framework (2025) set out the planning policies for England. It details how these are expected to be applied to the planning system and provides a framework to produce distinct local and neighbourhood plans, reflecting the needs and priorities of local communities.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. It establishes that the planning system needs to focus on three themes of sustainable development: economic, social and environmental. A presumption in favour of sustainable development is a key aspect for any plan-making and decision-taking processes. In relation to plan-making, the NPPF sets out that Local Plans should meet objectively assessed needs.

Paragraph 103 of the NPPF establishes that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for health and well-being. It states that planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. Specific needs and quantitative or qualitative deficiencies and surpluses in local areas should also be identified. This information should be used to inform what provision is required in an area.

As a prerequisite, paragraph 104 of the NPPF states that existing open space, sports and recreation sites, including playing fields and formal play spaces, should not be built on unless:

- An assessment has been undertaken, which has clearly shown the site to be surplus to requirements; or
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

National Planning Practice Guidance (MHCLG)

National Planning Practice Guidance (NPPG) is a web-based resource which brings together planning guidance on various topics into one place. It was launched in March 2014 and adds further context to the (NPPF). It is intended that the two documents should be read together.

The guidance determines that open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It is for local planning authorities to assess the need for open space and opportunities for new provision in their areas. In carrying out this work, they should have regard to the duty to cooperate where open space serves a wider area.

Creating great spaces for all: Fields in Trust (2024)

As part of its protection work, Fields in Trust (FiT) offers guidance on open space provision and design. This is to ensure that provision of outdoor sport, play and informal open space is of a sufficient size to enable effective use; is in an accessible location and in close proximity to dwellings; and of a quality to maintain longevity and to encourage its continued use.

Creating great spaces for all sets out a range of benchmark guidelines on quantity, quality and accessibility for open space and equipped play. It also offers some recommendations for minimum site sizes.

Making Space for Girls

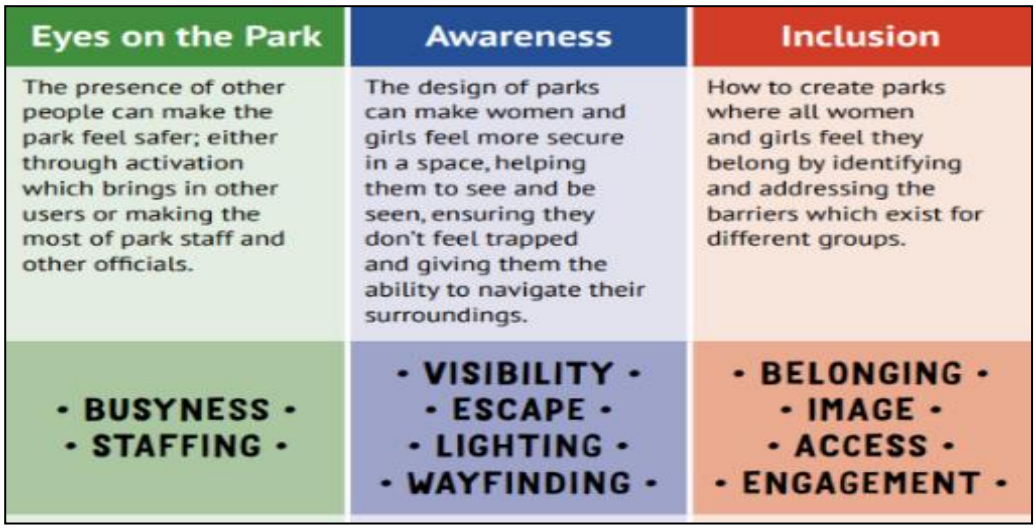
A national charity Make Space for Girls (MSfG), founded in 2021, provides wide-ranging guidance to ensure that parks and public spaces are designed for girls and young women, not just boys and young men. This includes resources for councils, developers and design professionals.

Key factors to consider include listening to teenage girls to understand their perception and use of local spaces, the barriers they face to enjoyment of those spaces, involving them in the design process and developing new policies to support inclusive spaces.

Principles for Councils:

- Create parks which are more inclusive for all: Better spaces can promote healthier lifestyles and add social value. Spaces that work better for teenage girls can work better for many other groups.
- Understand what teenage girls want from parks and social spaces: Skate parks and MUGAs only work for a small proportion of young people – a wider range of facilities is much more inclusive.
- Recognise the barriers to change: Lack of information and policies that don't recognise the issues both embed unequal treatment for teenage girls into practice. Engagement, research and equality law provide tools to overcome this.
- Make Sure Teenage Girls are heard: Reaching girls and minority groups can be difficult, but their voices are essential for change.

Figure 1: Key principles to consider for enabling girls to use outdoor spaces



Example design features in MSfGs' 'What Does Better Look Like' resource, include:

- Playful mixed-height spaces that allow people to sit, climb, or lie around.
- Dividing up MUGAs and other spaces, so no group can dominate the space.
- Social exercise spaces; arranging equipment so people can exercise and chat.
- Social seating; allowing people to face each other while they chat.
- Swings; suited to the age-group, including accessible swings.
- Lower, mixed-height gym bars; to hang from, swing round, lean against.
- Stages and seating space; for performances, exercise classes and informal fun.
- Shelters and shade, for all weathers.

1.3 Local context

East Herts District Plan 2011-2033

The East Herts District Plan was adopted in 2018 and sets out how the district will develop in the future. The plan seeks to provide a minimum of 18,458 new homes up to 2033, alongside new jobs, community facilities and infrastructure.

It sets out the importance of implementing growth sustainably, to protect the natural and historic environment and the quality of life of people who live, work and visit the district.

The District Plan directs development across the district, including urban extensions to the main towns and strategic development to the east of Stevenage, east of Welwyn Garden City and in the Gilston Area. These developments are at various stages of implementation, with a number of the larger sites coming forward in phases. The Council's latest Annual Report (2024-25) outlines that 10,299 dwellings have been completed in the plan period to date.

The Gilston Area is a key component of the Harlow and Gilston Garden Town (HGGT), a large-scale development initiative designated as a Garden Town. Located north of Harlow and across the River Stort in East Hertfordshire, the Gilston area of the Garden Town will feature 10,000 homes and associated infrastructure for seven new villages. Gilston will also be connected to Harlow town centre by a new public travel route known as a Sustainable Transport Corridor, prioritising walking, cycling and high-quality public transport routes.

The District Plan has outlined the following objectives for the Authority to achieve:

- Reduce carbon dioxide emissions and promote greener energy options.
- Support mixed communities which provide the needs for old, young and vulnerable people.
- Provide a balanced housing market.
- Protect the district's landscape from inappropriate developments.
- Encourage entrepreneurialism and maximise existing employment opportunities.
- Improve the travel network to ease road congestion and reduce carbon footprint.
- Provide good quality facilities for arts, culture, community, leisure, entertainment, recreation, faith and health.
- Reduce health inequalities and improve the health and well-being of all residents.

To support the improvement of the health and well-being of the whole community, District Plan policies require the provision of open space, sport and recreation and new community facilities in conjunction with new development. Policy CFLR1- Open Space, Sport and Recreation expects provision on-site, or if appropriate, financial contributions towards new or enhanced off-site provision. Facilities should be provided in accordance with the Council's latest evidence and in consultation with Sport England and the Council's Leisure and Environment team.

New Local Plan

In October 2023, East Herts Council agreed to update the adopted District Plan (2018). Now the Government has published the Local Planning Regulations (2026), the Council will commence formal work on the New Local Plan this year.

Currently, the Council is updating the evidence base and undertaking other preparatory work needed to support the New Local Plan. The Open Space Assessment is a key part of this evidence base to help understand if existing facilities are the most appropriate in terms of quantity, quality and location and to inform policy decisions about how best to meet the additional open space needs generated by the planned housing and economic growth.

Open Space, Sport and Recreation Supplementary Planning Document

The Council adopted an Open Space, Sport and Recreation Supplementary Planning Document (SPD) in 2020, following the publication of an open space and sports assessment in 2017. The SPD supplements policies in the District Plan, providing guidance on the type and scale of open space, sport and recreation required on-site, or funded by, new development.

Vision and Corporate Priorities

On 28th February 2024, the Council approved its "LEAF" corporate priorities. These set out the strategic priorities of the Council and are grouped under the following four headings: -

- Listening, Open and Transparent
- Environmentally Focused
- Acting with the Community
- Fair and Inclusive

Under each heading are a series of sub-objectives and actions which officers are tasked with delivering. These LEAF priorities are kept under review, and in July 2025, the Council approved some updates to priorities.

Housing Strategy 2022-2027

Homelessness, poor condition homes or low levels of energy efficiency and an insufficient supply of affordable homes are all challenges in East Herts. The Housing Strategy 2022-2027 looks to address these issues by delivering more affordable homes, enabling a wider range of high-quality accommodation for vulnerable residents and improving the sustainability of existing properties.

Thriving Together Health and Wellbeing Plan 2024-2027

The plan promotes an integrated approach to tackling health and wellbeing, working alongside national and regional health agencies, the Herts and Essex Integrated Care Partnership (ICP), the Integrated Care System (ICS) and the Integrated care Board (ICB), as well as Hertfordshire County Council and Parish Councils and the voluntary sector. Hertfordshire County Council (HCC) Public Health has a key role to play in supporting good health and wellbeing and is tasked with the overall responsibility for achieving this across Hertfordshire.

The main priorities are to:

- Ensure that every child has the best start to life.
- Support communities to be healthy and sustainable.
- Support residents to maintain healthy lifestyles.
- Support people living with dementia.
- Improve support for people living with life-long conditions, long-term health conditions, physical disabilities and their families.
- Improve residents' mental health.
- Supporting individuals to improve their health and wellbeing
- Enabling groups in the community to support themselves and each other
- Using partnership co-operation and clear actions to improve community health and wellbeing.

An action plan has been developed to address these aims, with a range of actions including supporting and engaging with the voluntary sector and tackling inactivity and improving physical wellbeing by supporting residents to access sport, leisure and recreation opportunities.

East Herts Cultural Strategy 2021-2025

The East Herts Cultural Strategy 2021-2025 outlines how strategic partners can contribute to highlighting the great physical and human assets of the District. The vision is that: "East Herts will lead the way in demonstrating that when residents, community organisations and the creative industries come together, extraordinary, surprising and delightful things can happen that enrich and enhance everyone's health, wellbeing and sense of inclusion".

For the purposes of this Strategy, which places inclusion at its heart, arts and culture are considered to encompass the performing and visual arts, festivals, tourism and leisure, heritage and historical buildings, sports and physical activity, parks and open spaces, children's play, and common interest voluntary groups. The Strategy recognises that culture can be a key driver for prosperity in East Herts.

Population projections estimate that the number of people in all age groups is growing in the District. Housing developments in new neighbourhoods and garden villages will bring new cultural opportunities to East Herts through unlocking developer contributions. Ensuring that all residents have access to activities is a challenge, particularly those living in more deprived areas. Providing cultural activities is also seen to tackle wider societal issues, such as crime and loneliness and improve educational attainment in young people. Residents need to be able to access these events in sustainable ways.

East Herts Parks and Open Spaces Strategy 2022- 2027

The strategy sets out a comprehensive vision for the future management and enhancement of the district's parks and green spaces. It recognises the vital role these spaces play in community wellbeing, environmental sustainability, and recreation. The strategy aims to ensure that parks remain attractive, accessible, and resilient as the district grows and faces new challenges, including increased usage, climate change, and funding pressures. The Council's approach is encapsulated in the ACE framework: making parks Attractive & Accessible, managed with a Commercial influence, and Engaged with both users and the environment.

The strategy focuses on maintaining high standards of cleanliness, safety, and inclusivity, while also promoting biodiversity and sustainable practices. It outlines plans to improve infrastructure, enhance access for all users, and support community involvement through Friends Groups and volunteer initiatives. Financial sustainability is addressed by exploring commercial opportunities such as event hosting and vending, securing external funding, and encouraging community crowdfunding for specific projects. Environmental stewardship is a core priority, with actions such as tree planting, wildflower initiatives, and habitat improvements, all guided by independent audits.

The strategy is closely aligned with the Council's broader objectives in environmental sustainability, health and wellbeing, and cultural enrichment. It builds on past achievements, such as major park refurbishments and successful community partnerships, and sets out clear actions to ensure parks continue to thrive. By fostering strong community engagement, supporting volunteerism, and prioritising both environmental and financial resilience, the Council aims to keep parks at the heart of local life, offering spaces that are welcoming, sustainable, and beneficial for all residents.

Neighbourhood Plans

All Neighbourhood Plans have been reviewed, and relevant designated Local Green Spaces (LGS) are included in the study. It is important to note; not all Local Green Spaces identified within the Neighbourhood Plans are included in this study. Some sites, such as agricultural fields and similar areas, are designated as LGS for reasons such as offering visual/vista, landscape purposes. These are not necessarily considered publicly accessible open spaces, as they are not freely available for public use. Such LGS are therefore excluded from the assessment.

PART 2: METHODOLOGY

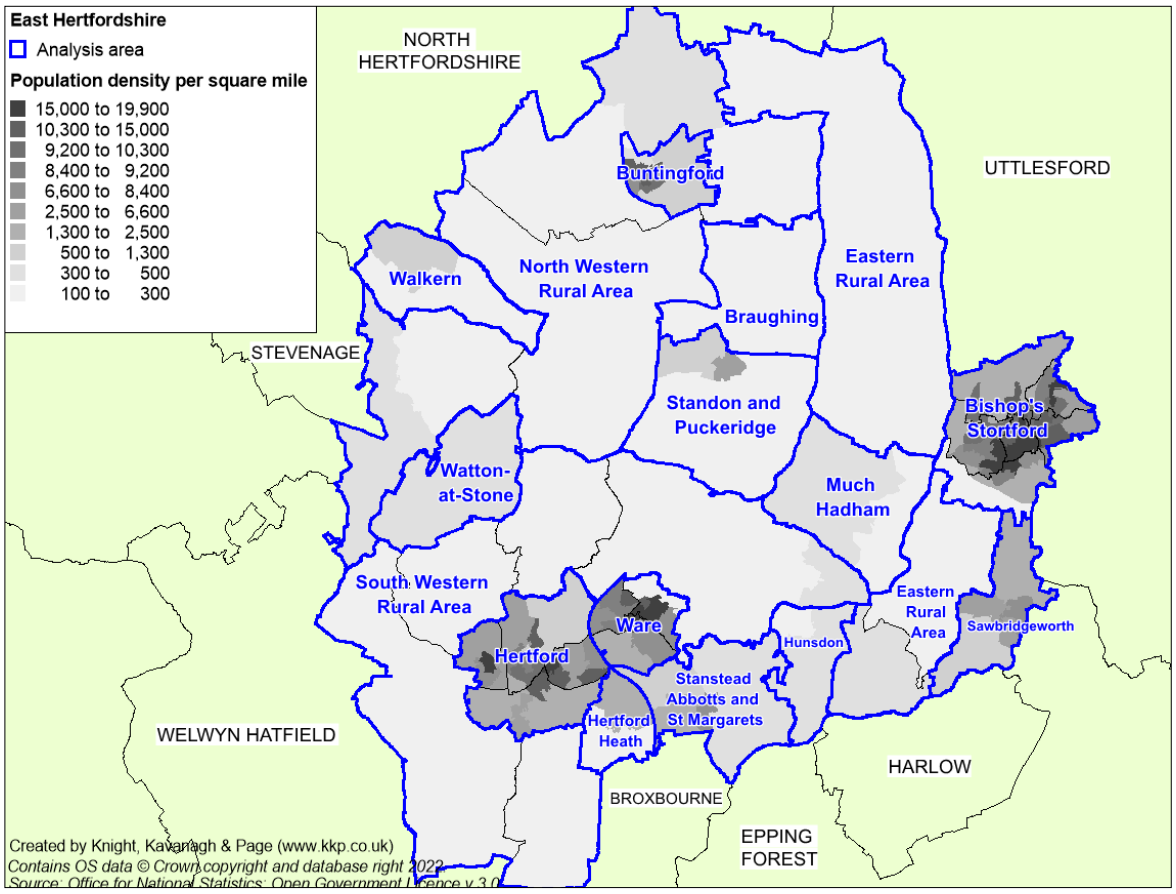
This section details the methodology undertaken as part of the study. The key stages are:

- 2.1: Population and analysis areas
- 2.2: Auditing local provision
- 2.3: Open space provision levels
- 2.4: Quality and value
- 2.5: Quality and value thresholds
- 2.6: Accessibility catchments

2.1 Population and analysis areas

To allow for a more localised analysis of open space provision, the local area has been sub divided into 16 analysis areas. This is intended to reflect the role and population distribution of settlements. Ward boundaries have been used to define the largest settlements in the district: the five market towns and the eight villages identified as Group 1 villages in the adopted District Plan (Policy Vill 1). The rest of the district has been separated into three rural areas.

Figure 2.1a: East Hertfordshire analysis areas



The Stanstead Abbotts and St Margarets Analysis Area includes Stanstead Abbotts Parish and Stanstead St Margarets Parish. It also includes Great Amwell Parish as some of the parish forms part of the built-up area of Stanstead Abbotts and St Margarets. Therefore, to ensure the whole of the settlement and population is treated as one, the parish of Great Amwell is included.

Figure 2.1b shows the towns and largest villages (District Plan Group 1 and 2 villages) across East Hertfordshire.

Figure 2.1b: East Hertfordshire settlement areas

Table 2.1: Population by analysis area

Analysis area	Population*
Bishop's Stortford	42,270
Braughing	1,318
Buntingford	6,453
Hertford	29,588
Hertford Heath	1,648
Hunsdon	1,700
Much Hadham	1,711
North Western Rural Area	8,279
Eastern Rural Area	5,568
South Western Rural Area	8,546
Sawbridgeworth	8,857
Standon and Puckeridge	4,647
Stanstead Abbotts and St Margarets	5,875
Walkern	2,869
Ware	19,697
Watton-at-Stone	2,609
East Hertfordshire	**151,635**

The population figures are used to help determine the current provision levels for different types of open space. This is used to inform and set a quantity provision standard.

2.2 Auditing local provision

Open space sites (including provision for children and young people) are identified, mapped and assessed to evaluate site value and quality. Sites are initially identified through the data held by the council. This has been reviewed by KKP via desktop analysis and examining local strategies and plans. After the comprehensive review and investigation of data, the relevant open space sites are included within the audit/report. Only sites considered to relate specifically to land that is publicly accessible, meaning the public can enter freely at any time without charge or membership, are included. Areas such as agricultural fields, private land or general countryside land are not included. Permissive footpaths are also excluded as they are primarily routes for movement and access through a site. They do not generally provide space for wider public use (other than access through).

Engagement with local authorities, community representatives and key stakeholders formed an important part of the audit. KKP engaged with all local parish and town councils throughout the process (34 responded) and also liaised with a range of other key organisations, including Hertfordshire and Middlesex Wildlife Trust and the Countryside Management Service. In addition, KKP responded to queries and comments raised by stakeholders to clarify issues and provide information where required. This engagement helped ensure that the work was informed by local knowledge and perspectives.

* ONS 2021 Census Population for Lower Super Output Areas

Each site is classified based on its primary open space purpose, so that each site is counted only once. The audit and the study, analyse the following typologies in accordance with the Companion Guidance to PPG17.

1. Parks and gardens
2. Natural and semi-natural greenspace
3. Amenity greenspace
4. Provision for children and young people
5. Allotments
6. Cemeteries/churchyards

Site size threshold

In accordance with recommendations from the Companion Guidance to PPG17, a size threshold of 0.2 hectares is applied to the typology of natural/semi-natural greenspace as well as amenity greenspace. It is recognised that it would be impractical to capture every piece of land that could be classed as open space. They are often too small to provide any meaningful leisure and recreational opportunities to warrant a full site assessment. However, spaces smaller than 0.2 hectares can provide amenity to local neighbourhoods and stepping-stones for wildlife.

If required, sites below 0.2 hectares should be assessed on a site-by-site basis (to assess potential community, biodiversity and visual value), for example, a request for development could be made upon such a site in the future. Planning policies relating to the consideration of the loss of open space could still apply to such sites, even if they are not specifically included in the audit.

It should be noted that some sites below the 0.2 threshold, i.e., those identified as having particular significance and considered to provide an important function, as well as play space for children and young people, are included in the audit process.

Sites are primarily identified by KKP in the audit using official site names, where possible, and/or secondly using road names and locations.

2.3 Open space provision levels

To identify specific needs and quantitative and qualitative deficits or surpluses of open space in a local area, provision levels/standards focusing on Quality, Quantity and Accessibility are used.

Quality	Ability to measure the need for enhancement of existing facilities. Aimed at identifying high quality provision for benchmarking and low-quality provision for targeting as part of improvements. This is based on the audit assessment scores.
Quantity	Are there enough spaces in the right places? Aimed at helping to establish areas of surplus and deficiency and, where appropriate, to understand the potential for alternative uses and/or key forms of provision.
Accessibility	Distance thresholds aimed at improving accessibility factors (e.g., so people can find and get to open spaces without undue reliance on using a car) and helping to identify potential areas with gaps in provision. Shown via maps.

2.4 Quality and value

Approximately 229 sites have been visited and assessed. Due to the large number of sites identified as part of the audit (circa 570), it was not feasible to visit and assess every site across the district. Instead, a sample of sites was selected for visiting to provide a quality and value assessment. The focus for selecting sites was on the core provision types of parks, play, natural/semi-natural greenspace and amenity greenspace. For some provision types, a size threshold was also applied. No allotments or cemeteries have been assessed. More information about outdoor sports facilities can be found in the Playing Pitch and Outdoor Sports Study.

All parks and play provision sites are visited and assessed. For natural/semi-natural greenspace, only sites larger than 10 hectares have received a site visit. For amenity greenspace, sites larger than two hectares are audited. The site visits occurred during winter 2024/2025 to provide a consistent snapshot of the condition.

Sites that fall below these size thresholds do not receive a visit or score but are recorded in the database and contribute to the wider evidence base.

To further inform quantity, quality and accessibility levels of provision, all town councils were engaged via Teams meetings/telephone calls, and a questionnaire was sent to all other parish councils. The findings of this have been used to help highlight any concerns regarding types of provision locally.

Sites receiving a quality and value score can help determine sites for continued protection, as a priority for investment, and to identify sites that may be surplus. Quality and value are fundamentally different and can be unrelated. For example, a high-quality site may be inaccessible and, thus, be of little value, whereas a rundown (poor quality) site may be the only one in an area and thus be immensely valuable. As a result, quality and value are also treated separately in terms of scoring.

Analysis of quality

Data collated from site visits is initially based upon criteria derived from the Green Flag Award scheme (a national standard for parks and green spaces in England and Wales, operated by Keep Britain Tidy). This is utilised to calculate a quality score for each assessed site. Scores are presented as percentage figures.

The quality criteria used for the open space assessments carried out for open space typologies are summarised in the following table.

Table 2.4.1: Quality Criteria

Quality criteria for open space site visit (score)
◂ Physical access, e.g., public transport links, directional signposts. ◂ Personal security, e.g., site is overlooked, natural surveillance. ◂ Access-social, e.g., appropriate minimum entrance widths. ◂ Parking, e.g., availability, specific, disabled parking. ◂ Information signage, e.g., presence of up-to-date site information, notice boards. ◂ Equipment and facilities, e.g., assessment of both adequacy and maintenance of provision such as seats, benches, bins, toilets. ◂ Location value, e.g., proximity of housing, other greenspace. ◂ Site problems, e.g., presence of vandalism, graffiti.

Quality criteria for open space site visit (score)
◂ Healthy, safe and secure, e.g., fencing, gates, staff on site.
◂ Maintenance and cleanliness, e.g., condition of general landscape & features.
◂ Groups that the site meets the needs of, e.g., elderly, young people.
◂ Site potential e.g., possible enhancements to improve a site.

For the provision for children and young people, criteria are also built around Green Flag. It is a non-technical visual assessment of the whole site, including general equipment and surface quality/appearance, plus an assessment of, for example, bench and bin provision.

This differs, for example, from an independent Royal Society for the Prevention of Accidents (RosPA) review, which is a more technical assessment of equipment in terms of play and risk assessment grade.

Analysis of value

Site visit data is also used to provide value scores for each assessed site. Value is defined in Companion Guidance to PPG17 in relation to the following three issues:

- Context of the site, i.e., its accessibility, scarcity value and historic value.
- Level and type of use.
- The wider benefits it generates for people, biodiversity and the wider environment.

In addition, the National Planning Policy Framework (paragraph 107) makes reference to attributes to value such as the beauty and attractiveness of a site, its recreational value, historic and cultural value and its tranquility and richness of wildlife.

Children's and young people play provision is scored for value as part of the audit assessment. Value in particular, is recognised in terms of the size of sites and the range of equipment it offers. For instance, a small site with only one or two items is likely to be of a lower value than a site with a variety of equipment catering for wider age ranges.

The value criteria used as part of the audit assessment is derived from:

Table 2.4.1: Value Criteria

Value criteria for open space site visits (score)
◂ Level of use (observations only), e.g., evidence of different user types (e.g. dog walkers, joggers, children) throughout day, located near school and/or community facility.
◂ Context of site in relation to other open spaces.
◂ Structural and landscape benefits, e.g., well located, high quality defining the identity/ area.
◂ Ecological benefits, e.g., supports/promotes biodiversity and wildlife habitats.
◂ Educational benefits, e.g., provides learning opportunities on nature/historic landscapes.
◂ Social inclusion and health benefits, e.g., promotes civic pride, community ownership and a sense of belonging; helping to promote well-being.
◂ Cultural and heritage benefits, e.g., historic elements/links (e.g., listed building, statues) and high-profile symbols of local area.
◂ Amenity benefits and a sense of place, e.g., attractive places that are safe and well maintained; helping to create specific neighbourhoods and landmarks.
◂ Economic benefits, e.g., enhances property values, promotes economic activity and attracts people from near and far.

2.5 Quality and value thresholds

To determine whether sites are high or low quality (as recommended by Companion Guidance to PPG17); the results of the site assessments are colour-coded against a baseline threshold (high being green and low being red). The primary aim of applying a threshold is to identify sites where investment and/or improvements are required. It can also be used to set an aspirational quality standard to be achieved at some point in the future and to inform decisions around the need to further protect sites from future development (particularly when applied with its respective value score in a matrix format).

A site rating low for quality should not automatically be viewed as being fit for development. It is also necessary to understand its value, access and role within the community it serves. It may, for example, be the only site serving an area and should therefore be considered a priority for enhancement.

The most recognised national benchmark for measuring the quality of parks and open spaces is the 66% pass rate for the Green Flag Award. This scheme recognises and rewards well-managed parks and open spaces. Although this Open Space Study uses similar assessment criteria to those of the Green Flag Award scheme, it is inappropriate to use the Green Flag benchmark pass for every open space, as they are not all designed or expected to perform to the same exceptionally high standard. For example, a park would be expected to feature a greater variety of ancillary facilities (e.g., seating, bins, play equipment) and manicured landscaping and planting, etc., in contrast to an amenity greenspace providing a different role.

Furthermore, a different scoring mechanism is used in this study than that of the Green Flag scheme (albeit the criteria for this study are derived from the Green Flag scheme). For each assessed open space typology, a different set and/or weighting for each criterion of quality is used. This is to better reflect the different roles, uses and functions of each open space type. Consequently, a different quality threshold level is set for each open space typology.

Quality thresholds in this study are individual to each open space typology. They are based on the average quality score arising from the site assessments and set using KKPs professional judgment and experience from delivering similar studies. The score is to help distinguish between higher and lower quality sites; it is a minimum expectation as opposed to an absolute goal. This works as an effective method to reflect the variability in quality at a local level for different types of provision. It allows the Council more flexibility in directing funds towards sites for enhancements, which is useful if funds are geographically constrained with respect to individual developments.

Reason and flexibility are needed when evaluating sites close to the average score/threshold. The review of a quality threshold is just one step for this process; a site should also be evaluated against the value assessment and local knowledge.

For value, there is no national guidance on the setting of value thresholds. Instead, a threshold is derived from KKP's experience and knowledge in assessing the perceived value of sites.

A high value site is one deemed to be well used and offering visual, social, physical and/or mental health benefits. Value is also a more subjective measure than assessing the physical quality of provision. Therefore, if a site is deemed to provide one of the value criteria benefits, it will pass the high/low threshold used.

Table 2.2: Quality and value thresholds by typology

Typology	Quality threshold	Value threshold
Allotments	-	-
Amenity greenspace	50%	20%
Cemeteries	-	-
Parks and gardens	60%	20%
Provision for children and young people	55%	20%
Natural and semi-natural greenspace	55%	20%

The quality threshold for each typology varies as they are intended to better reflect the average quality scores across all sites in that typology. This helps to distinguish between higher and lower quality sites.

2.6 Accessibility catchments

Accessibility catchments can be used as a tool to identify deficiencies of open space in a local area. This is achieved by applying them to create distance catchments. The study displays the results of the catchments to highlight any potential deficiencies in access to provision.

There is an element of subjectivity resulting in time/distance variations. This is to be expected given that people walk at different speeds depending on a number of factors, including height, age, levels of fitness and physical barriers on route. Therefore, there will be an element of 'best fit'.

The accessibility catchments from the Fields In Trust (FIT) guidance "Creating great spaces for all" (2024) are used to show how far residents are likely to be willing to travel to access different types of open space provision.

Table 2.3: Accessibility catchment times/distances

Open space type	Catchment
Parks & Gardens	9-minute walk time (710m)
Natural & Semi-natural Greenspace	9-minute walk time (720m)
Amenity Greenspace	6-minute walk time (480m)
Provision for children and young people (LAP)	1-minute walk time (100m)
Provision for children and young people (LEAP)	5-minute walk time (400m)
Provision for children and young people (NEAP)	12.5-minute walk time (1000m)
Provision for children and young people (Other provision e.g., MUGA, Skate park)	9-minute walk time (700m)
Allotments	No standard set
Cemeteries	No standard set

No standard is set for the typologies of allotments or cemeteries. Both forms of provision are unique in that they have quantifiable levels of demand. For allotments, the site can have waiting lists. For cemeteries, the provision need can often be determined by demand for burial space.

PART 3: SUMMARY OF AUDIT

This section provides a summary of the trends from the quality and value audit for each typology.

3.1 Audit overview

Within East Hertfordshire, there are a total of 575 sites equating to over 1,684 hectares of open space. Both amenity greenspace (181) and provision for children and young people (180) have the most sites. The largest contributor to provision in hectares is natural/semi-natural greenspace (1,328 hectares), accounting for 79%.

Table 3.1.1: Overview of open space provision

Open space typology	Number of sites	Total amount (hectares)*
Allotments	50	41
Amenity greenspace	181	196
Cemeteries/churchyards	65	57
Natural & semi-natural greenspace	89	1,328
Park and gardens	10	50
Provision for children & young people	180	12
TOTAL	**575**	**1,684**

3.2 Quality

The methodology for assessing quality is set out in Part 2 (Methodology). The table below summarises the results of the quality assessment for open spaces.

Table 3.2.1: Quality scores for assessed open space typologies

Typology	Lowest score	Average score	Highest score	Sites below typology threshold	Sites above typology threshold
Amenity greenspace	39%	55%	75%	10	21
Natural & semi-natural greenspace	26%	63%	96%	4	15
Park and gardens	37%	54%	79%	6	4
Provision for children & young people	16%	59%	84%	54	113
Total	-	-	-	**74**	**153**

There is a generally positive quality of open space across all typologies. This is reflected in nearly two-thirds (68%) of assessed sites scoring above their set threshold for quality.

For allotments, no quality/value assessments have taken place. Allotments are often difficult to assess due to being accessible to plot members only. However, allotments should generally be considered as highly valued as they are often identified by the local community as important forms of open space provision.

* Rounded to the nearest whole number

For cemeteries, no quality/value assessments have taken place. The role of cemeteries is unique in comparison to other types of open space; one that is often difficult to assess in terms of quality and value in a study like this.

3.3 Value

The methodology for assessing value is set out in Part 2 (Methodology). The table below summarises the results of the value assessment for open spaces.

Table 3.3.1: Value scores for assessed open space typologies

Typology	Lowest score	Average score	Highest score	Sites below typology threshold	Sites above typology threshold
Amenity greenspace	22%	46%	64%	0	31
Natural & semi-natural greenspace	24%	44%	55%	0	19
Park and gardens	25%	47%	64%	0	10
Provision for children & young people	13%	45%	91%	15	152
Total	-	-	-	**15**	**212**

Nearly all sites (93%) are assessed as being above the threshold for value, reflecting the role and importance of open space provision to local communities and environments. Only the play provision contains any sites to rate below the value threshold. This is often due to featuring limited equipment and/or ancillary features, such as signage, seating, benches, picnic tables, and litter bins.

A high value site is considered to be one that is well used by the local community, well-maintained (with a balance for conservation), provides a safe environment and has features of interest, for example, good-quality play equipment and landscaping. Sites that provide for a cross section of users and have a multi-functional use are considered a higher value than those offering limited functions and are viewed as unattractive.

There are a handful of sites that score especially high for quality and value. These sites tend to feature a variety of supporting facilities providing a wide range of opportunities and benefits. Table 3.3.2 shows their quality and value scores.

Table 3.3.2: Highest quality and value sites in East Hertfordshire

KKP Ref	Site Name	Analysis area	Typology	Quality Score	Value Score
84	Castle Park	Bishop's Stortford	Parks	78.5%	63.6%
147	Hare Street Playing Fields	Buntingford	Amenity	75.0%	34.0%
280	Pishiobury Park	Sawbridgeworth	Natural	74.9%	40.9%
293	Red, White and Blue Country Park	Bishop's Stortford	Natural	77.4%	45.5%
306	Rye Mead Nature Reserve	Stanstead Abbotts and St Margarets	Natural	96.2%	54.5%
328	Southern Country Park	Bishop's Stortford	Natural	86.4%	54.5%

PART 4: PARKS AND GARDENS

4.1 Introduction

This typology often covers urban parks and formal gardens (including designed landscapes), which provide accessible high-quality opportunities for informal recreation and community events. These typically encompass ancillary facilities such as play areas, cafés, landscaped flower beds/features, car parks, formal signage, and the provision of seating and picnic tables.

4.2 Current provision

There are 10 sites classified as parks and gardens in East Hertfordshire, the equivalent of over 50 hectares. No site size threshold has been applied and, as such, all known sites are included within the typology.

Table 4.1: Distribution of parks

Analysis area	Number of sites	Size (ha)	Current provision (ha per 1,000 population)
Bishop's Stortford	3	11.73	0.28
Braughing	0	-	-
Buntingford	1	0.90	0.14
Hertford	4	31.97	1.08
Hertford Heath	0	-	-
Hunsdon	0	-	-
Much Hadham	0	-	-
North Western Rural Area	0	-	-
Eastern Rural Area	1	4.50	0.80
South Western Rural Area	0	-	-
Sawbridgeworth	0	-	-
Standon and Puckeridge	0	-	-
Stanstead Abbotts and St Margarets	0	-	-
Walkern	0	-	-
Ware	1	0.96	0.05
Watton-at-Stone	0	-	-
East Hertfordshire	**10**	**50.06**	**0.33**

East Hertfordshire has a current provision level of 0.33 hectares per 1,000 head of population. The largest site and the biggest contributor to provision is Balls Park (22 ha) in the Hertford Analysis Area. This is followed by Hartham Common (8 ha), also in the same analysis area.

Fields In Trust (FIT) suggests 0.80 hectares per 1,000 population as a guideline quantity standard. Table 4.1 shows that overall, East Hertfordshire is below this. However, it is a predominantly rural district comprising many villages, each with its own recreation ground, which serves a similar function to parks and gardens for local communities. These should therefore be considered in a comparable context. It is also considered that access to open countryside and Public Rights of Way provides important roles in people's way of life and could therefore mitigate any deficiencies against the suggested standard.

It is also important to recognise that sites classified as natural and semi-natural greenspace, such as Panshanger Park, Pishiobury Park and Southern Country Park, may also provide opportunities for activities often associated with parks and gardens.

4.3 Accessibility

Figure 4.1 shows the location of park provision across East Hertfordshire with a 710m catchment applied. This is based on FIT's recommended accessibility standards. This should be treated as an approximation as it does not take into account topography or walking routes.

Figure 4.1: Parks and gardens mapped with a 710m catchment applied

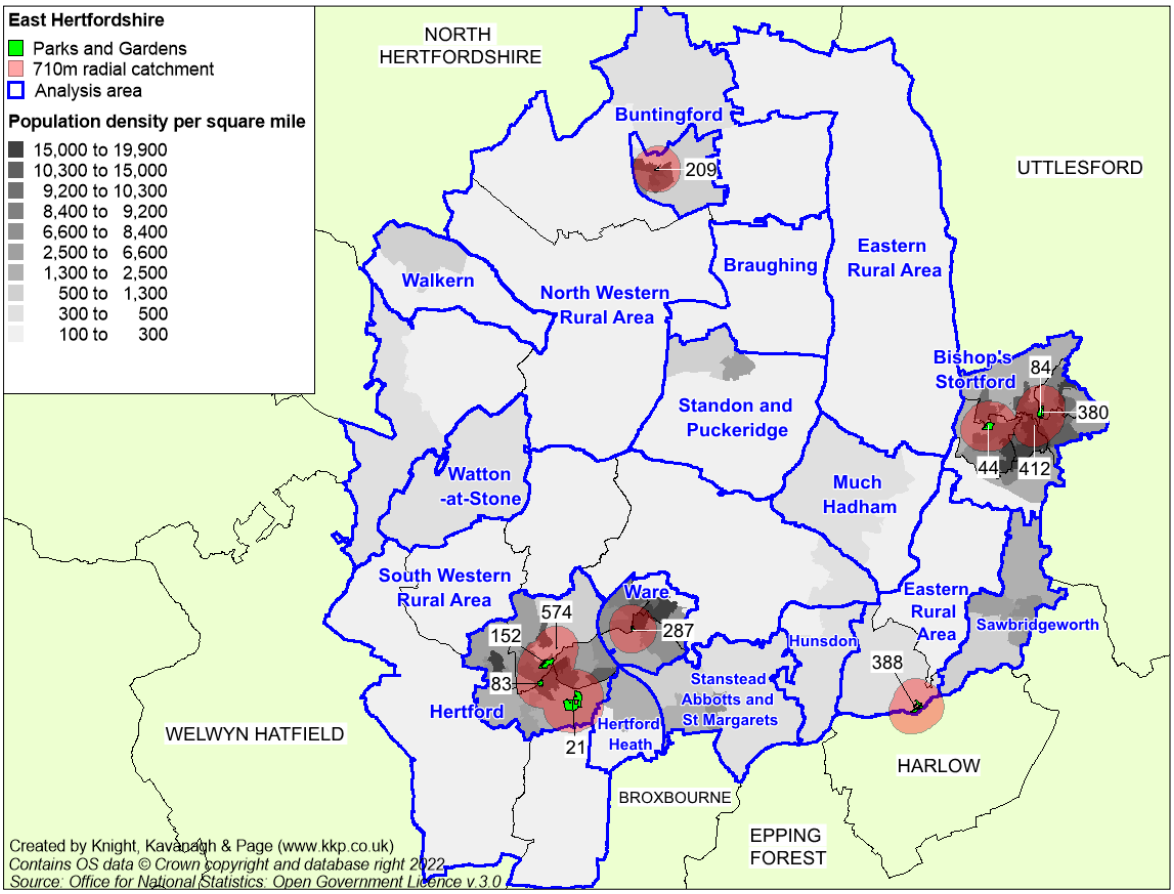


Table 4.2: Key to sites mapped

Site ID	Site name	Analysis area	Quality score	Value score
21	Balls Park	Hertford	60.1%	43.6%
44	Bishops Park	Bishop's Stortford	37.1%	32.7%
83	Castle Gardens	Hertford	61.3%	54.5%
84	Castle Park	Bishop's Stortford	78.5%	63.6%
152	Hartham Common	Hertford	50.2%	50.0%
209	Layston Court Gardens	Buntingford	45.7%	43.6%
287	Priory Gardens	Ware	69.8%	59.1%
388	Terlings Park	Eastern Rural Area	46.1%	48.2%
412	The Garden Sanctuary	Bishop's Stortford	46.2%	39.1%
574	St Leonards Garden	Hertford	38.5%	25.5%

Parks and gardens provision is predominantly focused on more built-up areas and provides strategic forms of recreational space within urban areas. It would not be reasonable to expect such a provision to be located within areas of a rural nature. It is accepted that access to open countryside and Public Rights of Way provides important roles in people's way of rural life and is therefore likely to mitigate any deficiencies

Consequently, catchment mapping analysis focuses on larger settlements such as market towns. Mapping demonstrates that most of the larger settlements have access to park provision. However, Sawbridgeworth is observed as having no provision. This position may change once Sawbridgeworth Town Council's Jubilee Garden project has progressed.

Many of the gaps are served by other forms of open space provision, such as amenity greenspace and natural and semi-natural greenspace. Such sites may not meet the criteria of park provision but are likely to offer similar opportunities and access to recreational activities often associated with parks. Exploring opportunities to enhance the quality and the potential to formalise features associated with park provision at such sites could be considered. For example, amenity greenspaces could look to provide secure/clearly defined boundaries, clear and consistent signage, as well as quality ancillary facilities such as seating, picnic tables, play for children and young people. This would be to increase a site's secondary function as a park, but also to highlight its important role in access to open space locally.

Table 4.3: Other open spaces serving gaps in park catchments

Analysis area	Other open spaces in gap	Open space type
Bishop's Stortford (North)	Bat Willow Hurst Country Park (ID 25) Birchanger Wood (ID 40) Cole Way/Stephenson Drive (ID 87) Cricketfield Lane (ID 102) Dane O'Coys (ID 109) Hoggate's Wood (ID 183) Morbury Avenue (ID 246) Newland Avenue (ID 259) Northolt Avenue (ID 265) Red, White and Blue Country Park (ID 293)	Natural Natural Amenity Amenity Natural Natural Amenity Amenity Amenity Natural

Analysis area	Other open spaces in gap	Open space type
Bishop's Stortford (South)	Great Hadham Park Woodland (ID 132) Northern Parkland (ID 264) Southern Country Park (ID 328) Thorley Cricket Club (ID 418) Thorley Wedge (ID 422) Cox's Garden (ID 511)	Natural Amenity Natural Amenity Amenity Natural
Braughing (North)	Braughing Community Orchard (ID 55) Braughing Playing Fields (ID 56) Church End AGS (ID 91)	Natural Amenity Amenity
Buntingford (North)	Norfolk Road Playing Field (ID 261)	Amenity
Buntingford (South)	Hare Street Road Playing Field (ID149) Hare Street Road Wildlife Area (ID 151) Monks Walk, Buntingford (ID 247) Seth Ward Playing Field (ID 321) The Watermill (ID 416)	Amenity Natural Amenity Amenity Natural
Hertford (North)	Foxholes (ID 125) Millmead (ID 245) Vixen Drive (ID 450) Willowmead Nature Reserve (ID 485)	Natural Natural Amenity Amenity Natural
Hertford (South)	Morgan's Walk Woodland (ID 249) Bullocks Lane Cricket Ground (ID 65)	Natural Amenity
Hertford Heath (North)	Hertford Heath Nature Reserve (Goldingtons) (ID 164) Mount Pleasant AGS (ID 250) Much Wood (ID 256)	Natural Amenity Natural
Hertford Heath (South)	Balls Wood (ID 22) Hobby Horse Wood (ID 583)	Natural Natural
Hunsdon (North)	Hunsdon Playing Fields (ID 189) The Dell (ID 402) Acorn Street Memorial (ID 578)	Amenity Amenity Amenity
Hunsdon (South)	Hunsdon Mead Nature Reserve	Natural
Much Hadham (North)	Much Hadham Recreation Ground Woodland (ID 254)	Natural
Much Hadham (South)	Mill Wood (ID 243)	Natural
Sawbridgeworth (North)	Bullfields Rec Ground (ID 63) Giffin Way (ID 141) River Stort Marshes (ID 299) Slater Lane, Sawbridgeworth (ID 325) Truswell Crescent (ID 434) West Road (ID 477)	Amenity Amenity Natural Amenity Amenity Amenity
Sawbridgeworth (South)	Pishiobury Park (ID 280)	Natural
Standon and Puckeridge (South)	Puckeridge & Standon playing fields (ID 332) Burrs Meadow, Standon (ID 373)	Amenity Amenity
Stanstead Abbotts and St Margarets (North)	Amwell Quarry Nature Reserve (ID 7)	Natural

Analysis area	Other open spaces in gap	Open space type
Stanstead Abbotts and St Margarets (South)	Rye House Gatehouse (ID 304) Rye Mead Nature Reserve (ID 306)	Amenity Natural
Walkern (North)	High Street (ID 170) Midsummer Meadow (ID 589)	Amenity Amenity
Walkern (South)	Walkern Playing Fields (ID 454)	Amenity
Ware (North)	Beacon Road (ID 29) Buryfield Recreation Ground (ID 76) Heath Drive (ID 159) High Oak Road (ID 169) Kibes Lane Park (ID 195) King George (ID 196) Lady Margaret Gardens AGS (ID 205) Lower Bourne Gardens (ID 228) Maplewood (ID 234) The Bourne (ID 395) The Pastures (ID 579)	Amenity Amenity Amenity Amenity Amenity Amenity Amenity Amenity Natural Natural Amenity
Ware (South)	Peter's Wood, Ware (ID 276) Plaxton Way AGS (ID 281) Post Wood (ID 283) Presdales Drive (ID 284) Presdales Recreation Ground (ID 286)	Natural Amenity Natural Amenity Amenity
Watton-at-Stone (North)	Great Innings (ID 134) Mill Lane (ID 242)	Natural Natural
Watton-at-Stone (South)	Watton at Stone Playing Fields (ID 469) Gatekeepers Way (ID 586)	Amenity Amenity

4.4 Quality

To determine whether sites are high or low quality (as recommended by best practice); scores from site assessments are colour-coded against a baseline threshold (high being green and low being red). The table overleaf summarises the results of the quality assessment for parks. A threshold of 60% is applied in order to identify high and low quality. Further explanation of how the quality scores and thresholds are derived can be found in Part 2 (Methodology).

Table 4.4: Quality ratings for parks

Analysis area	Lowest score	Average score	Highest score	<60%	>60%
Bishop's Stortford	37%	54%	79%	2	1
Braughing	-	-	-	-	-
Buntingford	46%	46%	46%	1	0
Hertford	38%	52%	61%	2	2
Hertford Heath	-	-	-	-	-
Hunsdon	-	-	-	-	-
Much Hadham	-	-	-	-	-
North Western Rural Area	-	-	-	-	-
Eastern Rural Area	46%	46%	46%	1	0
South Western Rural Area	-	-	-	-	-
Sawbridgeworth	-	-	-	-	-
Standon and Puckeridge	-	-	-	-	-
Stanstead Abbotts and St Margarets	-	-	-	-	-
Walkern	-	-	-	-	-
Ware	70%	70%	70%	0	1
Watton-at-Stone	-	-	-	-	-
East Hertfordshire	**37%**	**53%**	**78%**	**6**	**4**

The highest scoring site for quality is Castle Gardens / Park (78%). Located in Bishop's Stortford, it is highlighted as being a very well-maintained park in the centre of town. It includes a variety of features that cater to a diverse range of users. It is also noted as a Green Flag Award-winning site, reflecting its excellent quality.

The other site currently with a Green Flag Award is Southern Country Park, which is included in the study as natural/semi-natural greenspace.

Some of the lower scoring sites are Bishops Park (37%), in Bishop's Stortford, and St Leonards Garden (38%) in Hertford. No significant issues are noted; however, both lack signage and could benefit from additional ancillary features (e.g. seating, bins, signage, wildlife areas, etc.) in comparison to other similar sites.

4.5 Value

To determine whether sites are high or low value (as recommended by the Companion Guidance); the scores from the site assessments have been colour-coded against a baseline threshold (high being green and low being red). The table below summarises the results of the value assessment for parks. A threshold of 20% is applied in order to identify high and low value. Further explanation of how the value scoring is derived can be found in Part 2 (Methodology).

Table 4.5: Value scores for parks by analysis area

Analysis area	Lowest score	Average score	Highest score	<20%	>20%
Bishop's Stortford	33%	45%	64%	0	3
Braughing	-	-	-	-	-
Buntingford	44%	44%	44%	0	1
Hertford	26%	43%	55%	0	4
Hertford Heath	-	-	-	-	-
Hunsdon	-	-	-	-	-
Much Hadham	-	-	-	-	-
North Western Rural Area	-	-	-	-	-
Eastern Rural Area	48%	48%	48%	0	1
South Western Rural Area	-	-	-	-	-
Sawbridgeworth	-	-	-	-	-
Standon and Puckeridge	-	-	-	-	-
Stanstead Abbotts and St Margarets	-	-	-	-	-
Walkern	-	-	-	-	-
Ware	59%	59%	59%	0	1
Watton-at-Stone	-	-	-	-	-
East Hertfordshire	**26%**	**47%**	**64%**	**0**	**10**

All assessed park and garden sites rate above the value threshold. Sites have high amenity and social value due to containing good recreational and exercise opportunities. Most sites also score highly for visual and landscape benefits due to being observed as being attractive and well used.

The highest scoring sites are Castle Park (64%) in Bishop's Stortford, and Priory Gardens (59%), in Ware. Both offer strong social, health and educational benefits to a variety of users. Both sites have an array of features such as site-specific parking, security, public toilets, picnic tables, litter bins, and easy accessibility within and through the site. Moreover, they appear to be popular, well used, providing a range of benefits (social, educational, ecological); a reflection of the important role they provide to the local community.

All park and garden sites provide opportunities for a wide range of users and demonstrate the high social inclusion, health benefits and sense of place that parks can offer. One of the key aspects of the value placed on parks provision is their function as multipurpose provision. Parks provide opportunities for local communities and individuals to socialise and undertake a range of different activities, such as exercise, dog walking and taking children to the play area. Consequently, sites with a greater diverse range of features and ancillary facilities rate higher for value.

4.6 Summary

Parks and gardens

- There are 10 sites classified as parks and gardens, totalling over 50 hectares. This is equivalent to 0.33 ha per 1,000 population.
- Other forms of open space also contribute to the perception and role of parks, such as sites like Bat Willow Hurst Country Park, Pishiobury Park and the Red, White, and Blue Country Park sites. These sites are classified and included as natural and semi-natural greenspace provision.
- Proportionally, a greater level of provision is located in the Hertford Analysis Area (1.08 ha per 1,000 population) compared to the Ware Analysis Area (0.05 ha per 1,000 population), Buntingford (0.14 ha per 1,000 population), Bishop's Stortford (0.47 ha per 1,000 population), and Eastern Rural Area (0.80 ha per 1,000 population).
- FIT suggests a standard of 0.80 ha per 1,000 population. Hertford (1.08) and Eastern Rural Area (0.80) meet this. East Hertfordshire as a whole is below this standard, having 0.33 ha per 1,000 population. However, as a rural district, access to open countryside and Public Rights of Way, play an important role in people's way of life and could therefore mitigate any deficiencies against the suggested standard. Furthermore, many villages have access to a recreation ground providing a similar function to parks for local communities.
- Only four sites score above the quality threshold. Sites scoring low for quality tend to lack ancillary features and are perceived as having lower maintenance levels.
- All assessed sites score highly for value, with the important social interaction, health benefits, ecological value and sense of place sites offer being recognised.

PART 5: NATURAL AND SEMI-NATURAL GREENSPACE

5.1 Introduction

The natural and semi-natural greenspace typology can include woodland (coniferous, deciduous, mixed) and scrub, grassland (e.g. down-land, meadow), heath or moor, wetlands (e.g. marsh, fen), wastelands (including disturbed ground), and bare rock habitats (e.g. cliffs, quarries, pits) and commons. Such sites are often associated with providing wildlife conservation, biodiversity and environmental education and awareness.

5.2 Current provision

In total, 89 sites are identified as natural and semi-natural greenspace, totalling over 1,328 hectares of provision. These totals do not include all provisions in the area, as a site size threshold of 0.2 hectares has been applied. Sites smaller than this are likely to be of less or only limited recreational value to residents. However, they may still make a wider contribution to local areas in relation to quality of life, health and wellbeing.

The audit includes a wide range of publicly accessible sites across the district. These vary in size, type and designation. Provision includes sites of international, national and local importance such as Broxbourne Woods National Nature Reserve (ID 64), designated as a Special Area of Conservation, as well as Sites of Special Scientific Interest (SSSIs) including Danemead Wildlife Trust (ID 110) and Patmore Heath Nature Reserve (ID 227). Local Nature Reserves include Pishiobury Park (ID 280) and Waterford Heath (ID 463). The audit also captures other significant sites like the historical Rivers Heritage Site and Orchard (ID 300), alongside larger strategic sites such as Panshanger Park (ID 271). The latter is approximately 316 hectares. Together, these sites demonstrate the breadth and importance of the district's publicly accessible natural greenspace.

Table 5.1: Distribution of natural and semi-natural greenspace

Analysis area	Number of sites	Size (ha)	Current provision (ha per 1,000 population)
Bishop's Stortford	21	111.19	2.63
Braughing	1	0.36	0.27
Buntingford	2	0.95	0.15
Hertford	15	198.24	6.70
Hertford Heath	7	128.12	77.74
Hunsdon	1	35.98	20.93
Much Hadham	3	22	12.86
North Western Rural Area	3	22.94	2.77
Eastern Rural Area	2	8.40	1.51
South Western Rural Area	12	580.04	67.87
Sawbridgeworth	5	62.52	7.06
Standon and Puckeridge	1	0.23	0.05
Stanstead Abbotts and St Margarets	5	121.30	20.65
Walkern	0	-	-

Analysis area	Number of sites	Size (ha)	Current provision (ha per 1,000 population)
Ware	5	18.05	0.92
Watton-at-Stone	6	18.37	7.04
East Hertfordshire	**89**	**1,328.74**	**8.76**

The largest of the natural and semi-natural greenspace sites is Panshanger Park at 316 hectares. On the site of a former sand and gravel quarry, it is located on the western edge of Hertford, between the town and Welwyn Garden City, within the South Western Rural Analysis Area. Due to its scale, the site accounts for 24% of the total provision of natural and semi-natural greenspace.

Fields In Trust (FIT) suggests 1.80 hectares per 1,000 population as a guideline quantity standard. Table 5.1 shows that East Hertfordshire is above this suggested standard. This is also the case for nine of the analysis areas. Braughing, Buntingford, Eastern Rural Area, Standon and Puckeridge, and Ware are all below the standard.

Furthermore, Natural England's Accessible Greenspace Standards (2023) cite a benchmark of three hectares of accessible greenspace per 1,000 population. Table 5.1 shows that East Hertfordshire is also above this suggested standard.

For the purposes of this study, the focus is primarily on the Fields in Trust (FIT) standards, as these cover the quantity, accessibility and quality for the different typologies of open space.

5.3 Accessibility

Figure 5.1 overleaf shows the location of natural and semi-natural provision across East Hertfordshire with a 720m catchment applied. This is based on FIT's recommended accessibility standards. This should be treated as an approximation as it does not take into account topography or walking routes.

In addition, in keeping with Natural England's Accessible Natural Greenspace Standards (ANGSt) and wider Green Infrastructure framework, it is recognised that larger, more strategic sites serve a broader catchment and that individuals are likely to travel further to access them.

In this context, the role of significant natural greenspaces, including those beyond the district boundary such as Hatfield Forest, play an important role in terms of access. Parts of East Hertfordshire, such as Sawbridgeworth and Bishop Stortford, are covered by a zone of influence for Hatfield Forest meaning developments need to pay a contribution

Figure 5.1: Natural and semi-natural sites mapped with a 720m catchment

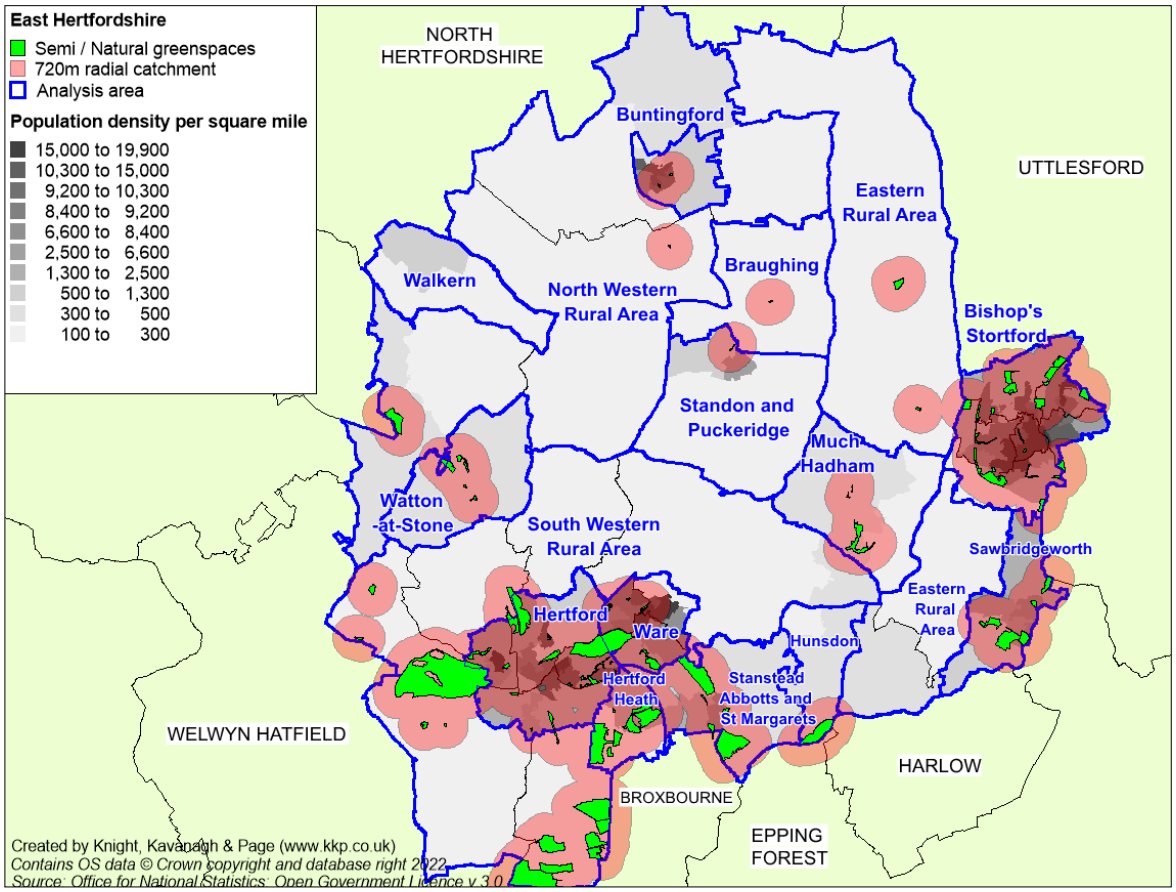


Table 5.2: Key to sites mapped

Site ID	Site name	Analysis area
7	Amwell Quarry Nature Reserve	Stanstead Abbotts and St Margarets
16	Astonbury Wood	North Western Rural Area
22	Balls Wood	Hertford Heath
25	Bat Willow Hurst Country Park	Bishop's Stortford
32	Bencroft Wood	South Western Rural Area
40	Birchanger Wood	Bishop's Stortford
43	Bishops Avenue NSN	Bishop's Stortford
48	Bishops Park Way NSN	Bishop's Stortford
49	Bishops Park Way NSN 2	Bishop's Stortford
55	Braughing Community Orchard	Braughing
59	Broad Riding Wood, Broxbourne	South Western Rural Area
62	Broxbourne Wood Nature Reserve	South Western Rural Area
64	Broxbourne Woods National Nature Reserve	South Western Rural Area
88	Cecil Road Woodland	Hertford
95	Cole Green Way Picnic Site	South Western Rural Area
109	Dane O'Coys	Bishop's Stortford

Site ID	Site name	Analysis area
110	Danemead Wildlife Trust	South Western Rural Area
120	Hertford Heath Nature Reserve (The Roundings)	Hertford Heath
124	Folly View	Stanstead Abbotts and St Margarets
125	Foxholes	Hertford
131	Goldings Wood	Hertford Heath
132	Great Hadham Road Woodland	Bishop's Stortford
134	Great Innings	Watton-at-Stone
143	Hadham Road	Bishop's Stortford
151	Hare Street Road Wildlife Area	Buntingford
164	Hertford Heath Nature Reserve (Goldingtons)	Hertford Heath
181	Highfield Wood	South Western Rural Area
183	Hoggate's Wood	Bishop's Stortford
193	Jackson’s Meadow	North Western Rural Area
203	The Meads	Hertford
214	The Pines	Hertford
218	Little Hadham Millenium Wood	Eastern Rural Area
226	London Road Wood	Hertford
227	Long Wood	Hertford
233	Lower White Stubbs	South Western Rural Area
234	Maplewood	Ware
237	Skelley’s Wood	Bishop's Stortford
242	Mill Lane	Watton-at-Stone
243	Mill Wood	Much Hadham
244	Millenium Walk	Watton-at-Stone
249	Morgan's Walk Woodland	Hertford
251	Much Hadham Allotments Woodland	Much Hadham
254	Much Hadham Recreation Ground Woodland	Much Hadham
256	Much Wood	Hertford Heath
257	Navigation Mill NSN	Bishop's Stortford
271	Panshanger Park	South Western Rural Area
272	The Spinney	Bishop's Stortford
276	Peter’s Wood, Ware	Ware
277	Patmore Heath Nature Reserve	Eastern Rural Area
280	Pishiobury Park	Sawbridgeworth
283	Post Wood	Ware
292	Rear of Beane Valley Family Centre	Watton-at-Stone
293	Red, White and Blue Country Park	Bishop's Stortford
299	River Stort Marshes	Sawbridgeworth
300	Rivers Heritage Site and Orchard	Sawbridgeworth
302	Rivers Nursery Land	Sawbridgeworth

Site ID	Site name	Analysis area
306	Rye Mead Nature Reserve	Stanstead Abbotts and St Margarets
311	Saddlers Way	Hertford
328	Southern Country Park	Bishop's Stortford
347	St James Way Open Space	Bishop's Stortford
352	St Margarets Community Wood	Stanstead Abbotts and St Margarets
376	Stanstead Innings	Stanstead Abbotts and St Margarets
386	Temple Fields	Hertford
391	Tewin Orchard	South Western Rural Area
393	Tewinbury	South Western Rural Area
395	The Bourne	Ware
403	The Firs	Bishop's Stortford
414	The Twitchell	North Western Rural Area
415	The Warren	Hertford
416	The Watermill	Buntingford
417	Thorley Avenue Woodland	Bishop's Stortford
421	Thorley Wash Nature Reserve	Bishop's Stortford
428	Town Meads	Bishop's Stortford
463	Waterford Marsh	Hertford
464	Waterford Heath	Hertford
471	Watton Green	Watton-at-Stone
483	White Hart Old Braughing Road	Standon and Puckeridge
484	Wildflower meadow and pond	Hertford Heath
485	Willowmead Nature Reserve	Hertford
492	Woodland	Bishop's Stortford
493	Sawbridgeworth Marsh	Sawbridgeworth
511	Cox's Gardens	Bishop's Stortford
531	Links Avenue/Eagle Court	Hertford
536	Mill lane NSN	Watton-at-Stone
560	The Hyde	Ware
572	Maitland Wood	South Western Rural Area
577	Welwyn Road	Hertford
581	Hunsdon Mead Nature Reserve	Hunsdon
583	Hobby Horse Wood	Hertford Heath

Mapping demonstrates that most larger settlements have access to natural greenspace provision. However, minor gaps in provision are observed across analysis areas.

The gaps are potentially served by other forms of open space. These may offer similar opportunities and access to activities associated with natural greenspace. Any potential to increase a site's secondary function as natural greenspace should be explored.

It is important to note that while the map may suggest a gap exists within an analysis area, it may be identified as having 'no significant gap' in Table 5.3. These 'gaps' are areas of sparse population. For example, in the Watton-at-Stone Analysis Area, gaps in catchment areas occur only in the peripheral parts of the analysis area (where population density is extremely low). The main concentration of population is focused on the centre of the analysis area, where the actual settlement is positioned. Consequently, this area is well served by existing provision with catchment areas covering the denser population.

Table 5.3: Other open spaces serving gaps in natural catchments

Analysis area	Other open spaces in gap	Open space type
Bishop's Stortford (North)	Bishops Park (ID 44) Castle Park (ID 84) The Garden Sanctuary (ID 412)	Amenity Parks Parks
Bishop's Stortford (South)	No significant gap	-
Braughing (North)	Braughing Playing Fields (ID 56) Church End AGS (ID 91)	Amenity Amenity
Braughing (South)	The Green (ID 407)	Amenity
Buntingford (North)	Norfolk Road Playing Field Close (ID 261)	Amenity
Buntingford (South)	No significant gap	-
Hertford (North & South)	No significant gap	-
Hertford Heath (North & South)	No significant gap	-
Hunsdon (North)	No significant gap	-
Hunsdon (South)	Hunsdon Playing Fields (ID 189) The Dell (ID 402)	Amenity Amenity
Much Hadham (North)	Green Tye Village Green (ID 139) Much Hadham Recreation Ground (ID 252)	Amenity Amenity
Much Hadham (South)	Perrys Green Village Green (ID 278)	Amenity
Sawbridgeworth (North & South)	No significant gap	-
Standon and Puckeridge (North)	Sadlier Road Open Space (ID 312) Puckeridge & Standon playing fields (ID 332)	Amenity Amenity
Standon and Puckeridge (South)	Burrs Meadow, Standon (ID 373)	Amenity
Stanstead Abbotts and St Margarets (North & South)	No significant gap	-
Walkern (North)	High Street (ID 170) Midsummer Meadow (ID 589)	Amenity Amenity
Walkern (South)	Walkern Playing Fields (ID 454)	Amenity
Ware (North & South)	No significant gap	-
Watton-at-Stone (North & South)	No significant gap	-

It is also important to recognise the role of access to the wider countryside in supporting residents' access to natural/semi-natural greenspace, particularly given the largely rural character of much of East Hertfordshire. In many areas, opportunities to access the countryside, including public rights of way, farmland landscapes and informal natural areas, complement the provision of formal green spaces and help enhance overall access to the health, wellbeing and environmental benefits associated with natural greenspace.

Strategic sites, such as Hatfield Forest, just outside East Herts, play an important role in access, as its significant size increases both its attractiveness and the distance people are willing to travel to access provision.

5.4 Quality

To determine whether sites are high or low quality (as recommended by the Companion Guidance), scores from the site assessments are colour-coded against a baseline threshold (high being green and low being red). The table below summarises the results of the quality assessment for natural and semi-natural greenspace. A threshold of 55% is applied in order to identify high and low quality. Further explanation of how the quality scoring is derived can be found in Part 2 (Methodology).

Due to the large number of sites identified as part of the audit, it was not feasible to visit and assess all natural sites. Consequently, sites generally over 10 hectares in size were visited and assessed for quality and value. These are listed in Appendix Two.

Table 5.4: Quality ratings for natural and semi-natural greenspace

Analysis area	Lowest score	Average score	Highest score	<55%	>55%
Bishop's Stortford	77%	82%	86%	0	2
Braughing	-	-	-	-	-
Buntingford	-	-	-	-	-
Hertford	59%	62%	64%	0	3
Hertford Heath	33%	49%	67%	2	2
Hunsdon	-	-	-	-	-
Much Hadham	26%	26%	26%	1	0
North Western Rural Area	-	-	-	-	-
Eastern Rural Area	-	-	-	-	-
South Western Rural Area	53%	65%	72%	1	4
Sawbridgeworth	75%	75%	75%	0	1
Standon and Puckeridge	-	-	-	-	-
Stanstead Abbotts and St Margarets	71%	84%	96%	0	2
Walkern	-	-	-	-	-
Ware	60%	60%	60%	0	1
Watton-at-Stone	-	-	-	-	-
East Hertfordshire	**26%**	**63%**	**96%**	**4**	**15**

Over three-quarters (79%) of assessed natural greenspace sites rate above the quality threshold, indicating a good standard of quality*. The highest scoring sites are:

- Rye Mead Nature Reserve (96%)
- Southern Country Park (86%)
- Red, White and Blue Country Park (77%)

These sites, alongside other high scoring sites, have the added benefit of ancillary features such as seating and signage. The sites are also observed as having reasonable to good access for all, with well-maintained pathways. They also have car parking.

Rye Mead Nature Reserve (96%), the highest scoring semi-natural greenspace for quality, is noted as an excellent RSPB reserve with accessible walking trails and a range of supporting ancillary facilities. Southern Country Park (86%) is a Green Flag Award winning site. It features paths, play provision, a dog agility area and a good number of benches, bins and signage. Likewise, Red, White and Blue Country Park (77%) also benefits from benches, litter bins, signage, numerous trees, paths and a small car park. Entrances are wide, and the site scores high for access, catering to a range of users.

Of assessed natural and semi-natural provision, a total of four sites (21%) rate below the threshold set for quality. These are:

- Mill Wood (26%)
- Goldings Wood (33%)
- Much Wood (33%)
- Danemead (53%)

Sites scoring below the quality threshold tend to be devoid of basic ancillary features such as bins, benches and signage. They also tend to score low for user security, access, and other entrances. However, this can be due to their purpose as a place for habitats. The exception is Danemead (53%), which only just rates below the threshold. No significant issues are highlighted, although the site rates lower for personal security and car parking quality in comparison to other similar sites.

Hertingfordbury Parish Council note that Maitland Wood no longer has benches. These have been removed due to rotting over time.

5.5 Value

To determine whether sites are high or low value (as recommended by the Companion Guidance), the scores from the site assessments have been colour-coded against a baseline threshold (high being green and low being red). The table below summarises the results of the value assessment for natural greenspace. A threshold of 20% is applied to identify high and low values. Further explanation of how the value scoring is derived can be found in Part 2 (Methodology).

* A copy of the assessment form is provided in Appendix Four.

Table 5.5: Value scores for natural and semi-natural greenspace

Analysis area	Lowest score	Average score	Highest score	<20%	>20%
Bishop's Stortford	46%	50%	55%	0	2
Braughing	-	-	-	-	-
Buntingford	-	-	-	-	-
Hertford	39%	40%	41%	0	3
Hunsdon	-	-	-	-	-
Hertford Heath	41%	44%	49%	0	4
Much Hadham	24%	24%	24%	0	1
North Western Rural Area	-	-	-	-	-
Eastern Rural Area	-	-	-	-	-
South Western Rural Area	41%	45%	55%	0	5
Sawbridgeworth	41%	41%	41%	0	1
Standon and Puckeridge	-	-	-	-	-
Stanstead Abbotts and St Margarets	41%	48%	55%	0	2
Walkern	-	-	-	-	-
Ware	50%	50%	50%	0	1
Watton-at-Stone	-	-	-	-	-
East Hertfordshire	**24%**	**44%**	**55%**	**0**	**19**

All natural and semi-natural greenspace sites rate above the threshold for value. Natural sites tend to provide multiple benefits to local communities. These benefits often include a combination of structural and landscape, ecological and wider environmental benefits, meaning sites typically meet more than one form of value criteria.

The highest scoring sites for value are:

- Broxbourne Woods National Nature Reserve (55%)
- Rye Mead Nature Reserve (55%)
- Southern Country Park (55%)
- Post Wood (50%)

Each site scores highly for ecological value as it provides a variety of well-managed habitats. All are observed as generally attractive forms of provision and appear well used. They provide a good network of pathways for walking opportunities and other features such as interpretation boards, seating, etc., providing additional educational and amenity benefits.

Sites provide benefits to the health and well-being of residents and those visiting from further afield. This is a result of the exercise opportunities they provide, for example, through walking and biking trails. Furthermore, they create peaceful spaces to relax and reflect. The high levels of natural features also help improve air quality, particularly in more built-up areas.

5.6 Summary

Natural and semi-natural greenspace summary

- There are 89 natural and semi-natural greenspace sites covering 1,328 hectares. This does not include all provisions in the area, as a site size threshold of 0.2 hectares is applied.
- FIT suggests a standard of 1.80 ha per 1,000 population. Natural England suggests 3 ha per 1,000 population. Across East Hertfordshire, there are 8.76 ha per 1,000 population.
- There is proportionally more provision located in the South Western Analysis Area (67.87 ha per 1,000 population) and the Hertford Analysis Area (73.99 ha per 1,000 population). This is due to large sites such as Panshanger Park and The Meads being located within these areas.
- Of sites assessed, a total of 79% rate above the threshold set for quality. There are 4 sites that rate below the quality threshold. All assessed sites also rate above the value threshold.
- The high proportion of sites to rate above the threshold for value demonstrates the added benefit natural and semi-natural greenspaces can provide, especially in terms of contributing to flora and fauna. Larger sites may also provide a good level of recreational offer.

PART 6: AMENITY GREENSPACE

6.1 Introduction

This is defined as sites offering opportunities for informal activities close to home or work, or enhancement of the appearance of residential or other areas. It includes informal recreation spaces, housing green spaces, village greens, village recreation grounds and other incidental spaces.

Amenity greenspaces are often informally designed spaces with a lesser range of ancillary facilities. They may include play provision and other features, but often not to the scale/quality associated with parks. Amenity greenspaces make up a large amount of open space sites in the district, likely reflecting the settlement pattern in East Hertfordshire. While these sites are numerous, they are generally smaller in size compared with parks or natural/semi-natural greenspaces, meaning they provide important local access but on a more limited scale in terms of overall functions.

6.2 Current provision

There are 181 amenity greenspace sites equivalent to over 196 hectares of provision. Sites are most often found within areas of housing and function as informal recreation spaces or open spaces along highways, providing a visual amenity. A number of recreation grounds and playing fields are also classified as amenity greenspace, particularly in the smaller towns and villages.

Table 6.1: Distribution of amenity greenspace

Analysis area	Number of sites	Size (ha)	Current provision (ha per 1,000 population)
Bishop's Stortford	28	46.41	1.09
Braughing	3	3.44	2.61
Buntingford	6	6.23	0.97
Hertford	18	18.42	0.62
Hertford Heath	5	3.81	2.31
Hunsdon	3	1.47	0.86
Much Hadham	3	2.87	1.68
North Western Rural Area	24	30.56	3.69
Eastern Rural Area	13	10.06	1.81
South Western Rural Area	24	24.58	2.88
Sawbridgeworth	13	10.47	1.18
Standon and Puckeridge	8	4.67	1.00
Stanstead Abbotts and St Margarets	9	6.22	1.06
Walkern	3	4.36	1.52
Ware	16	19.32	0.98
Watton-at-Stone	5	3.32	1.27
East Hertfordshire	**181**	**196.24**	**1.29**

As part of the parish and town council survey, it is highlighted that The Ridgeway has a draft plan for further development, but due to a lack of funding, it is currently on hold. East Herts Council has developed a management plan and is awaiting S106 funding from a nearby development to enhance the site.

It is important to note that there is some variation of sites within this typology. Larger recreation grounds and playing fields serve a different purpose to smaller grassed areas and verges; often providing an extended range of opportunities for recreational and sporting activities due to their size.

Fields In Trust (FIT) suggests a guideline quantity standard of 0.60 hectares per 1,000 population. Table 6.1 shows that overall, East Hertfordshire is above this suggested standard. This is also the case for all analysis areas.

6.3 Accessibility

Figure 6.1 overleaf shows the location of amenity greenspace provision across East Hertfordshire with a 480m catchment applied. This is based on FIT's recommended accessibility standards. This should be treated as an approximation as it does not take into account topography or walking routes.

Figure 6.1: Amenity greenspace sites mapped with a 480m catchment

Due to the large number of sites, ID reference numbers are not shown on Figure 6.1.

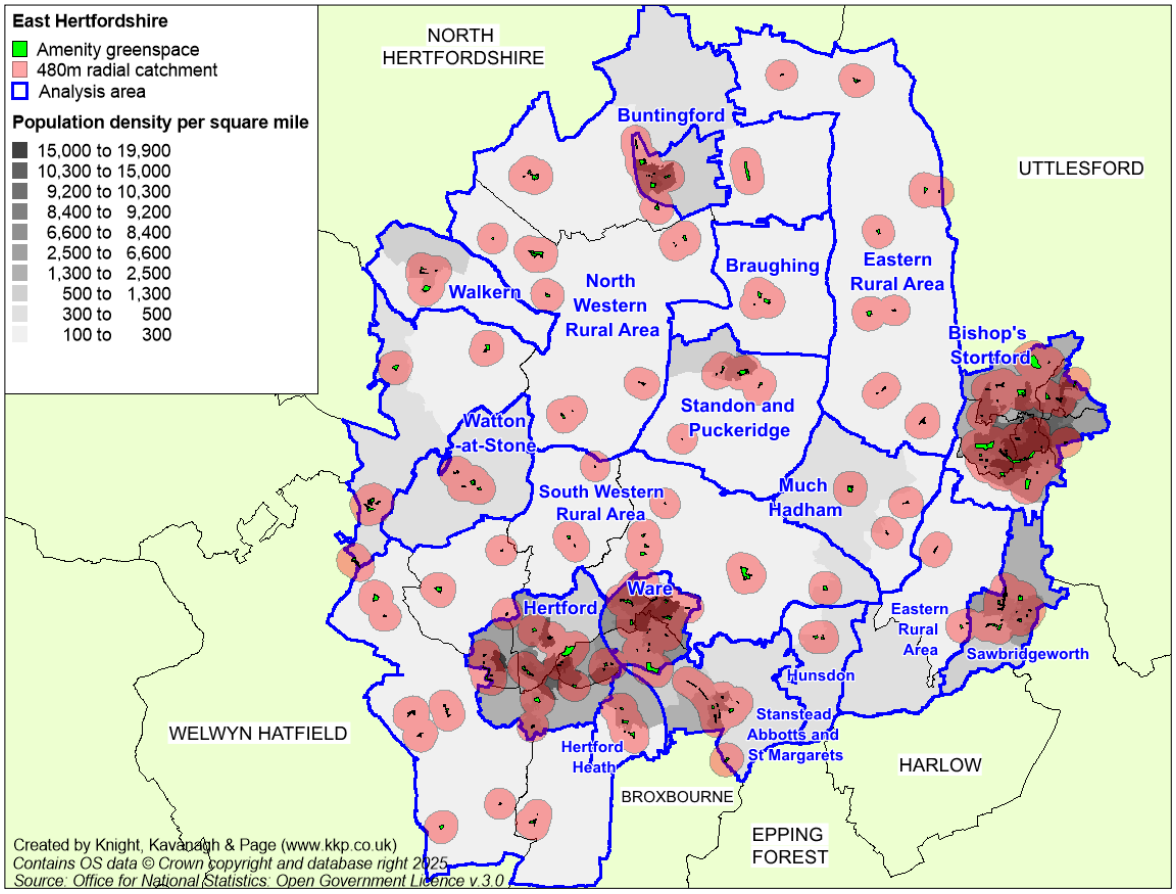


Table 6.2: Key to sites mapped

Site ID	Site name	Analysis area
1	Albury Football Club	Eastern Rural Area
6	Allens Green Village Green	Eastern Rural Area
9	Anstey Recreation Ground	Eastern Rural Area
11	Ardley Village Hall Grounds	North Western Rural Area
12	Aspenden Recreation Ground	North Western Rural Area
18	Aston Playing Fields	North Western Rural Area
20	Barley Croft, Tonwell	South Western Rural Area
26	Barrelsdown Road	Bishop's Stortford
28	Bayford Village Green	South Western Rural Area
29	Beacon Road	Ware
31	Bell Lane Playing Fields	South Western Rural Area
34	Bennington Playing Fields	North Western Rural Area
36	Birch Green	South Western Rural Area
37	Birch Green Village Green	South Western Rural Area
38	Birch Green greenspaces/village greens	South Western Rural Area
56	Braughing Playing Fields	Braughing
57	Brickendon Green	South Western Rural Area
60	Brookside	Eastern Rural Area
61	Brookside	Hertford
63	Bullfields Rec Ground	Sawbridgeworth
65	Bullocks Lane Cricket Ground	Hertford
67	Bull Lane/A507 Village Greens, Cottered	North Western Rural Area
69	Burley Road	Bishop's Stortford
71	Burnham Green	North Western Rural Area
72	Burnham Green	North Western Rural Area
74	Bury Green	Eastern Rural Area
75	Bury Lane	South Western Rural Area
76	Buryfield Recreation Ground	Ware
77	Cambridge Road/The Chestnuts	Standon and Puckeridge
80	Cannons Close	Bishop's Stortford
85	Cecil Road	Hertford
87	Cole Way/Stephenson Drive	Bishop's Stortford
89	Church Baulk Field, including war memorial	Watton-at-Stone
91	Church End AGS	Braughing
93	Norman Wodson Sports Field	South Western Rural Area
94	Cole Green Village Green	South Western Rural Area
96	College Road	Hertford Heath
97	Colliers End, Mansfield	Standon and Puckeridge
98	Cottered Playing Fields	North Western Rural Area
99	Cottered Recreation Ground	North Western Rural Area

Site ID	Site name	Analysis area
100	Cottered Village Green	North Western Rural Area
102	Cricketfield Lane	Bishop's Stortford
104	Cricketfield Lane Open Space	Bishop's Stortford
111	Datchworth Green, adj to Datchworth Sports Club	North Western Rural Area
113	Datchworth Green	North Western Rural Area
115	Dimsdale Crescent	Bishop's Stortford
116	Dawkins Close	Standon and Puckeridge
126	Gage Gardens/Taplow Avenue	Hertford
129	Ginns Road Playing Field	Eastern Rural Area
135	Great Innings	Watton-at-Stone
136	Great Innings Amenity space	Watton-at-Stone
139	Green Tye Village Green	Much Hadham
140	Greenhill Park	Bishop's Stortford
141	Giffin Way	Sawbridgeworth
147	Hare Street Playing Fields	North Western Rural Area
149	Hare Street Road Playing Field	Buntingford
159	Heath Drive	Ware
160	Heron Close Open Space	Sawbridgeworth
169	High Oak Road	Ware
170	High Street	Walkern
178	High Wych Recreation Ground	Eastern Rural Area
188	Horses Meadow, Munden Road, Dane End	North Western Rural Area
189	Hunsdon Playing Fields	Hunsdon
192	Pinehurst Recreation Ground	Hertford
195	Kibes Lane Park	Ware
196	King George	Ware
200	Kingham Road	South Western Rural Area
202	Kings Mead	Hertford
205	Lady Margaret Gardens AGS	Ware
206	Land South of Welwyn Road and West of Thieves Lane	Hertford
208	Lawrence Avenue/The Moorings	Stanstead Abbotts and St Margarets
211	Letty Green Village Green	South Western Rural Area
212	Levens Green Village Green	North Western Rural Area
216	Little Berkhamstead Recreation Ground	South Western Rural Area
220	Little Hadham Playing Fields	Eastern Rural Area
221	Little Hadham Recreation Ground	Eastern Rural Area
228	Lower Bourne Gardens	Ware
230	Lower Green	South Western Rural Area
235	Marshgate Drive AGS	Hertford
236	Mary Park Gardens	Bishop's Stortford
238	Mead Lane AGS	Hertford

Site ID	Site name	Analysis area
239	Meesdon Village Green	South Western Rural Area
240	Mercers Avenue	Bishop's Stortford
245	Millmead	Hertford
246	Morbury Avenue	Bishop's Stortford
247	Monks Walk, Buntingford	Buntingford
248	Moor Green Village Green	North Western Rural Area
250	Mount Pleasant AGS	Hertford Heath
252	Much Hadham Recreation Ground	Much Hadham
258	New River Open Space	Stanstead Abbotts and St Margarets
259	Newland Avenue	Bishop's Stortford
261	Norfolk Road Playing Field	Buntingford
264	Northern Parkland	Bishop's Stortford
265	Northolt Avenue	Bishop's Stortford
267	Nutcroft Open Space	North Western Rural Area
274	Parsonage Lane Open Space	Bishop's Stortford
278	Perrys Green Village Green	Much Hadham
279.1	Pilgrams amenity	North Western Rural Area
281	Plaxton Way AGS	Ware
282	Pindar Green	Hertford Heath
284	Presdales Drive	Ware
286	Presdales Recreation Ground	Ware
288	Pudding Stone Green	Standon and Puckeridge
297	Ridgeway/NNW/Bentley	Hertford
301	Rivers Hospital Open Space	Sawbridgeworth
304	Rye House Gatehouse	Stanstead Abbotts and St Margarets
307	Sacombe Green green	South Western Rural Area
309	Sacombe Road	Hertford
312	Sadlier Road Open Space	Standon and Puckeridge
316	Salmon Road	Sawbridgeworth
317	Sanville Gardens	Stanstead Abbotts and St Margarets
321	Seth Ward Playing Field	Buntingford
323	Sheering Mill Lane	Sawbridgeworth
324	South of Hadham Road, adjacent Patmore Close	Bishop's Stortford
325	Slater Lane, Sawbridgeworth	Sawbridgeworth
332	Puckeridge & Standon playing fields	Standon and Puckeridge
373	Burrs Meadow, Standon	Standon and Puckeridge
374	Stanstead Abbotts Moorings	Stanstead Abbotts and St Margarets
375	Stanstead Abbotts Village Meadow	Stanstead Abbotts and St Margarets

Site ID	Site name	Analysis area
378	Standon Village Green	Standon and Puckeridge
379	Stapleford Playing Field	South Western Rural Area
381	Stocking Pelham Village Green	Eastern Rural Area
387	Temple Lane Playing Fields	South Western Rural Area
396	Albury Playing Fields	Eastern Rural Area
400	The Carpenters	Bishop's Stortford
402	The Dell	Hunsdon
404	The Granary AGS	Stanstead Abbotts and St Margarets
407	The Green	Braughing
408	The Maltings Scout Field	Stanstead Abbotts and St Margarets
411	The Ridgeway	Hertford
418	Thorley Cricket Club	Bishop's Stortford
422	Thorley Wedge	Bishop's Stortford
431	Trinity Road Playing Field, Hertford Heath	Hertford Heath
432	Trinity Street	Bishop's Stortford
434	Truswell Crescent	Sawbridgeworth
439	Turkey Farm Playing Fields	North Western Rural Area
440	Turners Crescent	Bishop's Stortford
442	Upper Green	South Western Rural Area
444	Vantorts Close	Sawbridgeworth
445	Village greens A507/east of Cottered village hall	North Western Rural Area
449	Villiers sur Marne Avenue	Bishop's Stortford
450	Vixen Drive	Hertford
454	Walkern Playing Fields	Walkern
458	War Memorial Green	Hertford Heath
466	Waterford Village Hall Grounds	South Western Rural Area
467	Watermill Lane	Hertford
469	Watton at Stone Playing Fields	Watton-at-Stone
476	Waytemore Road AGS	Bishop's Stortford
477	West Road	Sawbridgeworth
478	Whiteley Close, Dane End	North Western Rural Area
481	Westmill Recreation Ground	North Western Rural Area
486	Wilson Close	Bishop's Stortford
487	Westmill Village Green	North Western Rural Area
491	Wood End Village Green	North Western Rural Area
496	Mill Close, Buntingford	Buntingford
498	Amberley Green	Ware
499	Amwell End	Ware
502	Birchall Lane	South Western Rural Area
509	Chapelfields, Stanstead Abbotts	Stanstead Abbotts and St Margarets

Site ID	Site name	Analysis area
514	Dukes Rise, Bishop's Stortford	Bishop's Stortford
515	Fanshaws Lane	South Western Rural Area
517	Grange Gardens/Presdales Drive	Ware
522	Pinehurst Community Garden	Hertford
533	Mabey's Walk	Eastern Rural Area
537	Pewterers Avenue/Milliners Way	Bishop's Stortford
558	The Crest/Burnside, Sawbridgeworth	Sawbridgeworth
559	The Forebury	Sawbridgeworth
561	The Knoll	Hertford
570	Windmill Field	Ware
578	Acorn Street Memorial	Hunsdon
579	The Pastures	Ware
586	Gatekeepers Way	Watton-at-Stone
587	The Pit	South Western Rural Area
588	The Green	South Western Rural Area
589	Midsummer Meadow	Walkern
590	Cambridge Road, Thundridge	South Western Rural Area
591	St James Park	Bishop's Stortford
592	Jubilee Gardens	Sawbridgeworth
593	Farnham Bourne Park	Bishop’s Stortford
598	Baker Drive / Bishop Way	Buntingford
599	Bengeo Community Garden	Hertford

Mapping demonstrates a good distribution of amenity greenspace provision. Most of the larger settlements are observed as having access to amenity greenspace provision within the 480m FIT catchment. However, gaps in provision are noted in the settlements of Bishop’s Stortford, Hertford and Ware. It is recognised that these gaps are potentially served by other forms of open space provision.

Table 6.3: Other open spaces serving gaps in amenity catchments

Analysis area	Other open spaces in gap	Open space type
Bishop’s Stortford (North)	Bat Willow Hurst Country Park (ID 25) Birchanger Wood (ID 40) Castle Park (ID 84) Red, White and Blue Country Park (ID 293)	Natural Natural Parks Natural
Bishop’s Stortford (South)	Bishops Park (ID 44) Northern Parkland (ID 264)	Parks Amenity
Braughing (North)	Braughing Community Orchard (ID 55)	Natural
Braughing (South)	No significant gap	-
Buntingford (North & South)	No significant gap	-
Hertford (North)	The Meads (ID 203) Waterford Marsh (ID 463) Waterford Heath (ID 464)	Natural Natural Natural

Analysis area	Other open spaces in gap	Open space type
Hertford (South)	Balls Park (ID 21) Morgan's Walk Woodland (ID 249)	Parks Natural
Hertford Heath (North)	Goldings Wood (ID 131) Hertford Heath Nature Reserve (Goldingtons) (ID 164) Much Wood (ID 256)	Natural Natural Natural
Hertford Heath (South)	Balls Wood (ID 22) Hobby Horse Wood (ID 583)	Natural Natural
Hunsdon (North)	No significant gap	-
Hunsdon (South)	Hunsdon Mead Nature Reserve (ID 581)	Natural
Much Hadham (North)	No significant gap	-
Much Hadham (South)	Mill Wood (ID 243)	Natural
Sawbridgeworth (North)	River Stort Marshes (ID 299) Sawbridgeworth Marsh (ID 493)	Natural Natural
Sawbridgeworth (South)	Pishiobury Park (ID 280)	Natural
Standon and Puckeridge (North)	White Hart Old Braughing Road (ID 483)	Natural
Standon and Puckeridge (South)	No significant gap	-
Stanstead Abbotts and St Margarets (North)	Amwell Quarry Nature Reserve (ID 7)	Natural
Stanstead Abbotts and St Margarets (South)	Rye Mead Nature Reserve (ID 306) St Margarets Community Wood (ID 352)	Natural Natural
Walkern (North & South)	No significant gap	-
Ware (North)	Post Wood (ID 283) Priory Gardens (ID 287)	Natural Parks
Ware (South)	No significant gap	-
Watton-at-Stone (North)	Great Innings (ID 134) Mill Lane (ID 242) Millenium Walk (ID 244) Mill lane NSN (ID 536)	Natural Natural Natural Natural
Watton-at-Stone (South)	No significant gap	-

6.4 Quality

To determine whether sites are high or low quality (as recommended by best practice); scores from site assessments are colour-coded against a baseline threshold (high being green and low being red). The table summarises the results of the quality assessment for amenity greenspaces. A threshold of 50% is applied in order to identify high and low quality. Further explanation of how the quality scores and thresholds are derived can be found in Part 2 (Methodology).

Due to the large number of sites identified as part of the audit, it was not feasible to visit and assess all amenity sites. Consequently, amenity sites over two hectares in size were visited and assessed. This means 31 sites receive a rating. These are listed in Appendix Two.

Table 6.3: Quality ratings for amenity greenspace

Analysis area	Lowest score	Average score	Highest score	<50%	>50%
Bishop's Stortford	48%	57%	67%	1	1
Braughing	67%	67%	67%	0	1
Buntingford	48%	53%	58%	1	1
Hertford	45%	52%	56%	1	4
Hertford Heath	-	-	-	-	-
Hunsdon	-	-	-	-	-
Much Hadham	51%	51%	51%	0	1
North Western Rural Area	39%	56%	75%	4	5
Eastern Rural Area	49%	49%	49%	1	0
South Western Rural Area	39%	62%	74%	1	3
Sawbridgeworth	-	-	-	-	-
Standon and Puckeridge	-	-	-	-	-
Stanstead Abbotts and St Margarets	58%	58%	58%	0	1
Walkern	60%	60%	60%	0	1
Ware	45%	49%	53%	1	2
Watton-at-Stone	52%	52%	52%	0	1
East Hertfordshire	**39%**	**55%**	**75%**	**10**	**21**

A total of 68% of amenity greenspace sites rate above the threshold for quality. The highest scoring sites for quality are:

- Hare Street Playing Fields (75%), North Western Rural Analysis Area
- Upper Green (74%), South Western Rural Analysis Area
- Brickendon Green (67%), South Western Rural Analysis Area

The three sites are observed as having good levels of maintenance and cleanliness, resulting in a positive overall appearance. In addition, they provide user security as well as recreational opportunities.

The sites all have bins to prevent excessive littering as well as seating. These add to the quality and use of the sites. In addition, Hare Street Playing Fields and Upper Green also feature sports provision. Each site has good signage as well as car parking.

Larger amenity greenspace sites often lend themselves to sporting opportunities such as football. These sporting opportunities, as well as other added features on site, such as good quality play areas, provide increased reasons for people to visit such a provision.

Sites scoring below the threshold are generally observed as lacking ancillary facilities such as seating, bins and signage. The lowest scoring amenity greenspace sites are:

- Kingham Road (39%), South Western Rural Analysis Area
- Moor Green Village Green (43%), North Western Rural Analysis Area
- Kingsmead (44%), Hertford Analysis Area

No quality concerns are noted. The site's score low due to a lack of ancillary features (e.g. seating, bins, signage) and pathways. They also score an average for access within/through the site and for boundary fencing.

It is important to recognise that, despite some sites rating below the threshold for quality, they may still have the potential to be important to the community. For instance, if a site is the only form of open space in that local area, it may be of higher value, given it is the only provision of its type. It may also provide a visual function. These kinds of open spaces can have a wider contribution to local areas, in relation to community viability, quality of life and health and wellbeing.

Responses from the Parish and Town Councils suggest that the majority of amenity greenspaces are of adequate to good quality and do not suffer from major issues such as vandalism and anti-social behaviour. Additionally, Sawbridgeworth Town Council states that their amenity greenspaces have been recommended for environmental enhancement to increase biodiversity. Little Munden Parish Council state it is looking to improve Horses Meadow by installing pathways, benches, and upgrading play equipment to make it more accessible for disabled residents.

6.5 Value

To determine whether sites are high or low value (as recommended by the Companion Guidance); the scores from the site assessments have been colour-coded against a baseline threshold (high being green and low being red). The table below summarises the results of the value assessment for amenity greenspace. A threshold of 20% is applied in order to identify high and low values. Further explanation of how the value scoring is derived can be found in Part 2 (Methodology).

Table 6.4: Value ratings for amenity greenspace

Analysis area	Lowest score	Average score	Highest score	<20%	>20%
Bishop's Stortford	53%	54%	54%	0	2
Braughing	44%	44%	44%	0	1
Buntingford	44%	47%	49%	0	2
Hertford	29%	43%	54%	0	5
Hertford Heath	-	-	-	-	-
Hunsdon	-	-	-	-	-
Much Hadham	50%	50%	50%	0	1
North Western Rural Area	34%	51%	64%	0	9
Eastern Rural Area	52%	52%	52%	0	1
South Western Rural Area	22%	42%	53%	0	4
Sawbridgeworth	-	-	-	-	-

Analysis area	Lowest score	Average score	Highest score	<20%	>20%
Standon and Puckeridge	-	-	-	-	-
Stanstead Abbotts and St Margarets	43%	43%	43%	0	1
Walkern	53%	53%	53%	0	1
Ware	32%	38%	49%	0	3
Watton-at-Stone	44%	44%	44%	0	1
East Hertfordshire	**22%**	**47%**	**64%**	**0**	**31**

All amenity greenspaces rate above the threshold for value. Some of the highest scoring sites for value are:

- Datchworth Green (64%)
- Aston Playing Fields (58%)
- Millmead (54%)
- Thorley Wedge (54%)

These sites are recognised for the accessible, good quality recreational and exercise opportunities they offer for a wide range of users. All feature good pathways and are perceived as well-used sites, providing high amenity and health benefits. They also feature a play area, further adding to their value. All are identified as being attractive and well-maintained greenspaces providing visual and landscape benefits. Millmead features numerous trees and is adjacent to a river, further adding to its appeal and value.

Amenity greenspace should be recognised for its multi-purpose function, offering opportunities for a variety of leisure and recreational activities. It can often accommodate informal recreational activity such as casual play and dog walking. Some sites offer a dual function and are amenity resources for residents, as well as being visually pleasing. These attributes add to the quality, accessibility and visibility of amenity greenspace. Combined with the presence of facilities (e.g. seating, landscaping and trees), this means that the better-quality sites are likely to be more respected and valued by the local community.

6.6 Summary

Amenity greenspace summary

- There are 181 amenity greenspace sites equating to over 196 hectares of provision.
- FIT suggests a standard of 0.60 hectares per 1,000 population. Overall, East Hertfordshire (1.29 ha per 1,000 population) meets the FIT standard. Individually, all Analysis Areas meet the FIT standard.
- Proportionally, more provision is located in the North Western Rural Analysis Area (3.69 ha per 1,000 population) compared to other areas. However, the highest number of amenity greenspaces is located in Bishop's Stortford Analysis Area (28).
- Mapping demonstrates a good distribution of amenity greenspace across the area. However, gaps in provision are noted within Bishop's Stortford, Hertford, and Ware Analysis Areas. These are, however, likely served by other forms of open space.
- 67% of amenity sites assessed rate above the threshold for quality.
- In addition to its multifunctional role, amenity greenspace makes a valuable contribution to visual aesthetics for communities – hence all sites rate above the value threshold.

PART 7: PROVISION FOR CHILDREN AND YOUNG PEOPLE

7.1 Introduction

This includes areas designated primarily for play and social interaction involving children and young people, such as equipped play areas, ball courts, skateboard areas and teenage shelters.

Provision for children is deemed to be sites consisting of formal equipped play facilities typically associated with play areas. This is usually perceived to be for children under 12 years of age. Provision for young people can include equipped sites that provide more robust equipment catering to older age ranges, incorporating facilities such as skate parks, BMX, basketball courts, youth shelters and MUGAs.

7.2 Current provision

A total of 180 sites are identified as provision for children and young people. This combines to create a total of over 12 hectares. No site size threshold has been applied, and as such, all known provisions are identified and included within the audit.

Table 7.1: Distribution of provision for children and young people

Analysis area	Number of sites	Size (ha)	Current provision (ha per 1,000 population)
Bishop's Stortford	42	3.50	0.08
Braughing	2	0.06	0.05
Buntingford	14	1.31	0.20
Hertford	28	1.78	0.06
Hertford Heath	2	0.12	0.07
Hunsdon	3	0.07	0.03
Much Hadham	2	0.09	0.05
North Western Rural Area	16	0.93	0.11
Eastern Rural Area	10	0.31	0.05
South Western Rural Area	18	0.89	0.10
Sawbridgeworth	9	0.73	0.08
Standon and Puckeridge	2	0.35	0.08
Stanstead Abbotts and St Margarets	6	0.34	0.06
Walkern	3	0.16	0.06
Ware	19	1.32	0.06
Watton-at-Stone	4	0.25	0.10
East Hertfordshire	**180**	**12.21**	**0.08**

Goods Yard Play Area, Bishop Stortford, is not assessed within the study as it was identified late in the process. New play provision in Bishop's Stortford is also highlighted, on the corner of Newland Avenue and Thurgood Drive O'Coys. It is understood to feature play equipment and a MUGA. Its construction/availability was unclear at time of writing; therefore, it is not included. However, both sites are acknowledged as part of the wider network of provision for children and young people within Bishop's Stortford.

Fields in Trust (FIT) suggests 0.25 hectares per 1,000 population as a guideline quantity standard for equipped play areas and 0.30 hectares per 1,000 population for other outdoor provision (i.e. MUGAs and skate parks). Overall, East Hertfordshire has a current provision level of 0.08 hectares per 1,000 population, which is below the benchmarks.

Utilising FIT guidance, play areas can be classified in the following ways to identify their effective target audience.

- LAP - a Local Area of Play. Usually, small areas are designed for very young children. Equipment is normally age group specific to reduce unintended users.
- LEAP - a Local Equipped Area of Play. Designed for children who are beginning to play independently, often catering for different play types and experiences.
- NEAP - a Neighbourhood Equipped Area of Play. Cater mainly for older, more independent children, but potentially with opportunities for younger children or siblings, providing a wider range of play experiences. Such sites may contain space to play larger group games and seating/shelter.
- Informal play for all (referred to as casual provision in this study) - facilities specifically designed for informal recreation, such as pump tracks, parkour, social areas, ball courts, MUGAs or skateboard areas. This type of provision is more likely to appeal to older ages (i.e., teenagers) than formal play provision.

7.3 Accessibility

Figure 7.1 shows the location of provision for children and young people with the FIT accessibility standards; LAP (100m), LEAP (400m), NEAP (1,000m), and Casual (700m).

Figure 7.1: Provision and children for young people mapped with FIT standard

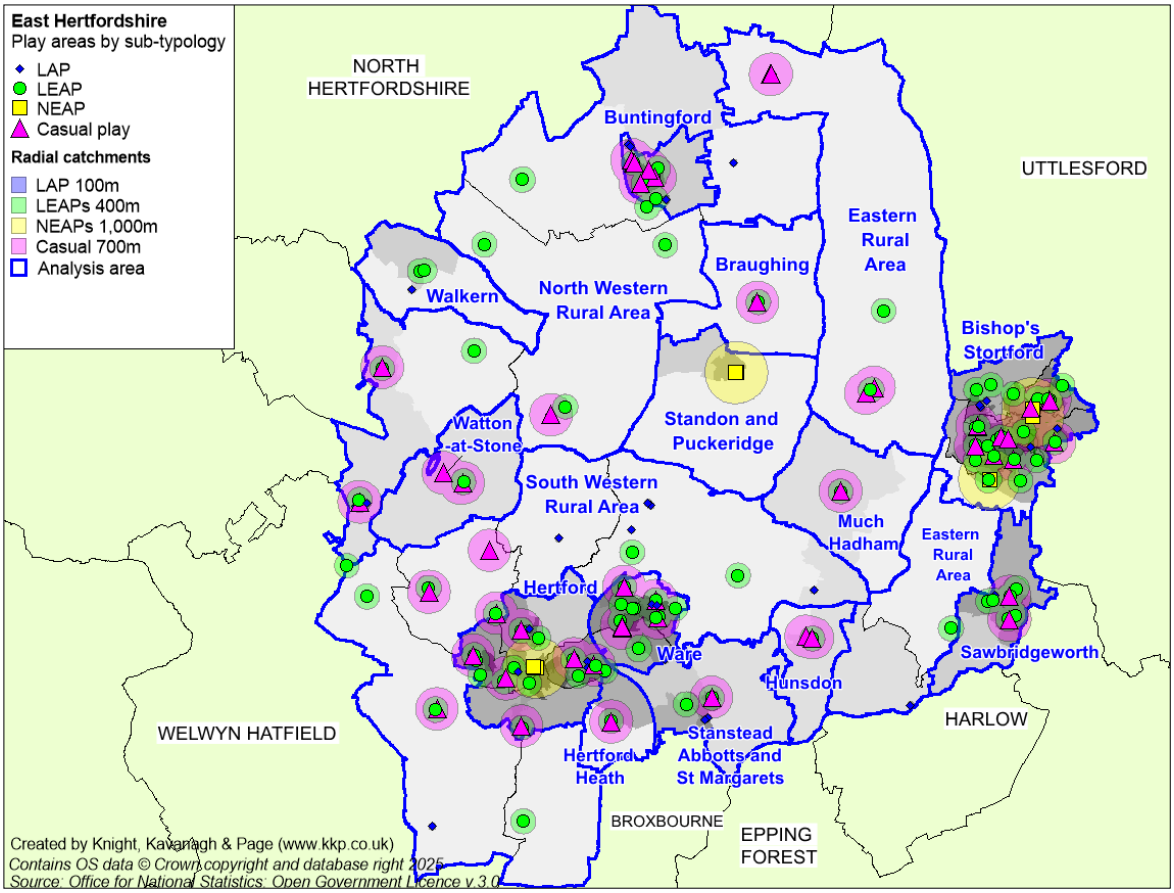


Table 7.2: Key to sites mapped

Site ID	Site name	Sub-typology	Analysis area
9.1	Anstey Recreation Play Area	LAP	Eastern Rural Area
9.2	Anstey Recreation Basketball	Casual play	Eastern Rural Area
9.3	Anstey Recreation Ground skate park	Casual play	Eastern Rural Area
12.1	Aspenden Recreation Ground Play Area	LEAP	North Western Rural Area
17	Athenian Drive Play Area	LAP	Bishop's Stortford
18.1	Aston Playing Field Play Area	LEAP	North Western Rural Area
18.2	Aston Playing Field Youth Area	Casual play	North Western Rural Area
19	Aubries Playground	LEAP	Walkern
23	Barons Play Area	LEAP	Bishop's Stortford
26.1	Barrelsdown Play Area	LEAP	Bishop's Stortford
29.1	Beacon Road Play Area	LEAP	Ware
31.1	Widford Playground	LAP	South Western Rural Area
34.1	Bennington Recreation Ground Play Area	LEAP	North Western Rural Area
36.1	Birch Green Village Playground	LEAP	South Western Rural Area
36.2	Birch Green Youth Area	Casual play	South Western Rural Area
44.1	Bishops Park Play Area 1	LEAP	Bishop's Stortford
44.2	Bishops Park Play Area 2	LEAP	Bishop's Stortford
44.3	Bishops Park outdoor gym	Casual play	Bishop's Stortford
44.4	Bishops Park Youth Area	Casual play	Bishop's Stortford
56.1	Braughing Play Area	LEAP	Braughing
56.2	Braughing Youth Area	Casual play	Braughing
57.1	Brickendon Green Play Area	LEAP	South Western Rural Area
63.1	Bullfields Recreation Ground Play Area	LEAP	Sawbridgeworth
63.2	Bullfields Rec Ground half MUGA	Casual play	Sawbridgeworth
68	Burleigh Road play area	LAP	Hertford
69.1	Burley Road Play Area	LEAP	Bishop's Stortford
73	Burnham Green Playground	LEAP	North Western Rural Area
75.1	Bramfield Playground	LEAP	South Western Rural Area
75.2	Bramfield MUGA	Casual play	South Western Rural Area
76.1	Buryfield Recreation Ground Play Area	LEAP	Ware
78.1	Campfield Road play area 1	LEAP	Hertford
79.2	Campfield Road play area 2	Casual play	Hertford

Site ID	Site name	Sub-typology	Analysis area
80.1	Cannons Close Play Area	LEAP	Bishop's Stortford
83.1	Hertford Castle Play Area	LEAP	Hertford
84.1	Sworders Field Adventure Playground	NEAP	Bishop's Stortford
84.2	Sworders Field Half MUGA	Casual play	Bishop's Stortford
84.3	Sworders Field Playground	NEAP	Bishop's Stortford
84.4	Sworders Field, Castle Skate Park	Casual play	Bishop's Stortford
85.1	Cecil Road play area 1	LAP	Hertford
85.2	Cecil Road Youth Area	Casual play	Hertford
85.3	Cecil Road play area 2	LEAP	Hertford
87.1	Cole Way/Stephenson Drive play area	LEAP	Bishop's Stortford
93.1	Norman Wodson Sports Field Playground	LEAP	South Western Rural Area
99.1	Cottered Recreation Ground Play Area	LEAP	North Western Rural Area
106	Crouch Gardens Play Area	LEAP	Buntingford
113.1	Datchworth Green Playground, adj to Datchworth Sports Club	LAP	North Western Rural Area
114	Dellfields Play Area	LAP	South Western Rural Area
115.1	Dimsdale Crescent play area	LEAP	Bishop's Stortford
115.2	Dimsdale Crescent basketball area	Casual play	Bishop's Stortford
119	Edens Mount play area	LEAP	Sawbridgeworth
125.1	Foxholes play area	LEAP	Hertford
125.2	Foxholes Avenue play area	LEAP	Hertford
126.1	Gage Gardens/Taplow Avenue play area	LEAP	Hertford
130	Gladstone Road play area	LEAP	North Western Rural Area
136.1	Great Innings Play Area	LAP	Watton-at-Stone
136.2	Great Innings Youth Area	Casual play	Watton-at-Stone
141.1	Giffin Way play area	LEAP	Sawbridgeworth
147.1	Hare Street Playground	LAP	North Western Rural Area
149.1	Hare Street Road Play Area	LEAP	Buntingford
149.2	Hare Street Road Playing Field outdoor gym	Casual play	Buntingford
152.1	Hartham Playground	NEAP	Hertford
152.2	Hartham Common Skate Park	NEAP	Hertford
152.3	Hartham Common Play Area (Older Children)	NEAP	Hertford
159.1	Wodson Park Playground	LEAP	Ware
159.2	Wodson Park Youth Area	Casual play	Ware
170.1	Walkern Play Area	LEAP	Walkern
180.1	High Wych Recreation Ground Play Area	LEAP	Eastern Rural Area
182	Hillside Crescent play area	LEAP	Stanstead Abbotts and St Margarets

Site ID	Site name	Sub-typology	Analysis area
188.1	Dane End Recreation Play Area	LAP	North Western Rural Area
188.2	Dane End Recreation Basketball	Casual play	North Western Rural Area
189.1	Hunsdon Recreation Ground Play Area	LEAP	Hunsdon
189.2	Hunsdon Recreation Youth shelter	Casual play	Hunsdon
192.1	Pinehurst Recreation Ground play area 1	LEAP	Hertford
192.2	Pinehurst Recreation Ground play Area 2	LEAP	Hertford
192.3	Pinehurst Recreation Ground Half MUGA	Casual play	Hertford
196.1	King George Playground 1	LEAP	Ware
196.2	King George Playground 2	LEAP	Ware
196.3	King George MUGA	Casual play	Ware
200.1	Kingham Road play area	LEAP	South Western Rural Area
204	Knebworth Court play area	LEAP	Bishop's Stortford
205.1	Lady Margaret Gardens older children's play area	LEAP	Ware
205.2	Lady Margaret Gardens MUGA	Casual play	Ware
205.3	Lady Margaret Gardens play area 2	LAP	Ware
208.1	Lawrence Avenue Play Area	LAP	Stanstead Abbotts and St Margarets
209.1	Layston Court Gardens Shelter	Casual play	Buntingford
213	Lilbourne Drive Play Area	LAP	Hertford
216.1	Little Berkhamstead Rec Ground Play Area	LAP	South Western Rural Area
220.1	Little Hadham Playground	LAP	Eastern Rural Area
220.2	Little Hadham Basketball	Casual play	Eastern Rural Area
221.1	Village Hall Playground	LEAP	Eastern Rural Area
221.2	Village Hall Half MUGA	Casual play	Eastern Rural Area
228.1	Lower Bourne Playground	LEAP	Ware
241	Miles Way play area	LEAP	Buntingford
245.1	Millmead play area 1	LEAP	Hertford
245.2	Millmead play area 2	LAP	Hertford
252.1	Much Hadham Recreation Ground Play Area	LEAP	Much Hadham
252.2	Much Hadham Recreation Ground Youth Area	Casual play	Much Hadham
259.1	Newland Avenue play area	LEAP	Bishop's Stortford
261.1	Buntingford Skate Park	Casual play	Buntingford
261.2	Norfolk Road interactive football wall	Casual play	Buntingford
261.3	Norfolk Road Play Area	LEAP	Buntingford
261.4	Norfolk Road Pump Track	Casual play	Buntingford
262	North Drive LAP	LAP	South Western Rural Area
264.1	St Michaels Mead play area	LEAP	Bishop's Stortford

Site ID	Site name	Sub-typology	Analysis area
264.2	St Michaels Mead Youth Area	Casual play	Bishop's Stortford
265.1	Northolt Avenue Play Area	LEAP	Bishop's Stortford
267.1	Nutcroft Open Space play area	LAP	North Western Rural Area
274.1	Parsonage Lane play area 1	LEAP	Bishop's Stortford
274.2	Parsonage Lane play area 2	LEAP	Bishop's Stortford
274.3	Parsonage Lane football goals	Casual play	Bishop's Stortford
274.4	Parsonage Lane basketball	Casual play	Bishop's Stortford
279.2	The Pilgrams play area	LEAP	North Western Rural Area
284.1	Presdales Drive Play Area	LEAP	Ware
287.1	Priory Gardens MUGA	Casual play	Ware
287.2	Priory Gardens outdoor gym	Casual play	Ware
287.3	Priory Gardens youth shelter	Casual play	Ware
287.5	Ware Skate Park	Casual play	Ware
298	Ridgeway/NNW/Bentley play area	LEAP	Hertford
309.1	Sacombe Road play area	LEAP	Hertford
309.2	Sacombe Road Basketball	Casual play	Hertford
319	School Lane Play Area	LEAP	North Western Rural Area
321.1	Seth Ward Playing Field Play Area	LEAP	Buntingford
321.2	Seth Ward Playing Field outdoor gym	Casual play	Buntingford
323.1	Sheering Mill Lane Play Area	LEAP	Sawbridgeworth
324.1	South of Hadham Road (northern play area)	LAP	Bishop's Stortford
326	South of Hadham Road (southern play area)	LAP	Bishop's Stortford
328.1	Southern Country Park Play Area	LEAP	Bishop's Stortford
328.2	Southern Country Park Youth Area	NEAP	Bishop's Stortford
332.1	Puckeridge & Standon playing fields Play Area	NEAP	Standon and Puckeridge
332.2	Puckeridge & Standon playing fields Skate Park	Casual play	Standon and Puckeridge
375.1	High Street Playground	LEAP	Stanstead Abbotts and St Margarets
375.2	High Street Youth Area	Casual play	Stanstead Abbotts and St Margarets
379.1	Stapleford Playground	LAP	South Western Rural Area
379.2	Stapleford Basketball area	Casual play	South Western Rural Area
387.1	Tonwell Playing Fields Playground	LAP	South Western Rural Area
388.1	Terlings Park play area	LAP	Eastern Rural Area
395.1	The Bourne Play Area	LEAP	Ware
395.2	The Bourne Play Area (older Children)	LEAP	Ware

Site ID	Site name	Sub-typology	Analysis area
396.1	Albury Playing Fields Play Area	LEAP	Eastern Rural Area
402.1	Tanners Way Play Area	Casual play	Hunsdon
404.1	The Granary Play Area	LAP	Stanstead Abbotts and St Margarets
411.1	Ridgeway play area	LEAP	Hertford
411.2	Ridgeway MUGA	Casual play	Hertford
413.1	The Springs/Rowley Road play area	LEAP	Hertford
413.2	Rowleys Road Youth Area	Casual play	Hertford
422.1	Lower Park Crescent Play Area	LEAP	Bishop's Stortford
422.2	Lower Park Crescent Youth Area	Casual play	Bishop's Stortford
422.3	Thorley Park Playground	LEAP	Bishop's Stortford
422.4	Thorley Park Youth Area	Casual play	Bishop's Stortford
431.1	Trinity Road Playground	LEAP	Hertford Heath
431.2	Trinity Road Youth Area	Casual play	Hertford Heath
432.1	Trinity Street play area	LEAP	Bishop's Stortford
434.1	Truswell Crescent play area	LAP	Sawbridgeworth
439.1	Turkey Farm Play Area	LEAP	North Western Rural Area
439.2	Turkey Farm MUGA	Casual play	North Western Rural Area
440.1	Turners Crescent Play Area	LEAP	Bishop's Stortford
442.1	Tewin Upper Green Play Area	LEAP	South Western Rural Area
444.1	Vantorts Close Play Area	LEAP	Sawbridgeworth
444.2	Vantorts Close Skate park and basketball area	Casual play	Sawbridgeworth
454.1	High Street Playing Fields Playground	LAP	Walkern
457.1	Ward Crescent Playground	LEAP	Bishop's Stortford
457.2	Ward Crescent Youth Area	Casual play	Bishop's Stortford
466.1	Waterford Playground	LEAP	South Western Rural Area
466.2	Waterford Basketball	Casual play	South Western Rural Area
467.1	Watermill Lane Play Area	LEAP	Hertford
469.1	Watton at Stone Playing Fields Play Area	Casual play	Watton-at-Stone
469.2	Watton-at Stone Play area	LEAP	Watton-at-Stone
476.1	Waytemore Road play area 1	LEAP	Bishop's Stortford
476.2	Waytemore Road play area 2	Casual play	Bishop's Stortford
477.1	West Road play area	LEAP	Sawbridgeworth
486.1	Wilson Close play area	LAP	Bishop's Stortford
490	Woodhouse Lane play area	LAP	Hertford
494	Yearling Close Playground	LAP	Stanstead Abbotts and St Margarets
495	St James Park Playground	LEAP	Bishop's Stortford

Site ID	Site name	Sub-typology	Analysis area
571	Farm Close play area	LAP	Ware
582	Arthur Martin-Leake Way play area	LAP	South Western Rural Area
594	Nightingales play area	LAP	Bishop's Stortford
595	Stearn Way play area	LAP	Buntingford
596	Hearn Drive play area	LAP	Buntingford
597	Hensby Avenue play area	LAP	Buntingford

Mapping identifies that there is generally a good distribution of play provision. The focus should therefore be on continuing to ensure access to good quality and diverse play provision.

It is important to note that while the map may suggest a gap exists within an analysis area, these 'gaps' are in areas of low population density. For example, a gap in catchment mapping is observed to the north of the Sawbridgeworth Analysis Area. However, this part of the analysis area is sparsely populated and outside of the Sawbridgeworth settlement. The main concentration of population is focused on the centre of the analysis area, where the actual settlement is positioned. Consequently, this area is well served by existing provision with catchment areas covering the denser population.

However, the distribution in subtypes of play suggests some types of provision may be lacking in certain areas. For example, there are eight play areas classified as NEAPs, which predominantly cater for older children. These are mainly concentrated within the main settlements of Hertford and Bishop's Stortford (each accommodating three sites). The more rural settlement of Standon and Puckeridge also provides two NEAPs.

This distribution indicates that provision for older children is more strongly focused within the larger towns, with comparatively limited access in smaller villages, which may highlight a gap in provision across more rural parts of the area.

Table 7.3: Play provision in each analysis area

Analysis area	LAP	LEAP	CASUAL PLAY	NEAP	TOTAL
Bishop's Stortford	5	22	12	3	**42**
Braughing	-	1	1	-	**2**
Buntingford	3	5	6	-	**14**
Eastern Rural Area	3	3	4	-	**10**
Hertford	5	14	6	3	**28**
Hertford Heath	-	1	1	-	**2**
Hunsdon	-	1	2	-	**3**
Much Hadham	-	1	1	-	**2**
North Western Rural Area	4	9	3	-	**16**
Sawbridgeworth	1	6	2	-	**9**
South Western Rural Area	7	7	4	-	**18**

Analysis area	LAP	LEAP	CASUAL PLAY	NEAP	TOTAL
Standon and Puckeridge	-	-	-	2	**2**
Stanstead Abbotts and St Margarets	3	2	1	-	**6**
Walkern	1	2	-	-	**3**
Ware	2	10	7	-	**19**
Watton-at-Stone	1	1	2	-	**4**
	35	**85**	**52**	**8**	**180**

The table highlights some spatial variation in play provision across the district, particularly between the main market towns, villages, and rural areas. Larger settlements such as Bishop's Stortford and Hertford have the most amount and comprehensive range in provision. They have the highest overall totals for provision, with 42 and 28, respectively. Both also contain all forms of sub play types including three NEAPs. Furthermore, a new play area classified as a LEAP has opened in the north of Bishop's Stortford.

Of the five main towns, only Bishop's Stortford and Hertford have NEAPs; suggesting NEAP provision is limited geographically.

Buntingford is noted as having no NEAPs but has a LEAP and Casual Play provision. Ware is noted as having two LAP play areas; however, it has a good amount of LEAP and Casual Play provision. Sawbridgeworth also has no NEAP level provision. The town also has a noticeably smaller number of play sites in comparison to other market towns. An option in Buntingford and Sawbridgeworth could be to upgrade a form of LEAP provision to a NEAP.

At the village level, provision is generally more limited with less variety. Villages such as Braughing, Hertford Heath, Hunsdon, Much Hadham, Standon and Puckeridge, and Walkern, and Watton-at-Stone all have fewer than five play sites. Although lower in number of sites, the villages still tend to have access to LEAP and Casual Play provision.

Overall, the analysis shows that while there are disparities in play provision between the market towns, villages, and rural areas, this is understandable and reflective of population distribution. All market towns and villages typically have access to a form of provision, with access to NEAPs mostly found only in market towns. There is generally a good distribution of LEAPs and Casual Play provision across settlements. The lower number of NEAPs could suggest an opportunity to explore expanding some LEAP sites.

7.4 Quality

To determine whether sites are high or low quality (as recommended by best practice); scores from site assessments are colour-coded against a baseline threshold (high being green and low being red). The table summarises the results of the quality assessment for play provision. A threshold of 55% is applied in order to identify high and low quality. Further explanation of how the quality scores and thresholds are derived can be found in Part 2 (Methodology).

There are 12 play sites which do not receive a quality rating due to being identified and included late in the audit.

Table 7.3: Quality ratings for provision for children and young people

Analysis area	Lowest score	Average score	Highest score	<20%	>20%
Bishop's Stortford	17%	52%	76%	16	20
Braughing	70%	70%	70%	0	2
Buntingford	74%	74%	83%	1	10
Hertford	29%	68%	84%	3	24
Hertford Heath	42%	59%	76%	1	1
Hunsdon	47%	62%	76%	1	2
Much Hadham	55%	55%	55%	0	2
North Western Rural Area	23%	47%	75%	9	7
Eastern Rural Area	40%	60%	76%	5	5
South Western Rural Area	21%	51%	77%	9	8
Sawbridgeworth	53%	62%	70%	2	7
Standon and Puckeridge	49%	64%	80%	1	1
Stanstead Abbotts and St Margarets	70%	74%	79%	0	6
Walkern	32%	53%	74%	2	1
Ware	29%	60%	82%	4	14
Watton-at-Stone	27%	59%	74%	1	3
East Hertfordshire	**17%**	**59%**	**84%**	**55**	**113**

Nearly two-thirds (67%) of assessed play sites rate above the quality threshold. Some of the highest scoring sites are:

- Hartham Playground (84%)
- Seth Ward Playing Field Play Area (82%)
- Ridgeway/Bentley Play Area (82%)
- Buryfield Recreation Ground Play Area (82%)
- Puckeridge & Standon playing fields Play Area (80%)

These sites are observed as being safe and secure with sufficient litter bins (contributing to the site's cleanliness), seating, signage and good quality play equipment. The sites generally offer a variety of equipment in good condition/quality. All score highly for maintenance, drainage and sufficient disabled access. Hartham Playground, Seth Ward Playing Field, Play Area and Puckeridge & Standon playing fields Play Area have the additional benefit of car parking.

There are 55 (33%) assessed sites rating below the threshold. Sites rated lower for quality are often due to maintenance/appearance observations and/or the range and quality of equipment on site. Some of the lower-scoring sites are:

- Lower Park Crescent Youth Area (20%)
- Waterford Basketball (21%)
- Knebworth Court Play Area (22%)

All three sites score low for general site appearance, surface quality, and equipment quality. Moreover, they lack signage and/or seating and score low for controls to prevent illegal use (i.e. fencing, natural surveillance). Lower Park Crescent Youth Area and Knebworth Court Play Area are observed as uninviting with missing equipment. All are noted as scoring lower for overall appearance, surface and equipment quality.

Parish and Town Council responses highlight a few instances of tired equipment. Albury Parish Council states plans to install new equipment within their play area as the existing provision is tired. Anstey Parish Council mention local play equipment will need refurbishing within the next five years. Aspenden Parish Council note a lack of play equipment to cater for older children. Bengeo Rural Parish Council also suggest play equipment is tired. Datchworth Parish Council cite that Nutcroft Play Area is planned to be developed as it is currently derelict. Stanstead St Margarets Parish Council state there was an unofficial skate ramp under the flyover of the A414 in the St Margaret's Community Woods but that this was removed by the authorities.

7.5 Value

To determine whether sites are high or low value (as recommended by the Companion Guidance); the scores from the site assessments have been colour-coded against a baseline threshold (high being green and low being red). The table below summarises the results of the value assessment for children and young people. A threshold of 20% is applied in order to identify high and low values. Further explanation of how the value scoring is derived can be found in Part 2 (Methodology).

Table 7.4: Value ratings for provision for children and young people

Analysis area	Lowest score	Average score	Highest score	<20%	>20%
Bishop's Stortford	13%	45%	91%	3	33
Braughing	47%	47%	47%	0	2
Buntingford	38%	54%	60%	0	11
Hertford	20%	47%	60%	0	27
Hertford Heath	38%	46%	51%	0	2
Hunsdon	20%	39%	51%	0	3
Much Hadham	47%	47%	47%	0	2
North Western Rural Area	13%	34%	47%	5	11
Eastern Rural Area	35%	45%	51%	0	10
South Western Rural Area	13%	36%	51%	4	13
Sawbridgeworth	47%	52%	60%	0	9
Standon and Puckeridge	51%	60%	69%	0	2
Stanstead Abbotts and St Margarets	47%	50%	51%	0	6
Walkern	16%	29%	51%	1	2
Ware	16%	49%	63%	1	17
Watton-at-Stone	16%	51%	69%	1	3
East Hertfordshire	**13%**	**45%**	**91%**	**15**	**153**

There are 12 play sites that do not receive a value rating due to being identified and included late in the audit.

Nearly all assessed play provision (91%) is rated as being above the threshold for value. This demonstrates the role play provision provides in allowing children to play, but also the contribution sites make in terms of giving children and young people safe places to learn, for physical and mental activity, to socialise with others and in creating aesthetically pleasing local environments.

There are 15 sites to rate below the value threshold. This is often due to featuring limited equipment and/or ancillary features and is therefore potentially of lower value and use. Of the 15 sites to rate below the value threshold, 14 also rate below the quality threshold.

Sites scoring particularly high for value tend to reflect a good range of quality equipment available at sites. Some of the highest scoring sites for value are:

- Sworders Field Playground (91%)
- St James Park Playground (91%)
- Southern Country Park Play Area (78%)
- Sworders Field Adventure Playground (78%)

The sites are observed as being well-maintained with a good to reasonable variety of equipment, as well as having sufficient access. The sites are also assumed to be well used, given their range and quality of equipment.

Diverse equipment to cater for a range of ages and abilities is important and can significantly impact the value. Provisions such as skate park facilities and MUGAs are often highly valued forms of play. It should be noted that there are plans to develop a pump track in Castle Park, which will further increase the value of the site.

It is also important to recognise the benefits of play in terms of healthy, active lifestyles, social inclusion and interaction between children, plus its developmental and educational value. The importance of play and of children's rights to play in their local communities is essential.

Play provision should be designed to ensure it is inclusive and welcoming to all children, including girls and children with disabilities, who may experience barriers to participation. Emerging research on "spaces for girls" suggests that traditional playgrounds can unintentionally prioritise competitive or sport-focused equipment, which may not reflect the diverse play preferences of all children. Facilities such as multi-user swings, social seating areas, performance spaces, and flexible, open-ended equipment can better support cooperative, imaginative and social play.

Inclusive design must also consider accessible surfacing, step-free routes, wheelchair-accessible equipment, sensory features, and ground-level play elements. Design should therefore form a key part of new play offers. Truly high-quality play spaces enable children of different genders and abilities to play together equitably rather than in isolation.

7.6 Summary

Provision for children and young people summary

- There are 180 play sites identified, a total of over 12 hectares.
- Overall, East Hertfordshire has a current provision level of 0.08 hectares per 1000 population, which falls below the 0.25 and 0.30 benchmarks.
- Mapping identifies that there is a generally good distribution of play provision, with access to at least a form of provision observed across settlements. There are 52 casual play areas, 35 LAPs, 85 LEAPs, and eight NEAPs across East Herts. The low number of NEAP sites could suggest an opportunity to explore expanding some forms of LEAP provision.
- A greater proportion of play sites (67%) rate above the threshold for quality. Lower-quality scoring sites tend to reflect a lack of and/or a limited range of equipment and/or its general condition.
- Nearly all (91%) of play provision is above the threshold for value; reflecting the social, healthy and developmental benefits provision can provide.

PART 8: ALLOTMENTS

8.1 Introduction

The allotments typology is sites which provide opportunities for people who wish to grow their own produce as part of the long-term promotion of sustainability, health and social interaction.

8.2 Current provision

There are 50 sites classified as allotments, equating to 41 hectares. No site size threshold has been applied to allotments, and as such, all known provisions are identified and included within the audit.

Table 8.1: Distribution of allotments

Analysis area	Number of sites	Size (ha)	Current provision (ha per 1,000 population)
Bishop's Stortford	11	10.60	0.25
Braughing	1	0.48	0.36
Buntingford	2	1.79	0.28
Hertford	10	10.25	0.35
Hertford Heath	1	0.72	0.44
Hunsdon	1	0.32	0.15
Much Hadham	1	0.75	0.44
North Western Rural Area	4	1.18	0.14
Eastern Rural Area	3	0.76	0.14
South Western Rural Area	4	2.80	0.33
Sawbridgeworth	5	3.30	0.37
Standon and Puckeridge	1	2.26	0.49
Stanstead Abbotts and St Margarets	2	1.03	0.33
Walkern	1	0.54	0.19
Ware	2	3.30	0.17
Watton-at-Stone	1	1.30	0.50
East Hertfordshire	**50**	**41.40**	**0.27**

Aston Allotment (ID 14) closed at the end of 2025. The land was allowed to be used as allotments by the private landowner. However, notice was given to tenants to vacate, and the land has returned to private use. Aston Parish Council confirmed in early 2026 that there is currently no demand for allotments in the parish.

Hallingbury Road East allotment is technically outside the boundaries of East Hertfordshire. However, it is managed by Bishop's Stortford Town Council and therefore included in the figures.

The National Society of Allotment and Leisure Gardeners (NSALG) suggests a national standard of 20 allotments per 1,000 households (20 per 2,000 people based on two people per house or one per 100 people). This equates to 0.25 hectares per 1,000 populations based on an average plot size of 250 square metres (0.025 hectares per plot).

Based on East Hertfordshire's current population (151,635), it does meet the NSALG standard. This is also the case for the nine analysis areas. Noticeably, the market town of Ware is below this.

Allotments have not been assessed via site visits in this study. They can be difficult to assess due to being accessible by plot holders only, can be hidden and often feature fencing and locked gates. Known quality information derived from parish/town council feedback is displayed in Table 8.3.

Allotments are generally considered valuable and reflect the associated social inclusion and health benefits, amenity value and the sense of place offered by provision.

Although no quality assessment of allotment sites has been undertaken, comments from the Parish and Town Councils should be taken into consideration to help inform future needs. For example, secure fencing around all sites, secure and stable sheds, a fresh water supply, and maintenance of plots are common requirements.

Specific parish/town council responses include Albury Parish Council stating that a fresh water supply is needed. Braughing Parish Council note overgrown plots, wildlife eating crops, children having access to the allotments, dog fouling, and no fencing as issues. Standon Parish Council note many of its allotments are now abandoned. Ware Town Council highlight a few issues, including petty theft from tool sheds.

Jean's Orchard, in Ware, is not included within the study or analysis. Although the site contributes to local food-growing activities, such as planting fruit trees, it is only open on certain days/times of the year. Nevertheless, the site is acknowledged as part of the wider network of spaces and is recognised for its local significance.

A new allotment in Bishop's Stortford, on the corner of Cricketfield Lane and Dane O'Coys, is currently under construction. This new allotment site will increase the provision within the Bishop's Stortford Analysis Area. It is understood the site will include 18 private plots and three community plots.

8.3 Accessibility

Figure 8.1, overleaf, shows the locations of allotment sites. No accessibility standard is applied to allotment provision.

The supply and location of allotment provision within an area are best determined by demand, for example, the number of plots in use and waiting lists. Such information can be seen in Table 8.3.

Figure 8.1: Location of allotment provision

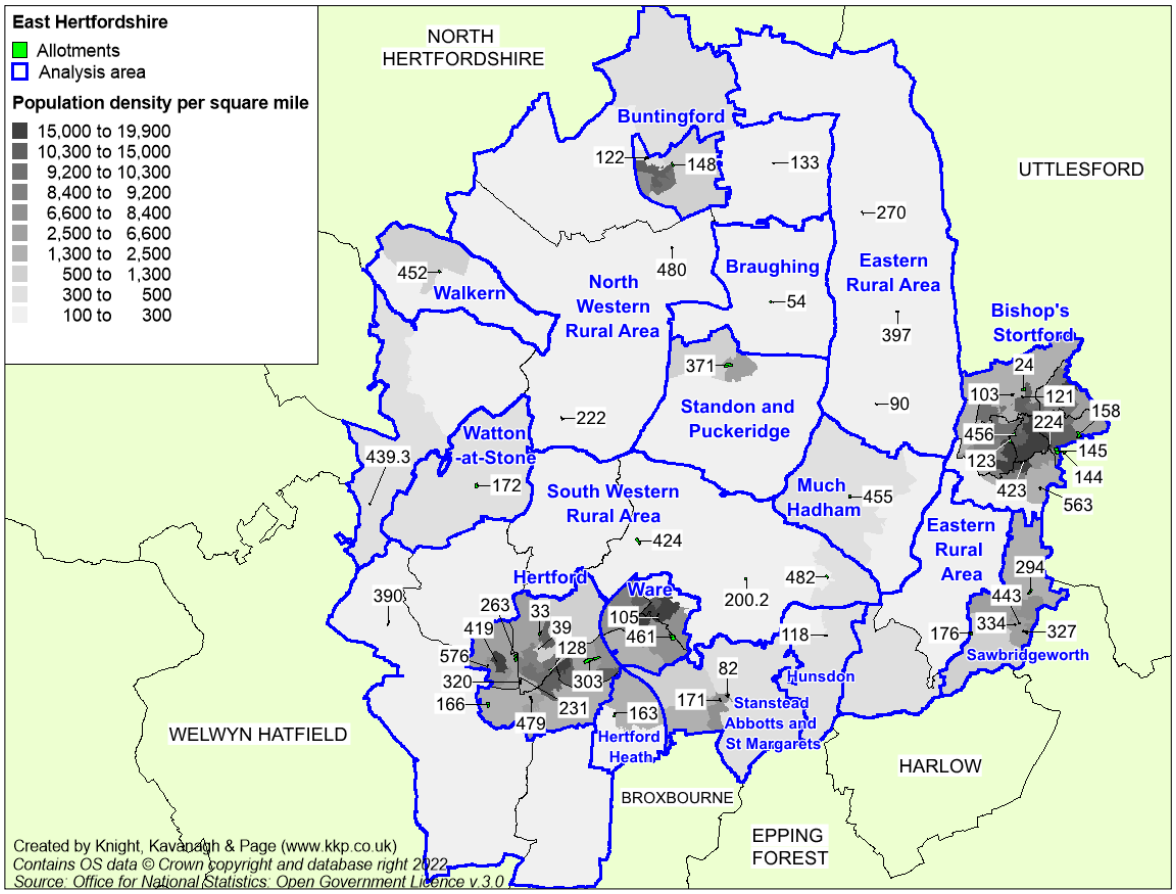


Table 8.2: Key to sites mapped

Site ID	Site name	Analysis area
14	Aston Allotments*	North Western Rural Area
24	Barrells Down Road Allotments	Bishop's Stortford
33	Bengeo Allotments, Wadesmill Road	Hertford
54	Braughing Allotments	Braughing
82	Cappel Lane Allotments	Stanstead Abbotts and St Margarets
90	Chapel Lane Allotments	Eastern Rural Area
103	Cricketfield Lane Allotments	Bishop's Stortford
105	Crosspath Field Allotments	Ware
118	Drury Lane	Hunsdon
121	Elm Road Allotments	Bishop's Stortford
122	Ermine Street Allotments	Buntingford
123	Ward Crescent Allotments	Bishop's Stortford
128	Frampton Street Allotments	Hertford
133	Great Hormead Allotments	North Western Rural Area
144	Hallingbury Road East Allotments	Bishop's Stortford

* Closed at end of 2025

Site ID	Site name	Analysis area
145	Hallingbury Road West Allotments	Bishop's Stortford
148	Hare Street Road Allotments	Buntingford
158	Haymeads Lane Allotments	Bishop's Stortford
163	Hertford Heath Allotments	Hertford Heath
166	Hertingfordbury Allotments	Hertford
171	High Street Allotments	Stanstead Abbotts and St Margarets
172	Glebe Court Allotments, Watton-at-Stone	Watton-at-Stone
176	High Wych Allotments	Sawbridgeworth
200.2	Babbs Green Allotments	South Western Rural Area
222	Little Munden Allotments	North Western Rural Area
224	London Road Allotments	Bishop's Stortford
231	Lovely Grub Garden	Hertford
263	North Road Allotments	Hertford
270	Off the Street Allotments, Furneux Pelham	Eastern Rural Area
294	Reedings Way Allotments	Sawbridgeworth
303	Cromwell Road Allotments	Hertford
320	Sele Road Allotments	Hertford
327	Southbrook Allotments	Sawbridgeworth
334	Bellmead Allotments	Sawbridgeworth
371	Standon Allotments	Standon and Puckeridge
390	Tewin Allotments	South Western Rural Area
397	The Bourne Allotments	Eastern Rural Area
419	Thieves Lane Community Garden	Hertford
423	Thornbera Road Allotments	Bishop's Stortford
424	Thundridge Allotments	South Western Rural Area
439.3	Turkey Farm Allotments	North Western Rural Area
443	Vantorts Close Allotments	Sawbridgeworth
452	Walkern Allotments	Walkern
455	Walnut Close Allotments	Much Hadham
456	The Firs Allotments	Bishop's Stortford
461	Warehouse Field Allotments	Ware
479	West Street Allotments	Hertford
480	Westmill Allotments	North Western Rural Area
482	Widford Allotments	South Western Rural Area
563	Thorley Street Allotments	Bishop's Stortford
576	Norwood Close Allotments	Hertford

The known waiting lists, plot numbers and other related information are provided by parish and town councils through consultation (Table 8.3). It is also important to note that information can change, and the figures are correct at the time of consultation (between September 2024 and March 2025).

In total, there are circa 1,897 plots identified across sites. There are also approximately 157 people on waiting lists. This suggests that demand, particularly in larger settlements, continues to exist.

Table 8.3 shows that there is more of a demand for plots within the main settlements of East Hertfordshire. This demand results in the presence of waiting lists. As the main settlements have greater levels of population, it makes sense that they have greater levels of demand compared to those more rural settlements.

Table 8.3: Allotment plot numbers, waiting lists and other information (where known)

Site ID	Site name	Analysis area	Number of plots	Waiting lists	Water Supply	Comments
-	Aston Allotments	-	-	-	-	The site is now closed.
24	Barrells Down Road Allotments	Bishop's Stortford	71	0	Yes	Bishop's Stortford Town Council site.
33	Bengeo Allotments, Wadesmill Road	Hertford	78	32	Yes	Hertford Town Council own. Note as good quality.
54	Braughing Allotments	Braughing	31	0	?	Braughing Parish Council has some issues due to lack of fencing.
90	Chapel Lane Allotments	Eastern Rural Area	?	?	?	Little Hadham Parish Council note as good quality.
103	Cricketfield Lane Allotments	Bishop's Stortford	46	0	Yes	Bishop's Stortford Town Council site.
105	Crosspath Field Allotments	Ware	80	0	Yes	Ware Town Council notes as good quality.
121	Elm Road Allotments	Bishop's Stortford	7	1	Yes	Bishop's Stortford Town Council site.
123	Ward Crescent Allotments	Bishop's Stortford	93	9	Yes	Bishop's Stortford Town Council site.
128	Frampton Street Allotments	Hertford	53	23	Yes	Hertford Town Council own. Also known as The Folly.
144	Hallingbury Road East Allotments	Bishop's Stortford	68	6	Yes	Bishop's Stortford Town Council site.
145	Hallingbury Road West Allotments	Bishop's Stortford	136	7	Yes	Bishop's Stortford Town Council site.
148	Hare Street Road Allotments	Buntingford	50	10	Yes	Buntingford Town Council note as good quality.
158	Haymeads Lane Allotments	Bishop's Stortford	131	8	Yes	Bishop's Stortford Town Council site.
163	Hertford Heath Allotments	Hertford Heath	44	0	Yes	Hertford Heath Parish Council note as good quality.
166	Hertingfordbury Allotments	Hertford	103	14	Yes	Hertford Town Council note as good quality.
172	Glebe Court Allotments	Watton-at-Stone	42	0	Yes	Watton-at-Stone Parish Council note as adequate quality.

Site ID	Site name	Analysis area	Number of plots	Waiting lists	Water Supply	Comments
222	Little Munden Allotments	North Western Rural Area	12	0	Yes	Little Munden Parish Council site.
224	London Road Allotments	Bishop's Stortford	7	8	Yes	Bishop's Stortford Town Council site.
263	North Road Allotments	Hertford	100	7	Yes	Hertford Town Council note as good quality. Includes raised beds.
294	Reedings Way Allotments	Sawbridgeworth	?	?	Yes	Sawbridgeworth Town Council site.
303	Cromwell Road Allotments	Hertford	271	10	Yes	Hertford Town Council notes as good quality. Includes raised beds which are also used by local charity for young people with additional needs.
320	Sele Road Allotments	Hertford	18	4	Yes	Hertford Town Council notes as good quality.
327	Southbrook Allotments	Sawbridgeworth	40	0	Yes	Sawbridgeworth Town Council notes as good quality. Regular events.
334	Bellmead Allotments	Sawbridgeworth	12	0	Yes	Sawbridgeworth Town Council notes as good quality. All half plots.
371	Standon Allotments	Standon and Puckeridge	80	0	Yes	Standon Parish Council rents from Standon Charities. Notes it needs improvement as some plots not in use.
397	The Bourne Allotments	Eastern Rural Area	10	0	No	Albury Parish Council notes lack of water supply for tenants to use.
423	Thornbera Road Allotments	Bishop's Stortford	66	6	Yes	Bishop's Stortford Town Council site.
439.3	Turkey Farm Allotments	North Western Rural Area	21	0	Yes	Datchworth Parish Council site.
443	Vantorts Close Allotments	Sawbridgeworth	10	?	Yes	Sawbridgeworth Town Council notes as good quality.
456	The Firs Allotments	Bishop's Stortford	55	7	Yes	Bishop's Stortford Town Council site.
461	Warehouse Field Allotments	Ware	120	?	No	Ware Town Council site. Community orchard and 3 beehives. Some issues of petty theft

Site ID	Site name	Analysis area	Number of plots	Waiting lists	Water Supply	Comments
480	Westmill Allotments	North Western Rural Area	?	?	?	Westmill Parish Council notes as good quality.
563	Thorley Street Allotments	Bishop's Stortford	42	5	Yes	Bishop's Stortford Town Council site.

8.4 Summary

Allotment summary

- There are 50 allotment sites, equating to more than 41 hectares.
- Current overall provision of 0.27 ha per 1,000 population is above NSALG (0.25 ha per 1000 people).
- There are circa 1,897 plots identified across sites. There are also approximately 157 people on waiting lists. This suggests that demand is high, particularly in larger settlements.
- The value of allotments is widely recognised due to the associated social inclusion, health benefits and the sense of place they offer.

PART 9: CEMETERIES/CHURCHYARDS

9.1 Introduction

Cemeteries and churchyards include areas for quiet contemplation and burial of the dead. Sites can often be linked to the promotion of wildlife conservation and biodiversity.

9.2 Current provision

There are 65 sites classified as cemeteries/churchyards, equating to over 54 hectares of provision. No site size threshold has been applied and as such all identified provision is included within the audit.

Table 9.1: Distribution of cemeteries and churchyards

Analysis area	Number of sites	Size (ha)
Bishop's Stortford	5	7.40
Braughing	1	0.89
Buntingford	2	2.24
Hertford	6	8.76
Hertford Heath	1	0.39
Hunsdon	2	0.54
Much Hadham	2	0.90
North Western Rural Area	13	14.60
Eastern Rural Area	10	4.25
South Western Rural Area	10	4.63
Sawbridgeworth	2	2.59
Standon and Puckeridge	2	1.30
Stanstead Abbotts and St Margarets	3	0.65
Walkern	2	0.77
Ware	3	5.04
Watton-at-Stone	1	0.69
East Hertfordshire	**65**	**55.62**

The largest contributor to burial provision is Harwood Park Crematorium (9.2 hectares) north of Datchworth in the North Western Rural Analysis Area. Followed by Hertford Cemetery (4.6 hectares) and Ware Cemetery (4.5 hectares) in the Hertford and Ware analysis areas respectively.

9.3 Accessibility

No accessibility standard is set for this typology and there is no realistic requirement to set such standards. Provision should be based on burial demand. Figure 9.1 shows cemeteries and churchyards mapped against analysis areas.

Figure 9.1: Location of cemetery/churchyard sites

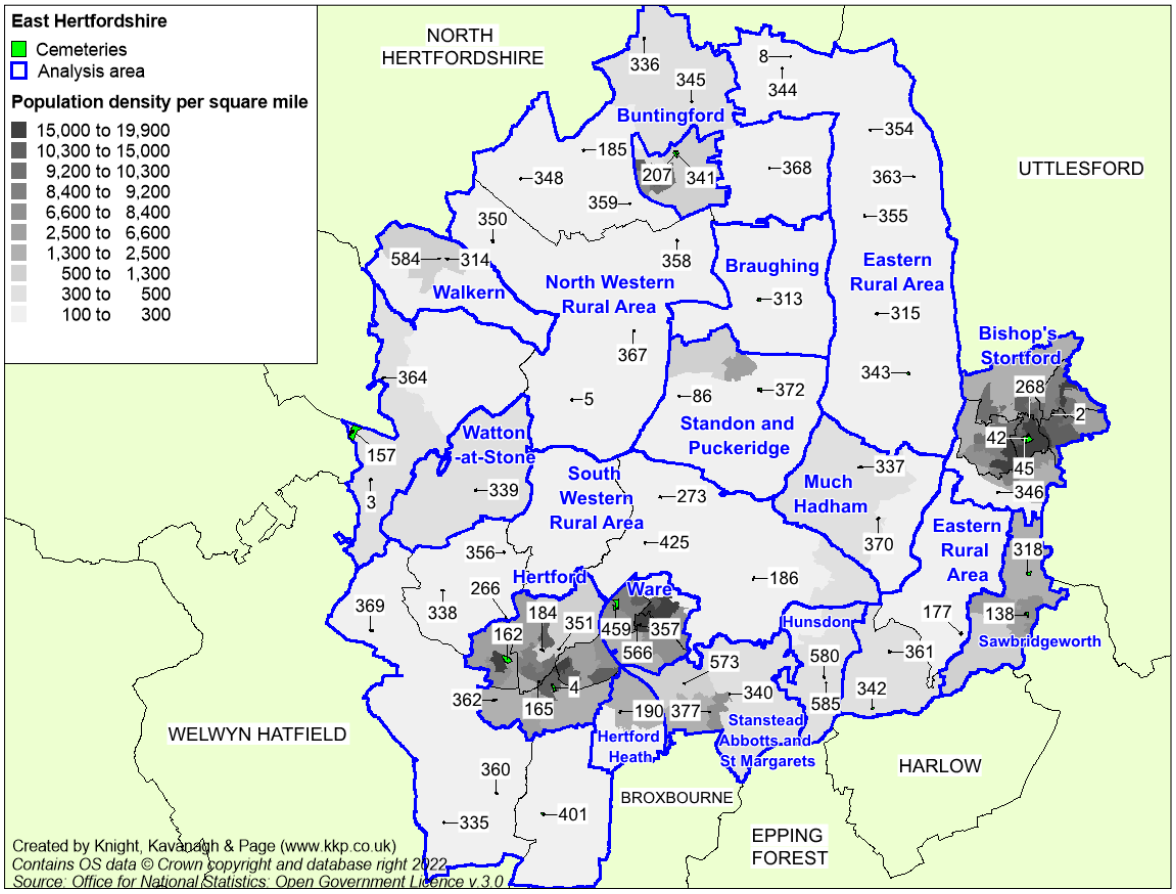


Table 9.2: Key to sites mapped

Site ID	Site name	Analysis area
2	All Saints Church, Bishop's Stortford	Bishop's Stortford
3	All Saints Church, Datchworth	North Western Rural Area
4	All Saints Church, Hertford	Hertford
5	All Saints Church, Little Munden	North Western Rural Area
8	Anstey Chapel	Eastern Rural Area
42	Bishop's Stortford Old Cemetery	Bishop's Stortford
45	Bishop's Stortford New Cemetery	Bishop's Stortford
86	Catholic Church of St Edmund of Canterbury and the English Martyrs	Standon and Puckeridge
138	Great St Mary's Church, Sawbridgeworth	Sawbridgeworth
157	Harwood Park Crematorium	North Western Rural Area
162	Hertford Cemetery	Hertford
165	Hertford St Andrew's Church	Hertford
177	High Wych Church	Eastern Rural Area
184	Holy Trinity, Bengeo	Hertford

Site ID	Site name	Analysis area
185	Holy Trinity, Throcking	North Western Rural Area
186	Holy Trinity, Wareside	South Western Rural Area
190	Holy Trinity Church, Hertford Heath	Hertford Heath
207	Layston Cemetery	Buntingford
266	St Michael & All Angels, Waterford	South Western Rural Area
268	St Michael's Church Bishop's Stortford	Bishop's Stortford
273	Parish Church of Saint John's High Cross	South Western Rural Area
313	Saint Mary The Virgin, Braughing	Braughing
314	Saint Mary's Church, Walkern	Walkern
315	Saint Mary's, Albury	Eastern Rural Area
318	Three Mile Pond Cemetery	Sawbridgeworth
335	St Andrew C of E Church, Little Berkhamstead	South Western Rural Area
336	St Andrew's Church, Buckland	North Western Rural Area
337	St Andrew's Church, Much Hadham	Much Hadham
338	St Andrew, Bramfield	South Western Rural Area
339	St Andrews and St Marys Church	Watton-at-Stone
340	St Andrews Church	Stanstead Abbotts and St Margarets
341	St Bartholmew's Layston Church	Buntingford
342	St Botolph Church	Eastern Rural Area
343	St Cecilia's Church	Eastern Rural Area
344	St George's Church Anstey	Eastern Rural Area
345	St Giles Church	North Western Rural Area
346	St James and Barnabas Cemetery	Bishop's Stortford
348	St John the Baptist Church	North Western Rural Area
350	St Lawrence, Ardeley	North Western Rural Area
351	St Leonard's Church, Bengeo	Hertford
354	St Mary the Virgin Church, Brent Pelham	Eastern Rural Area
355	St Mary the Virgin, Furneux Pelham	Eastern Rural Area
356	St Mary the Virgin, Stapleford	South Western Rural Area
357	St Mary the Virgin, Ware	Ware
358	St Mary the Virgin, Westmill	North Western Rural Area
359	St Mary's Church, Aspenden	North Western Rural Area
360	St Mary's Church, Bayford	South Western Rural Area
361	St Mary's Church, Gilston	Eastern Rural Area
362	St Mary's Church, Hertingfordbury	Hertford
363	St Mary's Church, Stocking Pelham	Eastern Rural Area
364	St Mary's, Aston	North Western Rural Area
367	St Nicholas Church, Great Munden	North Western Rural Area
368	St Nicholas Church, Hormead	North Western Rural Area

Site ID	Site name	Analysis area
369	St Peters Church, Tewin	South Western Rural Area
370	St Thomas' Cemetery	Much Hadham
372	St Mary's Church Standon	Standon and Puckeridge
377	Stanstead St Margaret's Parish Church	Stanstead Abbotts and St Margarets
401	The Chapel of the Holy Cross & St Alban	South Western Rural Area
425	Thundridge Church	South Western Rural Area
459	Ware Cemetery	Ware
566	Ware War Memorial	Ware
573	St John the Baptist, Great Amwell	Stanstead Abbotts and St Margarets
580	Hunsdon St. Dunstan Churchyard	Hunsdon
584	Walkern United Free Church	Walkern
585	St Dunstans Cemetery	Hunsdon

In terms of provision, mapping demonstrates a fairly even distribution across the area. As noted earlier, the need for additional cemetery provision should be driven by the requirement for burial demand and capacity.

There are five cemetery sites identified as active and serving the area. A summary of their burial capacity is set out below. No other burial capacity issues are highlighted as part of the consultation with parish and town councils.

Table 9.3: Burial capacity information

ID	Site name	Burial capacity
45	Bishop's Stortford New Cemetery	Bishop's Stortford Town Council cite 20 years remaining burial capacity.
162	Hertford Cemetery	Hertford Town Council cite 1,380 out of 4,400 burial spaces remain.
207	Layston Cemetery	Buntingford Town Council cite circa 1,000 burial spaces remain.
318	Three Mile Pond Cemetery	Sawbridgeworth Town Council cite 20-25 years remaining burial capacity.
459	Ware Cemetery	Ware Town Council cite 40 years remaining burial capacity. Need to create a new child burial area as existing is getting full.

It is important to acknowledge the cultural/heritage role of sites and the sense of place they provide for local people. Sites offer visual benefits and opportunities to serve as an important function for a local community. As well as providing burial space, cemeteries and churchyards can often offer important low impact recreational benefits to the local area (e.g., habitat provision, wildlife watching).

9.4 Summary

Cemeteries summary

- There are 65 cemetery sites, equating to more than 55 hectares.
- The largest site is Harwood Park Crematorium (9.2 hectares), followed by Hertford Cemetery (4.6 hectares).
- Cemeteries and churchyards can often offer important low-impact recreational benefits to the local area, such as habitat provision, wildlife watching, and contemplation.
- No standards are set for cemeteries. The need for additional cemetery provision should be driven by the requirement for burial demand and capacity.

PART 10: PROVISION STANDARDS

Building on the assessment work, provision standards used to determine deficiencies and surpluses for open space are set in terms of quality, accessibility, and quantity. This will help inform future planning policy and decision-making for the provision of open space in East Herts.

10.1: Quality and value

Most types of open space receive a separate quality and value rating. This allows for application of a high and low quality/value matrix to inform prioritisation of investment and, if needed, to help determine if sites may be surplus as a particular open space type.

Quality and value matrix

Assessing the quality and value of open spaces can be used to identify those sites which should be given the highest level of protection, those which require enhancement and those which may no longer be needed for their present purpose.

When analysing the quality/value of a site, it should be done in conjunction with regard to the quantity and/or accessibility of provision in the area (i.e., whether there is a deficiency).

The high/low classification gives the following possible combinations of quality and value:

	High Quality	Low Quality
High Value	All sites should have an aspiration to come into this category. Many sites of this category are likely to be viewed as key forms of open space provision.	The approach to these sites should be to enhance their quality to the applied standard. The priority will be those sites providing a key role in terms of access to provision.
Low Value	The preferred approach to a site in this category should be to enhance its value in terms of its present primary function. If this is not possible, consideration to a change of primary function should be given (i.e., a change to another open space typology).	The approach to these sites in areas of identified shortfall should be to enhance their quality provided it is possible also to enhance their value. In areas of sufficiency a change of primary typology should be considered first. If no shortfall of other open space typologies is noted than the site may be redundant/ 'surplus to requirements'.

There is a need for flexibility in the enhancement of low-quality sites. In some instances, a better use of resources and investment may be to focus on more suitable sites for enhancement as opposed to trying to enhance sites where it is not appropriate or cost-effective to do so.

Please refer to Appendix Two for the list of assessed sites by typology.

10.2: Accessibility

Accessibility catchments are a tool to identify communities currently not served by existing facilities. It is recognised that factors underpinning catchment areas vary from person to person, day to day and hour to hour. For the purposes of this process, the concept of 'effective catchments' is used, defined as the distance that most users would travel. The accessibility catchments do not consider if a distance is on an incline or a decline. They are therefore intended to act as an initial form of analysis to help identify potential gaps.

Table 10.2.1: Accessibility catchments

Open space type	Catchment
Parks & gardens	9-minute walk time (710m)
Natural & semi-natural greenspace	9-minute walk time (720m)
Amenity greenspace	6-minute walk time (480m)
Provision for children and young people (LAP)	1-minute walk time (100m)
Provision for children and young people (LEAP)	5-minute walk time (400m)
Provision for children and young people (NEAP)	12.5-minute walk time (1000m)
Provision for children and young people (Casual e.g., MUGA, skate park)	9-minute walk time (700m)
Allotments	No standard set
Cemeteries	No standard set

No catchments are suggested for allotments or cemeteries. For cemeteries, it is better to determine the need for provision based on locally known demand. For allotments, there has historically been no catchment recommended. Travel behaviour can vary significantly depending on individual circumstances and site availability. Waiting list data provides a more reliable indicator of demand, as it offers quantifiable evidence of interest in allotment provision.

If an area does not have access to provision (consistent with the catchments), it is deemed deficient. KKP has identified instances where new sites may be needed, or potential opportunities could be explored in order to provide comprehensive access (i.e., a gap in one form of provision may exist, but the area in question may be served by another form of open space). Please refer to the associated mapping to view site catchments.

The following tables summarise the deficiencies identified from the application of the accessibility standards. In determining any subsequent actions for identified gaps, the following are key principles for consideration:

- Increase capacity/usage in order to meet increases in demand, or
- Enhance quality in order to meet increases in demand, or
- Commuted sum for ongoing maintenance/repairs to mitigate the impact of new demand

These principles are intended to mitigate for the impact of increases in demand on existing provision. An increase in population will reduce the lifespan of certain sites and/or features (e.g., play equipment, maintenance regimes etc). This will lead to the increased requirement to refurbish and/or replace such forms of provision.

It is important to note that while a map may suggest a gap exists within an analysis area, these 'gaps' are in areas of low population density. For example, a gap in catchment mapping may be observed to the north of the Sawbridgeworth Analysis Area. However, this part of the analysis area is sparsely populated and outside of the Sawbridgeworth settlement. The main concentration of population is focused on the centre of the analysis area, where the actual settlement is positioned. Consequently, this area is well served by existing provision with catchment areas covering the denser population. In such situations, no significant gap is noted against the analysis area.

Table 10.1.2: Sites helping to serve gaps in park catchments

Analysis area	Other open spaces in gap	Open space type
Bishop's Stortford (North)	Bat Willow Hurst Country Park (ID 25) Birchanger Wood (ID 40) Cole Way/Stephenson Drive (ID 87) Cricketfield Lane (ID 102) Dane O'Coys (ID 109) Hoggate's Wood (ID 183) Morbury Avenue (ID 246) Newland Avenue (ID 259) Northolt Avenue (ID 265) Red, White and Blue Country Park (ID 293)	Natural Natural Amenity Amenity Natural Natural Amenity Amenity Amenity Natural
Bishop's Stortford (South)	Great Hadham Park Woodland (ID 132) Northern Parkland (ID 264) Southern Country Park (ID 328) Thorley Cricket Club (ID 418) Thorley Wedge (ID 422) Cox's Garden (ID 511)	Natural Amenity Natural Amenity Amenity Natural
Braughing (North)	Braughing Community Orchard (ID 55) Braughing Playing Fields (ID 56) Church End AGS (ID 91)	Natural Amenity Amenity
Buntingford (North)	Norfolk Road Playing Field (ID 261)	Amenity
Buntingford (South)	Hare Street Road Playing Field (ID149) Hare Street Road Wildlife Area (ID 151) Monks Walk, Buntingford (ID 247) Seth Ward Playing Field (ID 321) The Watermill (ID 416)	Amenity Natural Amenity Amenity Natural
Hertford (North)	Foxholes (ID 125) Millmead (ID 245) Vixen Drive (ID 450) Willowmead Nature Reserve (ID 485)	Natural Natural Amenity Amenity Natural
Hertford (South)	Morgan's Walk Woodland (ID 249) Bullocks Lane Cricket Ground (ID 65)	Natural Amenity

Analysis area	Other open spaces in gap	Open space type
Hertford Heath (North)	Hertford Heath Nature Reserve (Goldingtons) (ID 164) Mount Pleasant AGS (ID 250) Much Wood (ID 256)	Natural Amenity Natural
Hertford Heath (South)	Balls Wood (ID 22) Hobby Horse Wood (ID 583)	Natural Natural
Hunsdon (North)	Hunsdon Playing Fields (ID 189) The Dell (ID 402) Acorn Street Memorial (ID 578)	Amenity Amenity Amenity
Hunsdon (South)	Hunsdon Mead Nature Reserve	Natural
Much Hadham (North)	Much Hadham Recreation Ground Woodland (ID 254)	Natural
Much Hadham (South)	Mill Wood (ID 243)	Natural
Sawbridgeworth (North)	Bullfields Rec Ground (ID 63) Giffin Way (ID 141) River Stort Marshes (ID 299) Slater Lane, Sawbridgeworth (ID 325) Truswell Crescent (ID 434) West Road (ID 477)	Amenity Amenity Natural Amenity Amenity Amenity
Sawbridgeworth (South)	Pishiobury Park (ID 280)	Natural
Standon and Puckeridge (South)	Puckeridge & Standon playing fields (ID 332) Burrs Meadow, Standon (ID 373)	Amenity Amenity
Stanstead Abbotts and St Margarets (North)	Amwell Quarry Nature Reserve (ID 7)	Natural
Stanstead Abbotts and St Margarets (South)	Rye House Gatehouse (ID 304) Rye Mead Nature Reserve (ID 306)	Amenity Natural
Walkern (North)	High Street (ID 170) Midsummer Meadow (ID 589)	Amenity Amenity
Walkern (South)	Walkern Playing Fields (ID 454)	Amenity
Ware (North)	Beacon Road (ID 29) Buryfield Recreation Ground (ID 76) Heath Drive (ID 159) High Oak Road (ID 169) Kibes Lane Park (ID 195) King George (ID 196) Lady Margaret Gardens AGS (ID 205) Lower Bourne Gardens (ID 228) Maplewood (ID 234) The Bourne (ID 395) The Pastures (ID 579)	Amenity Amenity Amenity Amenity Amenity Amenity Amenity Amenity Natural Natural Amenity
Ware (South)	Peter's Wood, Ware (ID 276) Plaxton Way AGS (ID 281) Post Wood (ID 283) Presdales Drive (ID 284) Presdales Recreation Ground (ID 286)	Natural Amenity Natural Amenity Amenity

Analysis area	Other open spaces in gap	Open space type
Watton-at-Stone (North)	Great Innings (ID 134) Mill Lane (ID 242)	Natural Natural
Watton-at-Stone (South)	Watton at Stone Playing Fields (ID 469) Gatekeepers Way (ID 586)	Amenity Amenity

Table 10.1.3: Sites helping to serve gaps in natural greenspace catchments

Analysis area	Other open spaces in gap	Open space type
Bishop's Stortford (North)	Bishops Park (ID 44) Castle Park (ID 84) The Garden Sanctuary (ID 412)	Amenity Parks Parks
Bishop's Stortford (South)	No significant gap	-
Braughing (North)	Braughing Playing Fields (ID 56) Church End AGS (ID 91)	Amenity Amenity
Braughing (South)	The Green (ID 407)	Amenity
Buntingford (North)	Norfolk Road Playing Field Close (ID 261)	Amenity
Buntingford (South)	No significant gap	-
Hertford (North & South)	No significant gap	-
Hertford Heath (North & South)	No significant gap	-
Hunsdon (North)	No significant gap	-
Hunsdon (South)	Hunsdon Playing Fields (ID 189) The Dell (ID 402)	Amenity Amenity
Much Hadham (North)	Green Tye Village Green (ID 139) Much Hadham Recreation Ground (ID 252)	Amenity Amenity
Much Hadham (South)	Perrys Green Village Green (ID 278)	Amenity
Sawbridgeworth (North & South)	No significant gap	-
Standon and Puckeridge (North)	Sadlier Road Open Space (ID 312) Puckeridge & Standon playing fields (ID 332)	Amenity Amenity
Standon and Puckeridge (South)	Burrs Meadow, Standon (ID 373)	Amenity
Stanstead Abbotts and St Margarets (North & South)	No significant gap	-
Walkern (North)	High Street (ID 170) Midsummer Meadow (ID 589)	Amenity Amenity
Walkern (South)	Walkern Playing Fields (ID 454)	Amenity
Ware (North & South)	No significant gap	-
Watton-at-Stone (North & South)	No significant gap	-

Table 10.1.4: Sites helping to serve gaps in amenity greenspace catchments

Analysis area	Other open spaces in gap	Open space type
Bishop's Stortford (North)	Bat Willow Hurst Country Park (ID 25) Birchanger Wood (ID 40) Castle Park (ID 84) Red, White and Blue Country Park (ID 293)	Natural Natural Parks Natural
Bishop's Stortford (South)	Bishops Park (ID 44) Northern Parkland (ID 264)	Parks Amenity
Braughing (North)	Braughing Community Orchard (ID 55)	Natural
Braughing (South)	No significant gap	-
Buntingford (North & South)	No significant gap	-
Hertford (North)	The Meads (ID 203) Waterford Marsh (ID 463) Waterford Heath (ID 464)	Natural Natural Natural
Hertford (South)	Balls Park (ID 21) Morgan's Walk Woodland (ID 249)	Parks Natural
Hertford Heath (North)	Goldings Wood (ID 131) Hertford Heath Nature Reserve (Goldingtons) (ID 164) Much Wood (ID 256)	Natural Natural Natural
Hertford Heath (South)	Balls Wood (ID 22) Hobby Horse Wood (ID 583)	Natural Natural
Hunsdon (North)	No significant gap	-
Hunsdon (South)	Hunsdon Mead Nature Reserve (ID 581)	Natural
Much Hadham (North)	No significant gap	-
Much Hadham (South)	Mill Wood (ID 243)	Natural
Sawbridgeworth (North)	River Stort Marshes (ID 299) Sawbridgeworth Marsh (ID 493)	Natural Natural
Sawbridgeworth (South)	Pishiobury Park (ID 280)	Natural
Standon and Puckeridge (North)	White Hart Old Braughing Road (ID 483)	Natural
Standon and Puckeridge (South)	No significant gap	-
Stanstead Abbotts and St Margarets (North)	Amwell Quarry Nature Reserve (ID 7)	Natural
Stanstead Abbotts and St Margarets (South)	Rye Mead Nature Reserve (ID 306) St Margarets Community Wood (ID 352)	Natural Natural
Walkern (North & South)	No significant gap	-
Ware (North)	Post Wood (ID 283) Priory Gardens (ID 287)	Natural Parks
Ware (South)	No significant gap	-

Analysis area	Other open spaces in gap	Open space type
Watton-at-Stone (North)	Great Innings (ID 134) Mill Lane (ID 242) Millenium Walk (ID 244) Mill lane NSN (ID 536)	Natural Natural Natural Natural
Watton-at-Stone (South)	No significant gap	-

10.3: Quantity

Quantity standards can be used to identify areas of shortfalls and help with determining requirements for future developments.

Setting quantity standards

The setting and application of quantity standards is necessary to determine shortfalls in provision and to help inform what new developments should contribute to the provision of open space across the area.

It is useful to compare current levels of provision against existing provision standards and suggested national benchmarks.

The Council has existing adopted standards set out as part of the Open Space, Sport and Recreation SPD (2020).

Guidance on quantity levels is published by FIT in its document “Creating great spaces for all” (2024). The guidance provides standards for three types of open space provision: parks and gardens, amenity greenspace and natural and semi-natural greenspace. FIT also suggests a guideline quantity standard for equipped/designated playing space.

For allotments, the National Society of Allotment and Leisure Gardeners (NSALG) suggests a national standard of 20 allotments per 1,000 households, an equivalent of 0.25 hectares per 1,000 population.

Table 10.3.1 sets out the figures for current provision levels, existing provision standards and national benchmarks.

Table 10.3.1: Comparison of quantity standards (hectares per 1,000 population)

Typology	Current provision	Existing standards	National benchmarks
Parks & gardens	0.33	Includes amenity greenspace. 1.40	0.80
Natural & semi-natural greenspace	8.65	3.20	1.80
Amenity greenspace	1.10	Included in parks	0.60
Provision for children & young people	0.08	0.25	0.25
Allotment	0.27	0.30	0.25

Retention of the existing adopted provision standards is recommended. For parks and amenity greenspace (combined as part of existing adopted standards) and allotments, the existing adopted standards are in line with current provision levels. For provision for children and young people, the existing adopted standards are the same as national benchmarks. For natural greenspace, the existing adopted standard is greater than the national benchmark but also noticeably less than current provision levels. It is recommended that the existing adopted provision standard be retained, as this was based on the average amount of natural greenspace provision across town areas as part of the previous open space study.

For provision for children and young people, the current provision level is noticeably less than the national benchmark/existing standard. This is not unusual and is common amongst many local authorities*. In many cases, benchmark figures, such as those prepared by Fields in Trust, calculate provision by incorporating a wider definition of space, including surrounding land, which can result in higher overall figures.

In summary, the following quantity standards are recommended.

Table 10.3.2: Recommended quantity standards (hectares per 1,000 population)

Typology	Recommended quantity standards
Parks & gardens	1.40
Natural & semi-natural greenspace	3.20
Amenity greenspace	Included as part of parks standard figure
Provision for children & young people	0.25
Allotment	0.30

The recommended standards can be used to help inform the contributions from new developments to the provision of open space across the area. Whilst the current provision levels can be used to help identify the priorities for provision in an area.

Table 10.3.3a shows the position for each sub-area as to whether it is sufficient or identified as having a shortfall for each type of open space against current provision levels.

Table 10.3.3b shows the position for each sub-area as to whether it is sufficient or identified as having a shortfall for each type of open space against existing quantity standards.

The tables demonstrate that all analysis areas are observed as having shortfalls in some form of open space.

* For example, neighbouring Uttlesford has a current provision level of 0.11.

Table 10.3.3a: Current provision shortfalls against current provision levels by analysis area (hectares per 1,000 population)

	Parks and gardens		Natural greenspace		Amenity greenspace		Allotments*		Play provision	
Current provision in East Herts	**0.33**		**8.70**		**1.11**		**0.27**		**0.08**	
Analysis area	**Current provision**	**+ / -**	**Current provision**	**+ / -**	**Current provision**	**+ / -**	**Current provision**	**+ / -**	**Current provision**	**+ / -**
Bishop's Stortford	0.28	-0.05	2.76	-5.94	1.09	-0.02	0.25	-0.02	0.08	Level
Braughing	-	-	0.27	-8.43	2.61	+1.50	0.36	+0.09	0.05	-0.03
Buntingford	0.14	-0.19	0.15	-8.55	0.97	-0.14	0.28	+0.01	0.20	+0.12
Hertford	1.08	+0.75	6.70	-2.00	0.62	-0.49	0.35	+0.08	0.06	-0.02
Hertford Heath	-	-0.33	73.99	+65.29	2.31	+1.20	0.44	+0.17	0.07	-0.01
Hunsdon	-	-0.33	-	-8.70	0.86	-0.25	0.15	-0.12	0.03	-0.05
Much Hadham	-	-0.33	12.86	+4.16	1.68	+0.57	0.44	+0.17	0.05	-0.03
North Western Rural Area	-	-0.33	2.77	-5.93	3.69	+2.58	0.14	-0.13	0.11	+0.03
Eastern Rural Area	0.80	+0.47	1.51	-7.19	1.81	+0.70	0.14	-0.13	0.05	-0.03
South Western Rural Area	-	-0.33	67.87	+59.17	2.71	+1.60	0.33	+0.06	0.09	+0.01
Sawbridgeworth	-	-0.33	7.06	-1.64	1.18	+0.07	0.37	+0.10	0.08	Level
Standon and Puckeridge	-	-0.33	0.05	-8.65	1.00	-0.11	0.49	+0.22	0.08	Level
Stanstead Abbotts and St Margarets	-	-0.33	20.65	+11.95	1.06	-0.05	0.33	+0.06	0.06	-0.02
Walkern	-	-0.33	-	-8.70	1.04	-0.07	0.19	-0.08	0.06	-0.02
Ware	0.05	-0.28	0.86	-7.84	0.85	-0.26	0.17	-0.10	0.07	-0.01
Watton-at-Stone	-	-0.33	7.04	-1.66	1.08	-0.03	0.50	+0.23	0.10	+0.02

* Aston Allotment is excluded

Table 10.3.3b: Current provision shortfalls against recommended quantity standards by analysis area

	Natural greenspace		Parks & Amenity greenspace		Allotments*		Play provision	
Recommended standards	**3.20**		**1.40**		**0.30**		**0.25**	
Analysis area	**Current provision**	**+ / -**	**Current provision**	**+ / -**	**Current provision**	**+ / -**	**Current provision**	**+ / -**
Bishop's Stortford	2.76	-0.44	1.37	-0.03	0.25	-0.05	0.08	-0.17
Braughing	0.27	-2.93	2.61	+1.21	0.36	+0.06	0.05	-0.20
Buntingford	0.15	-3.05	1.10	-0.30	0.28	-0.02	0.20	-0.05
Hertford	6.70	+3.50	1.70	+0.30	0.35	+0.05	0.06	-0.19
Hertford Heath	73.99	+70.79	2.31	+0.91	0.44	+0.14	0.07	-0.18
Hunsdon	-	-3.20	0.86	-0.54	0.15	-0.15	0.03	-0.22
Much Hadham	12.86	+9.66	1.68	+0.28	0.44	+0.14	0.05	-0.20
North Western Rural Area	2.77	-0.43	3.69	+2.29	0.22	-0.08	0.11	-0.14
Eastern Rural Area	1.51	-1.69	2.61	+1.21	0.14	-0.16	0.05	-0.20
South Western Rural Area	67.87	+64.67	2.71	+1.31	0.33	+0.03	0.09	-0.16
Sawbridgeworth	7.06	+3.86	1.18	-0.22	0.37	+0.07	0.08	-0.17
Standon and Puckeridge	0.05	-3.15	1.00	-0.40	0.49	+0.19	0.08	-0.17
Stanstead Abbotts and St Margarets	20.65	+17.45	1.06	-0.34	0.33	+0.03	0.06	-0.19
Walkern	-	-3.20	1.04	-0.36	0.19	-0.11	0.06	-0.19
Ware	0.86	-2.34	0.90	-0.50	0.17	-0.13	0.07	-0.18
Watton-at-Stone	7.04	+3.84	1.08	-0.32	0.50	+0.20	0.10	-0.15

* Aston Allotment is excluded

10.4: Identifying priorities and recommendations

Several quantity shortfalls in the open space typologies are highlighted. Creating new provisions to address these existing shortfalls (particularly any quantity shortfalls) is often challenging (as significant amounts of new forms of provision would need to be created). Often, a more realistic approach is to ensure sufficient accessibility and quality of existing provision. However, it highlights the need for new housing developments to provide new open space provision to ensure shortfalls are not exacerbated.

Exploring opportunities to enhance existing provision and linkages to sites should be endorsed. Further insight into the shortfalls is provided within each provision standard summary (Parts 10.1, 10.2 and 10.3).

Quantity levels should still be utilised to indicate the potential lack of provision any given area may have. However, this should be done in conjunction with the accessibility and quality of provision in the area.

The recommended quantity standards can be used to determine the open space requirements as part of new housing developments. In the first instance, all types of provision should look to be provided as part of new housing developments.

If this is not considered viable, the comparison of current provision levels (Table 10.3.3) signalling whether an area is sufficient or has a quantity shortfall could be used to help inform the priorities for each type of open space within each area (i.e., the priorities may be where a shortfall has been identified).

Recommendations

The following provides a summary of the key findings through the application of the standards. It incorporates and recommends what the Council should be seeking to achieve in order to help address the issues highlighted.

Recommendation 1

- Sites helping, or with the potential to help, serve areas identified as having gaps in catchment mapping should be prioritised as opportunities for enhancement

Part 10.2 identifies sites that help or have the potential to serve existing identified gaps in provision.

Table 10.4.1: Summary of sites helping to serve catchment gaps

Site ID	Site name	Typology	Helps to serve provision gap in:
7	Amwell Quarry Nature Reserve	Natural	Amenity, Parks
12	Aspenden Recreation Ground	Amenity	Parks
21	Balls Park	Parks	Amenity
22	Balls Wood	Natural	Amenity, Parks
25	Bat Willow Hurst Country Park	Natural	Parks, Amenity
29	Beacon Road	Amenity	Parks
40	Birchanger Wood	Natural	Amenity, Parks
44	Bishops Park	Parks	Amenity, Natural

Site ID	Site name	Typology	Helps to serve provision gap in:
55	Braughing Community Orchard	Natural	Amenity, Parks
56	Braughing Playing Fields	Amenity	Amenity, Natural
63	Bullfields Rec Ground	Amenity	Parks
65	Bullocks Lane Cricket Ground	Amenity	Parks
83	Castle Gardens	Parks	Amenity
84	Castle Park	Parks	Amenity, Natural
87	Cole Way/Stephenson Drive	Amenity	Parks
91	Church End AGS	Amenity	Parks, Natural
102	Cricketfield Lane	Amenity	Parks
109	Dane O'Coys	Natural	Parks
125	Foxholes	Natural	Parks
131	Goldings Wood	Natural	Amenity
132	Great Hadham Road Woodland	Natural	Parks
134	Great Innings	Natural	Amenity, Parks
136	Great Innings Amenity space	Amenity	Parks
139	Green Tye Village Green	Amenity	Natural
141	Giffin Way	Amenity	Parks
149	Hare Street Road Playing Field	Amenity	Parks
151	Hare Street Road Wildlife Area	Natural	Parks
152	Hartham Common	Parks	Amenity
159	Heath Drive	Amenity	Parks
164	Hertford Heath Nature Reserve (Goldingtons)	Natural	Amenity
169	High Oak Road	Amenity	Parks
170	High Street	Amenity	Amenity, Parks
183	Hoggate's Wood	Natural	Parks
189	Hunsdon Playing Fields	Amenity	Parks, Natural
195	Kibes Lane Park	Amenity	Parks
196	King George	Amenity	Parks
203	The Meads	Natural	Parks, Amenity
205	Lady Margaret Gardens AGS	Amenity	Parks
228	Lower Bourne Gardens	Amenity	Parks
234	Maplewood	Natural	Parks
242	Mill Lane	Natural	Parks, Amenity
243	Mill Wood	Natural	Parks, Amenity
244	Millenium Walk	Natural	Amenity
245	Millmead	Amenity	Parks
246	Morbury Avenue	Amenity	Parks
249	Morgan's Walk Woodland	Natural	Parks, Amenity
250	Mount Pleasant AGS	Amenity	Parks
252	Much Hadham Recreation Ground	Amenity	Natural

Site ID	Site name	Typology	Helps to serve provision gap in:
254	Much Hadham Recreation Ground Woodland	Natural	Parks
256	Much Wood	Natural	Parks, Amenity
259	Newland Avenue	Amenity	Parks
261	Norfolk Road Playing Field	Amenity	Parks, Natural
264	Northern Parkland	Amenity	Parks, Natural
265	Northolt Avenue	Amenity	Parks
271	Panshanger Park	Natural	Amenity
276	Peter's Wood, Ware	Natural	Parks
278	Perrys Green Village Green	Amenity	Natural
280	Pishiobury Park	Natural	Parks, Amenity
281	Plaxton Way AGS	Amenity	Parks
283	Post Wood	Natural	Parks, Amenity
284	Presdales Drive	Amenity	Parks, Amenity
286	Presdales Recreation Ground	Amenity	Parks
287	Priory Gardens	Parks	Amenity
293	Red, White and Blue Country Park	Natural	Parks, Amenity
299	River Stort Marshes	Natural	Parks
304	Rye House Gatehouse	Amenity	Parks
306	Rye Mead Nature Reserve	Natural	Parks
309	Sacombe Road	Amenity	Parks
312	Sadlier Road Open Space	Amenity	Natural
321	Seth Ward Playing Field	Amenity	Parks
325	Slater Lane, Sawbridgeworth	Amenity	Parks
328	Southern Country Park	Natural	Parks
332	Puckeridge & Standon playing fields	Amenity	Parks, Natural
373	Burrs Meadow, Standon	Amenity	Parks, Natural
395	The Bourne	Natural	Parks
402	The Dell	Amenity	Parks, Natural
407	The Green	Amenity	Natural
412	The Garden Sanctuary	Parks	Natural
416	The Watermill	Natural	Parks
418	Thorley Cricket Club	Amenity	Parks
422	Thorley Wedge	Amenity	Parks
434	Truswell Crescent	Amenity	Parks
450	Vixen Drive	Amenity	Parks
454	Walkern Playing Fields	Amenity	Parks, Natural
463	Waterford Marsh	Natural	Amenity
464	Waterford Heath	Natural	Parks
469	Watton at Stone Playing Fields	Amenity	Parks
477	West Road	Amenity	Parks

Site ID	Site name	Typology	Helps to serve provision gap in:
483	White Hart Old Braughing Road	Natural	Amenity
485	Willowmead Nature Reserve	Natural	Parks
493	Sawbridgeworth Marsh	Natural	Amenity
511	Cox's Gardens	Natural	Parks
536	Mill lane NSN	Natural	Amenity
578	Acorn Street Memorial	Amenity	Parks

These sites potentially help to meet the identified catchment gaps for other open space typologies. Where possible, adapting these sites to provide a stronger secondary role, to help meet the gaps highlighted should be explored.

Often this is related to parks, amenity greenspace and natural and semi-natural greenspace. The Council should explore the potential/possibility to adapt these sites through formalisation and/or greater provision of features linked to other types of open space. This is to provide a stronger secondary role as well as opportunities associated with other open space types. This may, in some instances, also help provide options to minimise the need for the creation of new provision to address any gaps in catchment mapping. This can be achieved by incorporating features and provisions typically associated with other typologies. For example, an amenity greenspace may integrate elements such as formal signage, defined/secure boundaries, landscaping, play facilities, and seating. Introducing these features can help reduce the need for the delivery of additional parks and garden provision.

These sites should therefore be viewed as open space provisions that are likely to provide multiple social and value benefits. It is also important that the quality and value of these sites are secured and enhanced (Recommendation 2).

Recommendation 2

- Ensure low quality/value sites, helping to serve potential gaps in accessibility catchments, are prioritised for enhancement

The approach to these sites should be to enhance their quality/value to the applied standards. A list of low quality and/or value sites currently helping to serve catchment gaps in provision is set out in Table 10.4.2 below. This also includes sites without a quality/value rating.

These sites should first look to be enhanced in terms of quality. Consideration should be given to changing the primary typology or strengthening the secondary function of these sites, to one which they currently help to serve a gap in provision, even if their quality cannot currently be enhanced. For some sites, such as natural and semi-natural greenspace, the ability to adapt or strengthen secondary roles may be limited due to the features and characteristics of the site.

Appendix Five sets out some initial design considerations that could look to be implemented to help in enhancing the quality/design of different typologies.

Table 10.4.2: Summary of low quality/value sites helping to serve catchment gaps

Site ID	Site name	Typology	Helps to serve provision gap in:	Rating
12	Aspenden Recreation Ground	Amenity	Parks	Low quality
25	Bat Willow Hurst Country Park	Natural	Parks, Amenity	Not scored
29	Beacon Road	Amenity	Parks	Not scored
40	Birchanger Wood	Natural	Amenity, Parks	Not scored
44	Bishops Park	Parks	Amenity, Natural	Low quality
55	Braughing Community Orchard	Natural	Amenity, Parks	Not scored
63	Bullfields Rec Ground	Amenity	Parks	Not scored
65	Bullocks Lane Cricket Ground	Amenity	Parks	Not scored
87	Cole Way/Stephenson Drive	Amenity	Parks	Not scored
91	Church End AGS	Amenity	Parks, Natural	Not scored
102	Cricketfield Lane	Amenity	Parks	Low quality
109	Dane O'Coys	Natural	Parks	Not scored
125	Foxholes	Natural	Parks	Low quality
131	Goldings Wood	Natural	Amenity	Low quality
132	Great Hadham Road Woodland	Natural	Parks	Not scored
134	Great Innings	Natural	Amenity, Parks	Not scored
136	Great Innings Amenity space	Amenity	Parks	Not scored
139	Green Tye Village Green	Amenity	Natural	Not scored
141	Giffin Way	Amenity	Parks	Not scored
149	Hare Street Road Playing Field	Amenity	Parks	Not scored
151	Hare Street Road Wildlife Area	Natural	Parks	Not scored
152	Hartham Common	Parks	Amenity	Low quality
159	Heath Drive	Amenity	Parks	Low quality

Site ID	Site name	Typology	Helps to serve provision gap in:	Rating
169	High Oak Road	Amenity	Parks	Not scored
170	High Street	Amenity	Amenity, Parks	Not scored
183	Hoggate's Wood	Natural	Parks	Not scored
189	Hunsdon Playing Fields	Amenity	Parks, Natural	Not scored
195	Kibes Lane Park	Amenity	Parks	Not scored
196	King George	Amenity	Parks	Not scored
205	Lady Margaret Gardens AGS	Amenity	Parks	Not scored
234	Maplewood	Natural	Parks	Not scored
242	Mill Lane	Natural	Parks, Amenity	Not scored
243	Mill Wood	Natural	Parks, Amenity	Low quality
244	Millenium Walk	Natural	Amenity	Not scored
246	Morbury Avenue	Amenity	Parks	Not scored
249	Morgan's Walk Woodland	Natural	Parks, Amenity	Not scored
250	Mount Pleasant AGS	Amenity	Parks	
254	Much Hadham Recreation Ground Woodland	Natural	Parks	Not scored
256	Much Wood	Natural	Parks, Amenity	Not scored
259	Newland Avenue	Amenity	Parks	Low quality
261	Norfolk Road Playing Field	Amenity	Parks, Natural	Not scored
264	Northern Parkland	Natural	Parks, Natural	Low quality
265	Northolt Avenue	Amenity	Parks	Not scored
276	Peter’s Wood, Ware	Natural	Parks	Not scored
278	Perrys Green Village Green	Amenity	Natural	Not scored
281	Plaxton Way AGS	Amenity	Parks	Not scored
284	Presdales Drive	Amenity	Parks, Amenity	Not scored
299	River Stort Marshes	Natural	Parks	Not scored

Site ID	Site name	Typology	Helps to serve provision gap in:	Rating
312	Sadlier Road Open Space	Amenity	Natural	Not scored
325	Slater Lane, Sawbridgeworth	Amenity	Parks	Not scored
332	Puckeridge & Standon playing fields	Amenity	Parks, Natural	Not scored
373	Burrs Meadow, Standon	Amenity	Parks, Natural	Not scored
395	The Bourne	Natural	Parks	Not scored
402	The Dell	Amenity	Parks, Natural	Not scored
407	The Green	Amenity	Natural	Not scored
412	The Garden Sanctuary	Parks	Natural	Not scored
416	The Watermill	Natural	Parks	Low quality
418	Thorley Cricket Club	Amenity	Parks	Not scored
434	Truswell Crescent	Amenity	Parks	Not scored
450	Vixen Drive	Amenity	Parks	Not scored
477	West Road	Amenity	Parks	Not scored
483	White Hart Old Braughing Road	Natural	Amenity	Not scored
485	Willowmead Nature Reserve	Natural	Parks	Not scored
493	Sawbridgeworth Marsh	Natural	Amenity	Not scored
511	Cox's Gardens	Natural	Parks	Not scored
536	Mill lane NSN	Natural	Amenity	Not scored
578	Acorn Street Memorial	Amenity	Parks	Not scored

Recommendation 3

- Review areas with sufficient provision in open space and consider how they may be able to meet other areas of need

This study identifies 79 sites currently below their quality and/or value thresholds. For an area with a quantity sufficiency in one type of open space, and where opportunities allow, a change of primary typology could be considered for some sites of that same type.

For instance, the Sawbridgeworth Analysis Area has a potential sufficiency in natural greenspace but a potential shortfall in parks and amenity greenspace*. Consequently, the role of some natural greenspace could be strengthened to serve as parks and amenity greenspace provision. This could be achieved by adding seating, litter bins, spaces to relax, and provisions such as play areas.

It is important that other factors, such as the potential typology change of a site creating a different catchment gap and/or the potential to help serve deficiencies in other types of provision should also be considered. The Council may also be aware of other issues, such as the importance of a site for heritage, biodiversity or as a visual amenity that may also indicate that a site should continue to stay the same typology.

Recommendation 4

- Keep data, reports and supporting evidence base up to date to reflect changes

This study provides a snapshot in time. Whilst significant changes are not as common for open space provision, inevitably over time changes in provision occur through creation of new provision, loss of existing provision and/or alterations to site boundaries and management. Population change and housing growth are also another consideration to review when undertaking any form of update as this may impact on quantity provision levels and standards. A number of new housing developments are underway or committed in East Herts, including both District Plan housing allocations and windfall development with planning permission. It is therefore important for the Council to undertake regular reviews of the data and/or actions informed by it.

Recommendation 5

- Recommended standards to inform future growth requirements

Future need for open space will arise from the population increases from potential housing growth developments. The requirements for open space provision can be informed by the recommended standards.

Work on the New Local Plan is now starting and whilst the location of growth has not yet been determined, the Local Plan needs to take account of the Government's new standard method figure, which is 1,223 per year for East Hertfordshire.

Using the 1,223 households per annum, gives an increase of 22,014 households from 2025 to 2043.

The 2.36 persons per household figure is the ONS rate for East Hertfordshire in 2025 from the 2018-based projections.

* Taken from Table 10.3.3b

Applying this occupancy rate, the population increase from 2025 to 2043 will be 51,953 (a 34% increase). This will give a population in 2043 of 203,588 for East Hertfordshire.

Using the recommended quantity standards* and the identified population increase (51,953), the following open space requirements are calculated.

Table 10.4.3: Example estimated open space requirements

Typology	Recommended quantity standard (ha per 1,000 pop)	Estimated requirement (hectares)
Parks & gardens / Amenity greenspace	1.40	72.73
Natural & semi-natural greenspace	3.20	165.25
Provision for children & young people	0.25	12.99
Allotment	0.30	15.58

The scenario can be updated as required over the Local Plan period to reflect changes in housing requirements and / or growth set out in the Council's emerging New Local Plan. Average household sizes or the plan period can also be adjusted as relevant.

Recommendation 6

- Ensure the approach to developer contributions is reviewed regularly

The East Hertfordshire Open Space, Sport and Recreation Supplementary Planning Document (SPD) sets out detailed guidance on the type and scale of open space, playing pitch and built facilities that developer contributions are sought to support new development.

For open spaces, the SPD cites quantity and accessibility standards which are generally based on those suggested by FIT. The exception is for natural/semi natural greenspace where the existing adopted provision standard is based on the average amount of natural greenspace provision across town areas as part of the previous open space study. These are acceptable and represent a common practice of local authorities (it also dovetails with the analysis of this report).

Table 2 of the SPD details the play provision requirements per size of development. This is a useful table as it sets out the requirements and triggers for different play levels based on the number of dwellings being proposed.

The SPD also sets out the cost contributions for different open space types. The approach used is in keeping with common practices. It is, however, important to regularly review the costs as these can become obsolete over time. Cost figures could be linked to Bank of England inflation rates or similar as part of a regular review. This will ensure the council is receiving contributions which reflect, as best possible, real-time costs.

However, supplementary planning documents are not permitted under the new plan-making system, so it will be important that appropriate all open space policies, standards and requirements are incorporated into the New Local Plan.

* recommended quantity standard (ha per 1,000 population) x population increase / 1000 = estimated requirement

APPENDIX ONE: TOWN AND PARISH COUNCIL RESPONSES

If a parish or town council is not listed in the table it either did not highlight any concerns or did not provide a response.

Albury Parish Council
• play area has some tired equipment • our allotments need a water supply for tenants to use • all open space sites suffer from dog fouling • all open space sites suffer from littering
Bengeo Rural Parish Council
Tried play equipment and a few low level incidents of vandalism.
Bishop Stortford Town Council
Waiting lists at several allotment sites. BMX Pump Track planned for Castle Park
Bramfield Parish Council
Some dog fouling and litter on the playing field/recreational ground
Braughing
Everything from playground, allotments and orchard all on leased land, council don't own land. Four more years. PC lease off private owners. Land is worth a lot of money. PC may not have land - concerns as they would want to keep it. Would be a shortfall in provision if lost.
Brickendon Liberty Parish Council
Litter a general problem – we hold parish wide litter picks twice a year which mitigates problem
Buckland and Chipping Parish Council
There are plenty of places to walk dogs but there are no spaces safe for children to play
Buntingford Town Council
All sites suffer from dog fouling, despite the Town Council giving away dog bags and providing dog bag dispensers and many dog waste bins. Litter a problem at all sites. Play equipment is kept up to date. Cite open space as good quality but insufficient amount
Cottered & Throcking Parish Council
Some dog foul issues and littering on football pitch, occasional loitering and drug using here in the past. Conservation report suggested friends burial ground should be used as a local amenity. Perhaps East Herts could identify this is a site for LNRS, I don't know who the land belongs to?
Datchworth Parish Council
Nutcroft Play area: Derelict to be replaced subject to funding
Hertford Heath Parish Council
Dog fouling can be an issue, as many people come to the heath to walk their dogs. We currently employ two litter pickers who do regular litter picking in the village. We also have a community group run by Sustainable Hertford Heath, who do a monthly litter pick. We have issues with flooding throughout the village. Much of this is due to drainage issues. We are currently working on a crucial project to install an accessible pathway across the village green, where no pathway currently exists. This initiative is made possible through funding from the UK Prosperity Fund.
Hertford Town Council
Dog fouling evident in open spaces (Pinehurst and Castle grounds). Some litter occurs in these areas too but is removed by the Town Council. No current concerns with vandalism.
Hertingfordbury Parish Council

The playground equipment is tired and the fencing needs replacing. The sports field on the back half of the play area only has a basketball hoop, no other sports equipment. The matting under the play equipment is not adequate. The village greens are all in good condition and well maintained. Maitland wood no longer has its benches as these have rotted and since been removed from the land. The Cole Green Way and its carpark can become littered and vandalised on occasion and are often found to have dog fouling. It is, however, a well maintained surface. There are a number of footpaths that all are in a well self-maintained condition, Some have dog foul on occasion but generally don't pose a problem.
Little Munden Parish Council
Horses Meadow tired play equipment that needs replacing, little litter. It is currently leased, and we are currently in the process of purchasing the field. We are looking to gain funding to replace and move the current play equipment in Horses Meadow and install pathways and benches for better access We are also looking to purchase a number of benches again to assist parishioners who are less able when moving around the village and in our green areas. We would have to apply for any grants out there to do this. Help would be appreciated.
Sawbridgeworth Town Council
Residents close to Sheering Mill Lane have stated they would like better facilities as there is very limited play equipment. Another issue that has been brought up is that there is no pavement alongside the park. Also, the wildflower section has been complained about as residents have stated it does not look nice. Bullfields Recreation Ground has been flagged as having no inclusive play equipment. West Road Playground suffers from anti-social behaviour, such as small fires on benches and benches being removed. Hallingbury Road, natural site, is quite boggy and floodplain. Springhall Road Allotments has issues with security as the site is quite open, has low level fencing and no security gates. Southbrook Allotments has flooding issues.
Standon Parish Council
Dog fouling: general problem with all green spaces including roadside verges; litter – bins are provided but people just drop or throw from cars; antisocial behaviour (drug taking in any area which is screened from public view; Standon Parish is a rural agricultural Parish. Intensive house building is changing the character of the Parish which is unacceptable to the residents who want to live a rural lifestyle. Agricultural fields need to be left with footpaths and bridleways open to all. Access to more rural landscapes would be beneficial. Lack of woodland close to housing development for carbon off-setting/ improved mental health. Many major planning applications plan that SUDs and play areas to be simultaneously used. This is completely unacceptable and must be stopped. This is simply a ruse by developers to tick a box for play provision. SUDs should be used for that purpose only, unless they are to be wildlife ponds or refuges. Separate dedicated play areas should only be used for that purpose. Too many examples of swampy areas of land which children are expected to play in.
Stanstead St Margaret's Parish Council
Tired play equipment on the Lawrence Avenue playground – residents/the Parish Council have requested for this to be maintained by EHDC. Litter regularly thrown/blown from the A414 into St Margaret's Community Wood, Hoddesdon Road by the pillars of the flyover. Graffiti regularly appears on the concrete areas under the A414 flyover.
Stapleford Parish Council
Some of the footpaths become overgrown and the footpath on the High Road, Stapleford has a lot of litter. Parish Council no longer has funding for litter picking and so it is down to volunteers to pick up the litter.

Ware Town Council
Improving towpaths as an aspiration. Good quality provision, some could be upgraded, availability is good. TC want to improve biodiversity. Some further provision in town centre for tree planting at well end to create green corridor.
Watton-at-Stone Parish Council
Occasional acts of vandalism to Community Centre on The Meadow despite CCTV coverage of the building.
Westmill Parish Council
Residents have commented on the lack of rights of way/ footpaths directly from the village into open countryside, which would be expected from a rural setting such as this. A large proportion of village walks are via public highway

APPENDIX TWO: LIST OF ASSESSED SITES BY TYPOLOGY

Natural/semi-natural greenspace

ID	Site name	Analysis area	Quality	Value
7	Amwell Quarry Nature Reserve	Stanstead Abbotts and St Margarets	71.4%	40.9%
22	Balls Wood	Hertford Heath	66.6%	49.1%
32	Bencroft Wood	South Western Rural Area	65.2%	45.5%
62	Broxbourne Wood Nature Reserve	South Western Rural Area	67.2%	40.9%
64	Broxbourne Woods National Nature Reserve	South Western Rural Area	69.3%	54.5%
110	Danemead Wildlife Trust	South Western Rural Area	53.3%	43.6%
131	Goldings Wood	Hertford Heath	33.4%	40.9%
164	Hertford Heath Nature Reserve (Goldingtons)	Hertford Heath	64.1%	45.5%
203	The Meads	Hertford	58.5%	39.1%
243	Mill Wood	Much Hadham	26.1%	23.6%
256	Much Wood	Hertford Heath	33.4%	40.9%
271	Panshanger Park	South Western Rural Area	71.8%	40.9%
280	Pishiobury Park	Sawbridgeworth	74.9%	40.9%
283	Post Wood	Ware	59.9%	50.0%
293	Red, White and Blue Country Park	Bishop's Stortford	77.4%	45.5%
306	Rye Mead Nature Reserve	Stanstead Abbotts and St Margarets	96.2%	54.5%
328	Southern Country Park	Bishop's Stortford	86.4%	54.5%
463	Waterford Marsh	Hertford	63.4%	40.0%
464	Waterford Heath	Hertford	63.8%	40.9%

Amenity greenspace

ID	Site name	Analysis area	Quality	Value
1	Albury Football Club	Eastern Rural Area	49.4%	52.0%
12	Aspenden Recreation Ground	North Western Rural Area	47.9%	48.0%
18	Aston Playing Fields	North Western Rural Area	61.0%	58.0%
34	Bennington Playing Fields	North Western Rural Area	46.2%	53.0%
56	Braughing Playing Fields	Braughing	66.9%	44.0%
57	Brickendon Green	South Western Rural Area	67.3%	53.0%

ID	Site name	Analysis area	Quality	Value
75	Bury Lane	South Western Rural Area	67.1%	45.0%
99	Cottered Recreation Ground	North Western Rural Area	65.5%	53.0%
102	Cricketfield Lane	Bishop's Stortford	47.6%	53.0%
111	Datchworth Green, adj to Datchworth Sports Club	North Western Rural Area	54.4%	64.0%
147	Hare Street Playing Fields	North Western Rural Area	75.0%	34.0%
159	Heath Drive	Ware	45.1%	32.0%
188	Horses Meadow, Munden Road, Dane End	North Western Rural Area	50.4%	53.0%
200	Kingham Road	South Western Rural Area	39.2%	22.0%
202	Kings Mead	Hertford	44.5%	40.0%
228	Lower Bourne Gardens	Ware	50.1%	49.0%
245	Millmead	Hertford	56.2%	54.0%
248	Moor Green Village Green	North Western Rural Area	42.9%	42.0%
252	Much Hadham Recreation Ground	Much Hadham	51.2%	50.0%
261	Norfolk Road Playing Field	Buntingford	47.8%	44.0%
286	Presdales Recreation Ground	Ware	53.1%	33.0%
304	Rye House Gatehouse	Stanstead Abbots	57.6%	43.0%
309	Sacombe Road	Hertford	53.0%	49.0%
321	Seth Ward Playing Field	Buntingford	58.0%	49.0%
411	The Ridgeway	Hertford	55.1%	29.0%
422	Thorley Wedge	Bishop's Stortford	66.5%	54.0%
439	Turkey Farm Playing Fields	North Western Rural Area	47.6%	53.0%
442	Upper Green	South Western Rural Area	73.9%	48.0%
454	Walkern Playing Fields	Walkern	59.7%	53.0%
467	Watermill Lane	Hertford	53.0%	43.0%
469	Watton at Stone Playing Fields	Watton-at-Stone	51.5%	44.0%

Children and young people provision

ID	Site name	Analysis area	Quality	Value
9.1	Anstey Recreation Play Area	Eastern Rural Area	40.2%	47.3%
9.2	Anstey Recreation Basketball	Eastern Rural Area	44.3%	43.6%
9.3	Anstey Recreation Ground skate park	Eastern Rural Area	44.3%	43.6%

ID	Site name	Analysis area	Quality	Value
12.1	Aspenden Recreation Ground Play Area	North Western Rural Area	45.7%	43.6%
18.1	Aston Playing Field Play Area	North Western Rural Area	65.6%	47.3%
18.2	Aston Playing Field Youth Area	North Western Rural Area	40.6%	16.4%
19	Aubries Playground	Walkern	51.9%	20.0%
23	Barons Play Area	Bishop's Stortford	39.5%	29.1%
26.1	Barrelsdown Play Area	Bishop's Stortford	75.6%	50.9%
29.1	Beacon Road Play Area	Ware	57.7%	47.3%
31.1	Widford Playground	South Western Rural Area	25.8%	16.4%
34.1	Bennington Recreation Ground Play Area	North Western Rural Area	65.6%	47.3%
36.1	Birch Green Village Playground	South Western Rural Area	63.9%	50.9%
36.2	Birch Green Youth Area	South Western Rural Area	34.0%	20.0%
44.1	Bishops Park Play Area 1	Bishop's Stortford	62.9%	65.5%
44.2	Bishops Park Play Area 2	Bishop's Stortford	63.9%	65.5%
44.3	Bishops Park outdoor gym	Bishop's Stortford	52.2%	29.1%
44.4	Bishops Park Youth Area	Bishop's Stortford	55.3%	47.3%
56.1	Braughing Play Area	Braughing	70.1%	47.3%
56.2	Braughing Youth Area	Braughing	70.1%	47.3%
57.1	Brickendon Green Play Area	South Western Rural Area	48.5%	56.4%
63.1	Bullfields Recreation Ground Play Area	Sawbridgeworth	53.3%	50.9%
63.2	Bullfields Rec Ground half MUGA	Sawbridgeworth	53.3%	50.9%
68	Burleigh Road play area	Hertford	58.4%	38.2%
69.1	Burley Road Play Area	Bishop's Stortford	16.5%	12.7%
73	Burnham Green Playground	North Western Rural Area	35.4%	43.6%
75.1	Bramfield Playground	South Western Rural Area	77.0%	50.9%
75.2	Bramfield MUGA	South Western Rural Area	77.0%	50.9%
76.1	Buryfield Recreation Ground Play Area	Ware	81.8%	54.5%
78.1	Campfield Road play area 1	Hertford	71.8%	47.3%
79.2	Campfield Road play area 2	Hertford	62.5%	47.3%
80.1	Cannons Close Play Area	Bishop's Stortford	39.2%	29.1%
83.1	Hertford Castle Play Area	Hertford	74.6%	47.3%
84.1	Sworders Field Adventure Playground	Bishop's Stortford	47.8%	78.2%

ID	Site name	Analysis area	Quality	Value
84.2	Sworders Field Half MUGA	Bishop's Stortford	31.6%	25.5%
84.3	Sworders Field Playground	Bishop's Stortford	66.7%	90.9%
84.4	Sworders Field, Castle Skate Park	Bishop's Stortford	55.3%	38.2%
85.1	Cecil Road play area 1	Hertford	79.7%	47.3%
85.2	Cecil Road Youth Area	Hertford	28.5%	47.3%
85.3	Cecil Road play area 2	Hertford	71.8%	47.3%
93.1	Norman Wodson Sports Field Playground	South Western Rural Area	49.5%	47.3%
99.1	Cottered Recreation Ground Play Area	North Western Rural Area	57.4%	47.3%
106	Crouch Gardens Play Area	Buntingford	73.9%	47.3%
113.1	Datchworth Green Playground, adj to Datchworth Sports Club	North Western Rural Area	35.4%	16.4%
114	Dellfields Play Area	South Western Rural Area	63.9%	16.4%
115.1	Dimsdale Crescent play area	Bishop's Stortford	36.1%	25.5%
115.2	Dimsdale Crescent basketball area	Bishop's Stortford	28.9%	25.5%
119	Edens Mount play area	Sawbridgeworth	66.0%	47.3%
125.1	Foxholes play area	Hertford	73.5%	50.9%
125.2	Foxholes Avenue play area	Hertford	75.9%	47.3%
126.1	Gage Gardens/Taplow Avenue play area	Hertford	78.4%	41.8%
130	Gladstone Road play area	North Western Rural Area	73.2%	41.8%
136.1	Great Innings Play Area	Watton-at-Stone	74.2%	69.1%
136.2	Great Innings Youth Area	Watton-at-Stone	74.2%	69.1%
141.1	Giffin Way play area	Sawbridgeworth	69.1%	60.0%
147.1	Hare Street Playground	North Western Rural Area	74.6%	29.1%
149.1	Hare Street Road Play Area	Buntingford	73.5%	60.0%
149.2	Hare Street Road Playing Field outdoor gym	Buntingford	73.5%	60.0%
152.1	Hartham Playground	Hertford	84.2%	60.0%
152.2	Hartham Common Skate Park	Hertford	68.4%	47.3%
152.3	Hartham Common Play Area (Older Children)	Hertford	68.0%	47.3%
159.1	Wodson Park Playground	Ware	75.9%	50.9%
159.2	Wodson Park Youth Area	Ware	75.9%	50.9%
170.1	Walkern Play Area	Walkern	73.9%	50.9%
180.1	High Wych Recreation Ground Play Area	Eastern Rural Area	73.9%	50.9%
182	Hillside Crescent play area	Stanstead Abbotts and St Margarets	77.3%	54.5%

ID	Site name	Analysis area	Quality	Value
188.1	Dane End Recreation Play Area	North Western Rural Area	23.4%	16.4%
188.2	Dane End Recreation Basketball	North Western Rural Area	23.4%	16.4%
189.1	Hunsdon Recreation Ground Play Area	Hunsdon	75.6%	50.9%
189.2	Hunsdon Recreation Youth shelter	Hunsdon	62.2%	47.3%
192.1	Pinehurst Recreation Ground play area 1	Hertford	56.0%	50.9%
192.2	Pinehurst Recreation Ground play area 2	Hertford	72.2%	50.9%
192.3	Pinehurst Recreation Ground Half MUGA	Hertford	45.7%	47.3%
196.1	King George Playground 1	Ware	73.5%	54.5%
196.2	King George Playground 2	Ware	28.9%	16.4%
196.3	King George MUGA	Ware	48.1%	47.3%
200.1	Kingham Road play area	South Western Rural Area	65.3%	47.3%
204	Knebworth Court play area	Bishop's Stortford	21.6%	12.7%
205.1	Lady Margaret Gardens older children's play area	Ware	61.9%	50.9%
205.2	Lady Margaret Gardens MUGA	Ware	42.3%	50.9%
208.1	Lawrence Avenue Play Area	Stanstead Abbotts and St Margarets	70.4%	47.3%
209.1	Layston Court Gardens Shelter	Buntingford	70.4%	47.3%
213	Lilbourne Drive Play Area	Hertford	76.3%	47.3%
216.1	Little Berkhamstead Rec Ground Play Area	South Western Rural Area	71.1%	47.3%
220.1	Little Hadham Playground	Eastern Rural Area	52.9%	34.5%
220.2	Little Hadham Basketball	Eastern Rural Area	52.9%	34.5%
221.1	Village Hall Playground	Eastern Rural Area	73.2%	50.9%
221.2	Village Hall Half MUGA	Eastern Rural Area	73.2%	50.9%
228.1	Lower Bourne Playground	Ware	77.3%	50.9%
241	Miles Way play area	Buntingford	77.7%	38.2%
245.1	Millmead play area 1	Hertford	74.2%	47.3%
245.2	Millmead play area 2	Hertford	77.7%	20.0%
252.1	Much Hadham Recreation Ground Play Area	Much Hadham	55.3%	47.3%
252.2	Much Hadham Rec Ground Youth Area	Much Hadham	55.3%	47.3%
261.1	Buntingford Skate Park	Buntingford	77.3%	60.0%
261.2	Norfolk Road interactive football wall	Buntingford	77.3%	60.0%
261.3	Norfolk Road Play Area	Buntingford	77.3%	60.0%
261.4	Norfolk Road Pump Track	Buntingford	77.3%	60.0%
262	North Drive LAP	South Western Rural Area	62.9%	34.5%
264.1	St Michaels Mead play area	Bishop's Stortford	73.9%	50.9%

ID	Site name	Analysis area	Quality	Value
264.2	St Michaels Mead Youth Area	Bishop's Stortford	73.9%	50.9%
265.1	Northolt Avenue Play Area	Bishop's Stortford	59.8%	38.2%
267.1	Nutcroft Open Space play area	North Western Rural Area	25.8%	12.7%
274.1	Parsonage Lane play area 1	Bishop's Stortford	56.7%	60.0%
274.2	Parsonage Lane play area 2	Bishop's Stortford	29.2%	25.5%
274.3	Parsonage Lane football goals	Bishop's Stortford	26.1%	25.5%
274.4	Parsonage Lane basketball	Bishop's Stortford	26.1%	25.5%
279.2	The Pilgrams play area	North Western Rural Area	67.0%	47.3%
284.1	Presdales Drive Play Area	Ware	64.3%	47.3%
287.1	Priory Gardens MUGA	Ware	56.7%	50.9%
287.2	Priory Gardens outdoor gym	Ware	56.7%	50.9%
287.3	Priory Gardens youth shelter	Ware		
287.4	Priory Street play area	Ware	63.9%	63.6%
287.5	Ware Skate Park	Ware	63.2%	50.9%
298	Ridgeway/NNW/Bentley play area	Hertford	81.8%	50.9%
309.1	Sacombe Road play area	Hertford	71.1%	50.9%
309.2	Sacombe Road Basketball	Hertford	38.5%	38.2%
319	School Lane Play Area	North Western Rural Area	64.9%	47.3%
321.1	Seth Ward Playing Field Play Area	Buntingford	82.5%	50.9%
321.2	Seth Ward Playing Field outdoor gym	Buntingford	82.5%	50.9%
323.1	Sheering Mill Lane Play Area	Sawbridgeworth	66.0%	50.9%
328.1	Southern Country Park Play Area	Bishop's Stortford	67.4%	78.2%
328.2	Southern Country Park Youth Area	Bishop's Stortford	64.3%	41.8%
332.1	Puckeridge & Standon playing fields Play	Standon and Puckeridge	80.1%	69.1%
332.2	Puckeridge & Standon playing fields Skate	Standon and Puckeridge	48.5%	50.9%
375.1	High Street Playground	Stanstead Abbotts and St Margarets	79.0%	50.9%
375.2	High Street Youth Area	Stanstead Abbotts and St Margarets	79.0%	50.9%
379.1	Stapleford Playground	South Western Rural Area	41.9%	34.5%
379.2	Stapleford Basketball area	South Western Rural Area	41.9%	34.5%
387.1	Tonwell Playing Fields Playground	South Western Rural Area	28.5%	16.4%
388.1	Terlings Park play area	Eastern Rural Area	66.7%	47.3%

ID	Site name	Analysis area	Quality	Value
395.1	The Bourne Play Area	Ware	66.3%	47.3%
395.2	The Bourne Play Area (older Children)	Ware	34.7%	47.3%
396.1	Albury Playing Fields Play Area	Eastern Rural Area	75.9%	41.8%
402.1	Tanners Way Play Area	Hunsdon	47.1%	20.0%
404.1	The Granary Play Area	Stanstead Abbotts and St Margarets	64.9%	47.3%
411.1	Ridgeway play area	Hertford	79.4%	41.8%
411.2	Ridgeway MUGA	Hertford	56.7%	50.9%
413.1	The Springs/Rowley Road play area	Hertford	75.6%	47.3%
413.2	Rowleys Road Youth Area	Hertford	61.9%	47.3%
422.1	Lower Park Crescent Play Area	Bishop's Stortford	43.0%	47.3%
422.2	Lower Park Crescent Youth Area	Bishop's Stortford	19.6%	16.4%
422.3	Thorley Park Playground	Bishop's Stortford	60.8%	60.0%
422.4	Thorley Park Youth Area	Bishop's Stortford	32.0%	38.2%
431.1	Trinity Road Playground	Hertford Heath	75.9%	50.9%
431.2	Trinity Road Youth Area	Hertford Heath	42.3%	38.2%
432.1	Trinity Street play area	Bishop's Stortford	43.3%	69.1%
434.1	Truswell Crescent play area	Sawbridgeworth	63.6%	50.9%
439.1	Turkey Farm Play Area	North Western Rural Area	31.6%	47.3%
439.2	Turkey Farm MUGA	North Western Rural Area	24.7%	25.5%
440.1	Turners Crescent Play Area	Bishop's Stortford	75.3%	50.9%
442.1	Tewin Upper Green Play Area	South Western Rural Area	72.9%	29.1%
444.1	Vantorts Close Play Area	Sawbridgeworth	70.4%	50.9%
444.2	Vantorts Close Skate park and basketball	Sawbridgeworth	58.4%	47.3%
454.1	High Street Playing Fields Playground	Walkern	31.6%	16.4%
457.1	Ward Crescent Playground	Bishop's Stortford	74.2%	41.8%
457.2	Ward Crescent Youth Area	Bishop's Stortford	74.2%	41.8%
466.1	Waterford Playground	South Western Rural Area	26.1%	43.6%
466.2	Waterford Basketball	South Western Rural Area	20.6%	12.7%
467.1	Watermill Lane Play Area	Hertford	70.4%	50.9%
469.1	Watton at Stone Playing Fields Play Area	Watton-at-Stone	26.5%	16.4%
469.2	Watton-at Stone Play area	Watton-at-Stone	59.8%	50.9%
476.1	Waytemore Road play area 1	Bishop's Stortford	67.4%	50.9%
476.2	Waytemore Road play area 2	Bishop's Stortford	67.4%	50.9%
477.1	West Road play area	Sawbridgeworth	61.2%	60.0%

ID	Site name	Analysis area	Quality	Value
486.1	Wilson Close play area	Bishop's Stortford	69.4%	25.5%
494	Yearling Close Playground	Stanstead Abbotts and St Margarets	70.1%	47.3%
495	St James Park Playground	Bishop's Stortford	64.9%	90.9%

APPENDIX THREE: FULL LIST OF ASSESSED SITES

ID	Site name	Analysis area	Quality	Value
1	Albury Football Club	Eastern Rural Area	49.4%	52.0%
7	Amwell Quarry Nature Reserve	Stanstead Abbotts and St Margarets	71.4%	40.9%
9.1	Anstey Recreation Play Area	Eastern Rural Area	40.2%	47.3%
9.2	Anstey Recreation Basketball	Eastern Rural Area	44.3%	43.6%
9.3	Anstey Recreation Ground skate park	Eastern Rural Area	44.3%	43.6%
12	Aspenden Recreation Ground	North Western Rural Area	47.9%	48.0%
12.1	Aspenden Recreation Ground Play Area	North Western Rural Area	45.7%	43.6%
18	Aston Playing Fields	North Western Rural Area	61.0%	58.0%
18.1	Aston Playing Field Play Area	North Western Rural Area	65.6%	47.3%
18.2	Aston Playing Field Youth Area	North Western Rural Area	40.6%	16.4%
19	Aubries Playground	Walkern	51.9%	20.0%
21	Balls Park	Hertford	60.1%	43.6%
22	Balls Wood	Hertford Heath	66.6%	49.1%
23	Barons Play Area	Bishop's Stortford	39.5%	29.1%
26.1	Barrelsdown Play Area	Bishop's Stortford	75.6%	50.9%
29.1	Beacon Road Play Area	Ware	57.7%	47.3%
31.1	Widford Playground	South Western Rural Area	25.8%	16.4%
32	Bencroft Wood	South Western Rural Area	65.2%	45.5%
34	Bennington Playing Fields	North Western Rural Area	46.2%	53.0%
34.1	Bennington Recreation Ground Play Area	North Western Rural Area	65.6%	47.3%
36.1	Birch Green Village Playground	South Western Rural Area	63.9%	50.9%
36.2	Birch Green Youth Area	South Western Rural Area	34.0%	20.0%
44	Bishops Park	Bishop's Stortford	37.1%	32.7%
44.1	Bishops Park Play Area 1	Bishop's Stortford	62.9%	65.5%
44.2	Bishops Park Play Area 2	Bishop's Stortford	63.9%	65.5%
44.3	Bishops Park outdoor gym	Bishop's Stortford	52.2%	29.1%
44.4	Bishops Park Youth Area	Bishop's Stortford	55.3%	47.3%
56	Braughing Playing Fields	Braughing	66.9%	44.0%
56.1	Braughing Play Area	Braughing	70.1%	47.3%

ID	Site name	Analysis area	Quality	Value
56.2	Braughing Youth Area	Braughing	70.1%	47.3%
57	Brickendon Green	South Western Rural Area	67.3%	53.0%
57.1	Brickendon Green Play Area	South Western Rural Area	48.5%	56.4%
62	Broxbourne Wood Nature Reserve	South Western Rural Area	67.2%	40.9%
63.1	Bullfields Recreation Ground Play Area	Sawbridgeworth	53.3%	50.9%
63.2	Bullfields Rec Ground half MUGA	Sawbridgeworth	53.3%	50.9%
64	Broxbourne Woods National Nature Reserve	South Western Rural Area	69.3%	54.5%
68	Burleigh Road play area	Hertford	58.4%	38.2%
69.1	Burley Road Play Area	Bishop's Stortford	16.5%	12.7%
73	Burnham Green Playground	North Western Rural Area	35.4%	43.6%
75	Bury Lane	South Western Rural Area	67.1%	45.0%
75.1	Bramfield Playground	South Western Rural Area	77.0%	50.9%
75.2	Bramfield MUGA	South Western Rural Area	77.0%	50.9%
76.1	Buryfield Recreation Ground Play Area	Ware	81.8%	54.5%
78.1	Campfield Road play area 1	Hertford	71.8%	47.3%
79.2	Campfield Road play area 2	Hertford	62.5%	47.3%
80.1	Cannons Close Play Area	Bishop's Stortford	39.2%	29.1%
83	Castle Gardens	Hertford	61.3%	54.5%
83.1	Hertford Castle Play Area	Hertford	74.6%	47.3%
84	Castle Park	Bishop's Stortford	78.5%	63.6%
84.1	Sworders Field Adventure Playground	Bishop's Stortford	47.8%	78.2%
84.2	Sworders Field Half MUGA	Bishop's Stortford	31.6%	25.5%
84.3	Sworders Field Playground	Bishop's Stortford	66.7%	90.9%
84.4	Sworders Field, Castle Skate Park	Bishop's Stortford	55.3%	38.2%
85.1	Cecil Road play area 1	Hertford	79.7%	47.3%
85.2	Cecil Road Youth Area	Hertford	28.5%	47.3%
85.3	Cecil Road play area 2	Hertford	71.8%	47.3%
93.1	Norman Wodson Sports Field Playground	South Western Rural Area	49.5%	47.3%
99	Cottered Recreation Ground	North Western Rural Area	65.5%	53.0%
99.1	Cottered Recreation Ground Play Area	North Western Rural Area	57.4%	47.3%
102	Cricketfield Lane	Bishop's Stortford	47.6%	53.0%

ID	Site name	Analysis area	Quality	Value
106	Crouch Gardens Play Area	Buntingford	73.9%	47.3%
110	Danemead Wildlife Trust	South Western Rural Area	53.3%	43.6%
111	Datchworth Green, adj to Datchworth Sports Club	North Western Rural Area	54.4%	64.0%
113.1	Datchworth Green Playground, adj to Datchworth Sports Club	North Western Rural Area	35.4%	16.4%
114	Dellfields Play Area	South Western Rural Area	63.9%	16.4%
115.1	Dimsdale Crescent play area	Bishop's Stortford	36.1%	25.5%
115.2	Dimsdale Crescent basketball area	Bishop's Stortford	28.9%	25.5%
119	Edens Mount play area	Sawbridgeworth	66.0%	47.3%
125.1	Foxholes play area	Hertford	73.5%	50.9%
125.2	Foxholes Avenue play area	Hertford	75.9%	47.3%
126.1	Gage Gardens/Taplow Avenue play area	Hertford	78.4%	41.8%
130	Gladstone Road play area	North Western Rural Area	73.2%	41.8%
131	Goldings Wood	Hertford Heath	33.4%	40.9%
136.1	Great Innings Play Area	Watton-at-Stone	74.2%	69.1%
136.2	Great Innings Youth Area	Watton-at-Stone	74.2%	69.1%
141.1	Giffin Way play area	Sawbridgeworth	69.1%	60.0%
147	Hare Street Playing Fields	North Western Rural Area	75.0%	34.0%
147.1	Hare Street Playground	North Western Rural Area	74.6%	29.1%
149.1	Hare Street Road Play Area	Buntingford	73.5%	60.0%
149.2	Hare Street Road Playing Field outdoor gym	Buntingford	73.5%	60.0%
152	Hartham Common	Hertford	50.2%	50.0%
152.1	Hartham Playground	Hertford	84.2%	60.0%
152.2	Hartham Common Skate Park	Hertford	68.4%	47.3%
152.3	Hartham Common Play Area (Older Children)	Hertford	68.0%	47.3%
159	Heath Drive	Ware	45.1%	32.0%
159.1	Wodson Park Playground	Ware	75.9%	50.9%
159.2	Wodson Park Youth Area	Ware	75.9%	50.9%
164	Hertford Heath Nature Reserve (Goldingtons)	Hertford Heath	64.1%	45.5%
170.1	Walkern Play Area	Walkern	73.9%	50.9%
180.1	High Wych Recreation Ground Play Area	Eastern Rural Area	73.9%	50.9%
182	Hillside Crescent play area	Stanstead Abbotts and St Margarets	77.3%	54.5%

ID	Site name	Analysis area	Quality	Value
188	Horses Meadow, Munden Road, Dane End	North Western Rural Area	50.4%	53.0%
188.1	Dane End Recreation Play Area	North Western Rural Area	23.4%	16.4%
188.2	Dane End Recreation Basketball	North Western Rural Area	23.4%	16.4%
189.1	Hunsdon Recreation Ground Play Area	Hunsdon	75.6%	50.9%
189.2	Hunsdon Recreation Youth shelter	Hunsdon	62.2%	47.3%
192.1	Pinehurst Recreation Ground play area 1	Hertford	56.0%	50.9%
192.2	Pinehurst Recreation Ground play area 2	Hertford	72.2%	50.9%
192.3	Pinehurst Recreation Ground Half MUGA	Hertford	45.7%	47.3%
196.1	King George Playground 1	Ware	73.5%	54.5%
196.2	King George Playground 2	Ware	28.9%	16.4%
196.3	King George MUGA	Ware	48.1%	47.3%
200	Kingham Road	South Western Rural Area	39.2%	22.0%
200.1	Kingham Road play area	South Western Rural Area	65.3%	47.3%
202	Kings Mead	Hertford	44.5%	40.0%
203	The Meads	Hertford	58.5%	39.1%
204	Knebworth Court play area	Bishop's Stortford	21.6%	12.7%
205.1	Lady Margaret Gardens older children's play area	Ware	61.9%	50.9%
205.2	Lady Margaret Gardens MUGA	Ware	42.3%	50.9%
208.1	Lawrence Avenue Play Area	Stanstead Abbotts and St Margarets	70.4%	47.3%
209	Layston Court Gardens	Buntingford	45.7%	43.6%
209.1	Layston Court Gardens Shelter	Buntingford	45.7%	43.6%
213	Lilbourne Drive Play Area	Hertford	76.3%	47.3%
216.1	Little Berkhamstead Rec Ground Play Area	South Western Rural Area	71.1%	47.3%
220.1	Little Hadham Playground	Eastern Rural Area	52.9%	34.5%
220.2	Little Hadham Basketball	Eastern Rural Area	52.9%	34.5%
221.1	Village Hall Playground	Eastern Rural Area	73.2%	50.9%
221.2	Village Hall Half MUGA	Eastern Rural Area	73.2%	50.9%
228	Lower Bourne Gardens	Ware	50.1%	49.0%
228.1	Lower Bourne Playground	Ware	77.3%	50.9%
241	Miles Way play area	Buntingford	77.7%	38.2%
243	Mill Wood	Much Hadham	26.1%	23.6%
245	Millmead	Hertford	56.2%	54.0%
245.1	Millmead play area 1	Hertford	74.2%	47.3%

ID	Site name	Analysis area	Quality	Value
245.2	Millmead play area 2	Hertford	77.7%	20.0%
248	Moor Green Village Green	North Western Rural Area	42.9%	42.0%
252	Much Hadham Recreation Ground	Much Hadham	51.2%	50.0%
252.1	Much Hadham Recreation Ground Play Area	Much Hadham	55.3%	47.3%
252.2	Much Hadham Recreation Ground Youth Area	Much Hadham	55.3%	47.3%
256	Much Wood	Hertford Heath	33.4%	40.9%
261	Norfolk Road Playing Field	Buntingford	47.8%	44.0%
261.1	Buntingford Skate Park	Buntingford	77.3%	60.0%
261.2	Norfolk Road interactive football wall	Buntingford	77.3%	60.0%
261.3	Norfolk Road Play Area	Buntingford	77.3%	60.0%
261.4	Norfolk Road Pump Track	Buntingford	77.3%	60.0%
262	North Drive LAP	South Western Rural Area	62.9%	34.5%
264.1	St Michaels Mead play area	Bishop's Stortford	73.9%	50.9%
264.2	St Michaels Mead Youth Area	Bishop's Stortford	73.9%	50.9%
265.1	Northolt Avenue Play Area	Bishop's Stortford	59.8%	38.2%
267.1	Nutcroft Open Space play area	North Western Rural Area	25.8%	12.7%
271	Panshanger Park	South Western Rural Area	71.8%	40.9%
274.1	Parsonage Lane play area 1	Bishop's Stortford	56.7%	60.0%
274.2	Parsonage Lane play area 2	Bishop's Stortford	29.2%	25.5%
274.3	Parsonage Lane football goals	Bishop's Stortford	26.1%	25.5%
274.4	Parsonage Lane basketball	Bishop's Stortford	29.2%	25.5%
279.2	The Pilgrams play area	North Western Rural Area	67.0%	47.3%
280	Pishiobury Park	Sawbridgeworth	74.9%	40.9%
283	Post Wood	Ware	59.9%	50.0%
284.1	Presdales Drive Play Area	Ware	64.3%	47.3%
286	Presdales Recreation Ground	Ware	53.1%	33.0%
287	Priory Gardens	Ware	69.8%	59.1%
287.1	Priory Gardens MUGA	Ware	56.7%	50.9%
287.2	Priory Gardens outdoor gym	Ware	56.7%	50.9%
287.3	Priory Gardens youth shelter	Ware		
287.5	Ware Skate Park	Ware	63.2%	50.9%
293	Red, White and Blue Country Park	Bishop's Stortford	77.4%	45.5%
298	Ridgeway/NNW/Bentley play area	Hertford	81.8%	50.9%
304	Rye House Gatehouse	Stanstead Abbotts and St Margarets	57.6%	43.0%

ID	Site name	Analysis area	Quality	Value
306	Rye Mead Nature Reserve	Stanstead Abbotts and St Margarets	96.2%	54.5%
309	Sacombe Road	Hertford	53.0%	49.0%
309.1	Sacombe Road play area	Hertford	71.1%	50.9%
309.2	Sacombe Road Basketball	Hertford	38.5%	38.2%
319	School Lane Play Area	North Western Rural Area	64.9%	47.3%
321	Seth Ward Playing Field	Buntingford	58.0%	49.0%
321.1	Seth Ward Playing Field Play Area	Buntingford	82.5%	50.9%
321.2	Seth Ward Playing Field outdoor gym	Buntingford	82.5%	50.9%
323.1	Sheering Mill Lane Play Area	Sawbridgeworth	66.0%	50.9%
328	Southern Country Park	Bishop's Stortford	86.4%	54.5%
328.1	Southern Country Park Play Area	Bishop's Stortford	67.4%	78.2%
328.2	Southern Country Park Youth Area	Bishop's Stortford	64.3%	41.8%
332.1	Puckeridge & Standon playing fields Play Area	Standon and Puckeridge	80.1%	69.1%
332.2	Puckeridge & Standon playing fields Skate Park	Standon and Puckeridge	48.5%	50.9%
375.1	High Street Playground	Stanstead Abbotts and St Margarets	79.0%	50.9%
375.2	High Street Youth Area	Stanstead Abbotts and St Margarets	79.0%	50.9%
379.1	Stapleford Playground	South Western Rural Area	41.9%	34.5%
379.2	Stapleford Basketball area	South Western Rural Area	41.9%	34.5%
387.1	Tonwell Playing Fields Playground	South Western Rural Area	28.5%	16.4%
388	Terlings Park AGS	Eastern Rural Area	46.1%	48.2%
388.1	Terlings Park play area	Eastern Rural Area	66.7%	47.3%
395.1	The Bourne Play Area	Ware	66.3%	47.3%
395.2	The Bourne Play Area (older Children)	Ware	34.7%	47.3%
396.1	Albury Playing Fields Play Area	Eastern Rural Area	75.9%	41.8%
402.1	Tanners Way Play Area	Hunsdon	47.1%	20.0%
404.1	The Granary Play Area	Stanstead Abbotts and St Margarets	64.9%	47.3%
411	The Ridgeway	Hertford	55.1%	29.0%
411.1	Ridgeway play area	Hertford	79.4%	41.8%
411.2	Ridgeway MUGA	Hertford	56.7%	50.9%
412	The Garden Sanctuary	Bishop's Stortford	46.2%	39.1%
413.1	The Springs/Rowley Road play area	Hertford	75.6%	47.3%

ID	Site name	Analysis area	Quality	Value
413.2	Rowleys Road Youth Area	Hertford	61.9%	47.3%
422	Thorley Wedge	Bishop's Stortford	66.5%	54.0%
422.1	Lower Park Crescent Play Area	Bishop's Stortford	43.0%	47.3%
422.2	Lower Park Crescent Youth Area	Bishop's Stortford	19.6%	16.4%
422.3	Thorley Park Playground	Bishop's Stortford	60.8%	60.0%
422.4	Thorley Park Youth Area	Bishop's Stortford	32.0%	38.2%
431.1	Trinity Road Playground	Hertford Heath	75.9%	50.9%
431.2	Trinity Road Youth Area	Hertford Heath	42.3%	38.2%
432.1	Trinity Street play area	Bishop's Stortford	43.3%	69.1%
434.1	Truswell Crescent play area	Sawbridgeworth	63.6%	50.9%
439	Turkey Farm Playing Fields	North Western Rural Area	47.6%	53.0%
439.1	Turkey Farm Play Area	North Western Rural Area	31.6%	47.3%
439.2	Turkey Farm MUGA	North Western Rural Area	24.7%	25.5%
440.1	Turners Crescent Play Area	Bishop's Stortford	75.3%	50.9%
442	Upper Green	South Western Rural Area	73.9%	48.0%
442.1	Tewin Upper Green Play Area	South Western Rural Area	72.9%	29.1%
444.1	Vantorts Close Play Area	Sawbridgeworth	70.4%	50.9%
444.2	Vantorts Close Skate park and basketball area	Sawbridgeworth	58.4%	47.3%
454	Walkern Playing Fields	Walkern	59.7%	53.0%
454.1	High Street Playing Fields Playground	Walkern	31.6%	16.4%
457.1	Ward Crescent Playground	Bishop's Stortford	74.2%	41.8%
457.2	Ward Crescent Youth Area	Bishop's Stortford	74.2%	41.8%
463	Waterford Marsh	Hertford	63.4%	40.0%
464	Waterford Heath	Hertford	63.8%	40.9%
466.1	Waterford Playground	South Western Rural Area	26.1%	43.6%
466.2	Waterford Basketball	South Western Rural Area	20.6%	12.7%
467	Watermill Lane	Hertford	53.0%	43.0%
467.1	Watermill Lane Play Area	Hertford	70.4%	50.9%
469	Watton at Stone Playing Fields	Watton-at-Stone	51.5%	44.0%
469.1	Watton at Stone Playing Fields Play Area	Watton-at-Stone	26.5%	16.4%
469.2	Watton-at Stone Play area	Watton-at-Stone	59.8%	50.9%
476.1	Waytemore Road play area 1	Bishop's Stortford	67.4%	50.9%
476.2	Waytemore Road play area 2	Bishop's Stortford	67.4%	50.9%

ID	Site name	Analysis area	Quality	Value
477.1	West Road play area	Sawbridgeworth	61.2%	60.0%
486.1	Wilson Close play area	Bishop's Stortford	69.4%	25.5%
494	Yearling Close Playground	Stanstead Abbotts and St Margarets	70.1%	47.3%
495	St James Park Playground	Bishop's Stortford	64.9%	90.9%
574	St Leonards Garden	Hertford	38.5%	25.5%

APPENDIX FOUR: ASSESSMENT FORM

OPEN SPACE SITE ASSESSMENT				KKP ref:	
Name of site					
Road name					
Primary typology of open space		Sub typology			
Land owner					
Date		Time		Weather	

Physical access	(Yes if present)	Access – social	(Yes if present)
Public transport links/stops		Minimum entrance widths of 1.5m and suitable surface to allow for	
Safe crossing places		Directional signposts	

Main entrance				
Entrance does not open onto safe/busy areas and no natural surveillance from public spaces, roads, footpaths		Entrance opens onto reasonably safe/busy area with some natural surveillance from public spaces, roads and		Entrance opens onto safe/busy areas with natural surveillance from public spaces, roads, footpaths
1	2	3	4	5

Other entrances				
Entrances do not open onto safe/busy areas and no natural surveillance from public spaces, roads, footpaths		Entrance opens onto reasonably safe/busy area with some natural surveillance from public spaces, roads and		Entrance opens onto safe/busy areas with natural surveillance from public spaces, roads, footpaths
1	2	3	4	5

Access within and through site				
Restrictive for all	Restrictive for most	Mixed access	Accessible for most	Accessible for all
1	2	3	4	5

Personal security				
Not overlooked	Overlooked by other land use	Overlooked on one side	Overlooked on most sides	Overlooked on every side
1	2	3	4	5

Ramps and guard rails	Yes	No
Are ramps and guard rails installed within the site?		
If No, would it be of benefit / appropriate to the site?		

Adequacy				
Some ramps/guard rails, but noticeable gaps that require attention.		Adequate number of ramps/guard rails within the site but could be improved.		Appropriate number and location of ramps/guards rails within the site to improve access. No
1	2	3	4	5

Boundary fencing / controls to prevent misuse	Yes	No
Is boundary fencing installed around the site?		
If No, would it be of benefit / appropriate to the site?		

Adequacy				
Noticeable gaps that require attention. Poor quality		Adequate but could be improved. Variable quality		Appropriate for the site. No improvements required. Good condition.
1	2	3	4	5

Parking	Yes	No
Is specific car parking available for the site?		
Is there parking for disabled users?		
If No, would it be of benefit/appropriate to the site?		
EV charging available?		
Cycle parking/storage available?		

Amount				
Inadequately meets the needs of the site in terms of size and type.		Reasonable number of spaces but may be at capacity during peak		Adequately meets the needs of the site in terms of size and type.
1	2	3	4	5

Quality				
Poor quality i.e. pot holes, poorly marked, uneven, weeds present, secluded, poor lighting.		Reasonable quality		Good quality i.e. level surface, well marked, free from pot holes, feels safe.
1	2	3	4	5

Information/signage	(Yes if appropriate)	**Information/signage**	(Yes if appropriate)
Parking well signed		Signs situated at entrance and strategic points	
Easy to read/clear messages (including warning of potential hazards)		(Where appropriate) maps and graphics used	
Well maintained and free from graffiti/vandalism		Evidence of site marketing (e.g., noticeboard)	
Basic up to date information given		Signs at accessible height	
Site would benefit from interpretive signage			

Toilets	**Yes**	**No**
Toilets provided within/adjacent to the site		
Disabled toilet available		
If No, would it be of benefit/appropriate to the site?		
Changing facility?		

Accessibility and appearance				
No signage, poor access, poorly maintained and graffiti/vandalism		Toilets reasonably signed, reasonable access, reasonably maintained, some evidence of		Toilets well signed, easy access, well maintained and free
1	2	3	4	5

Seats/benches	**Yes**	**No**
Are seats/benches provided at the site		
How many seats/benches are provided		
If No, would it be of benefit/appropriate to the site?		

Number and location				
Small number of seats/benches, none of which are located at strategic places		Reasonable number of seats/benches, some of which are placed at strategic places		Adequate number of benches, all located at appropriate strategic
1	2	3	4	5

Quality / Condition				
Seats/benches poorly maintained with graffiti/vandalism		Some seats/benches poorly maintained with graffiti/vandalism		All seats/benches well maintained with no graffiti/vandalism
1	2	3	4	5

Picnic tables	**Yes**	**No**
Are picnic tables provided at the site		
How many are provided		
If No, would it be of benefit/appropriate to the site?		

Number and location of tables				
Small number of picnic tables, none of which are located at strategic places		Reasonable number of picnic tables, some of which are placed at strategic places		Adequate number of tables, all located at appropriate strategic
1	2	3	4	5

Quality / Condition				
Picnic tables poorly maintained with graffiti/vandalism		Some picnic tables poorly maintained with graffiti/vandalism		All picnic tables well maintained with no graffiti/vandalism
1	2	3	4	5

Litter bins	**Yes**	**No**
Are litter bins provided at the site		
If No, would it be of benefit/appropriate to the site?		

Number and location				
Inadequate number of bins and/or not situated appropriately		Some bins visible, but more required		Adequate number of bins and/or situated appropriately
1	2	3	4	5

SITE QUALITY				
Overall maintenance and cleanliness				
General appearance is very poor. Litter, graffiti is considered a large problem	Poor appearance with evidence of dog foul, graffiti and/or litter	Adequate	Good appearance with little evidence of litter, graffiti and/or dog	Excellent appearance with no litter/dog foul
1	2	3	4	5
Drainage				
The site is poorly drained (evidence of significant water pools)		Some evidence of water pools		The site is well drained (no evidence of water pools)
1	2	3	4	5
Landscaping				
Landscape, shrub, grassed areas and/or flowerbeds are not attractive in design		Half of landscape, shrub, grassed areas and/or flowerbeds are attractive in design		Landscape, shrub, grassed areas and/or flowerbeds are attractive in design
1	2	3	4	5
Paths				
Poor surface quality with potholes and/or uneven paving. Unsuitable surface material. Unsuitable for all users.		Reasonable quality with some evidence of damage to surface and suitable for some users.		Good surface quality free from pot holes and even. Appropriate surface material. Suitable for a range of users including
1	2	3	4	5
Conservation of natural features, wild fauna and flora				
Very poor - evidence of vandalism	Poor condition - little observation of areas managed to provide habitats	Adequate - some evidence of conservation, e.g., meadow or bird/bat	Good condition - environmental education facilities, maintained to attract	Very good - Priority conservation site (SSSI or LNR)
1	2	3	4	5

SITE VALUE		
Connectivity	**Yes**	**No**
Does this site connect to any other type of open space that you are aware of? i.e. via a cyclepath or footpath		
If so, what type of site or sites (please detail)		

Level of use				
Poorly used		Reasonabl		Well used
1	2	3	4	5

Benefits	**High value**	**Low value**
Structural		
If high, please provide example		
Ecological		
If high, please provide example		
Educational		
If high, please provide example		
Social		
If high, please provide example		
Cultural and		
If high, please provide example		
Amenity		
If high, please provide example		
Economic		
If high, please		

APPENDIX FIVE: DESIGN CONSIDERATIONS

To expand and enhance the sites within East Hertfordshire, the following key considerations for the design/quality of different types of open spaces are recommended.

Parks and gardens - Accessible, high quality opportunities for informal recreation and community events.

- Appropriate design and layout of interest, including suitable planting, seating, bins, etc
- Larger sites may host other provision types (i.e. formal sport pitches, play and youth facilities) and features. Sites large enough to accommodate pitch sports should be, in part, of a level gradient to accommodate such activities
- Larger facilities should offer secure bicycle parking, toilets, café, EV charging, etc
- Access for passive recreation is encouraged through especially generous provision of seating and hard-surfaced paths. Particular attention should also be given to surveillance
- Sites should be accessible and inclusive for all users
- Fencing must integrate aesthetically into the surroundings and be of durable materials.
- Signage to welcome users, contact details, and set out any constraints of use
- These features are indicative of good practice and may inform discussions around contributions where appropriate, but specific requirements should be determined through site context and planning negotiations.

Amenity greenspace - Opportunities for informal activities close to home or work, or enhancement of the appearance of residential or other areas.

- Closely integrated with any development to provide a greening effect to the environment
- Open space provision should be meaningful and at the "heart" of new developments. 'Meaningful' in this context refers to spaces that are usable, accessible, and contribute positively to the character and function of the development, rather than being residual or leftover land.
- Close positioning of multiple spaces can contribute to connectivity and landscape quality
- Focus for such provision is for informal recreational activities such as 'kickabout' football, sitting, and dog walking, etc. Consider appropriate provision of seating, bins, etc
- Ideally, incorporate shade from existing mature trees or planting of new trees
- Sites should be accessible and inclusive for all users
- Open views for natural surveillance
- Signage to welcome users, contact details, and set out any constraints of use
- Grass species to be hard-wearing but not rich species for biodiversity, which can be provided with a 1m biodiversity edge
- To be located adjacent to an equipped area of open space
- All required sqm of this typology to be provided in one area (not to be made up of small, inadequate parcels of leftover areas of land which are undevelopable)

Natural and Semi-Natural Greenspace - Wildlife conservation, biodiversity and environmental education and awareness.

- Expected to contribute to green infrastructure by reinforcing existing and creating new corridors to link and close gaps on the existing networks
- Minimise the severance impact of road networks on wider green infrastructure
- Existing wildlife value protected & enhanced through restoration and creation of new habitats. This should recognise Biodiversity Net Gain requirements and not look to double-count land use
- Variations in vegetation structure and topography to ensure habitat diversity/landscape effect
- SUDS may count towards semi-natural provision only if they are publicly accessible and without restriction
- Appropriate footpaths and materials. Main paths should be hard surfaced with tarmac or gravel loose fill material, with pathways within grassed areas simply marked by mowing where natural drainage is adequate. For wet areas, timber boardwalks should be installed as appropriate
- Sites should be accessible and inclusive for all users
- Fencing and gates/stiles installed as appropriate to reduce user pressure on zones of conservation importance
- Appropriate inclusion of ancillary facilities, e.g., seating, bins, etc
- Entrance/Interpretation signage installed as appropriate

Equipped Play Space / Provision for Young People - Areas designed primarily for play and social interaction involving children and young people, such as equipped play areas, MUGAs, skateboard areas and teenage shelters.

- To be located adjacent to or within amenity greenspaces or parks, and close enough to pedestrian routes or dwellings to enable natural surveillance
- Incorporate necessary buffer zones (20-30m, subject to the type of play) from dwellings
- Away from exposure to prevailing winds
- Linked to pedestrian and vehicular routes by hard-surfaced paths, accessible for all.
- Larger facilities should offer secure bicycle parking
- Attractive and stimulating environment for both active and passive play; designed for aesthetic cohesion to a unified theme. Active play involves physical movement (e.g. climbing, running), while passive play supports quieter or imaginative activities (e.g. sensory panels, role play, seating areas). Developers can demonstrate this through layout plans and equipment specifications.
- Equipment designed and installed in accordance with EN1176 and EN1177 (or subsequent updates). Equipment selected and positioned to avoid the possibility of views into neighbouring properties. All play features must be continuous with a shared common surface (not grass)
- Features to encourage inclusive play, e.g. wide transfer platforms on multi-play units, roundabouts flush with ground level, back supports on equipment, play panels, handrails, sound chimes and textured surfaces
- Sites should be accessible and inclusive for all users including genders and abilities
- Separate zones for younger and older children, possibly within the same activity area, or by means of two distinct activity areas in proximity at the same location
- Maximise opportunities for physical/mental wellbeing, such as outdoor gym provision
- Equipped areas of open space to be appropriately fenced. Fencing should be durable, safe, and visually appropriate to the setting. It should support safety without creating a hostile or overly enclosed environment.
- Signage to name the site and welcome users, also to indicate constraints on use and provide contact details. It is essential that dogs are discouraged, at least through the signage, but sometimes also through fencing

Equipped Play Space / Provision for Young People - Areas designed primarily for play and social interaction involving children and young people, such as equipped play areas, MUGAs, skateboard areas and teenage shelters.

- Creatively designed and suitably located seating. This refers to seating that is visually engaging, well-integrated into the play environment, and encourages social interaction or imaginative use.
- Any trees and shrubs should be strategically placed to provide areas of shade and play opportunities without obstructing informal surveillance
- All plants selected are tough and resistant to damage with low maintenance requirements and not poisonous, thorny or otherwise hazardous
- Play features must be sustainable and robust to achieve the longest possible life. Sustainability can be demonstrated through material choice (e.g. recycled or low-maintenance materials), durability, and lifecycle considerations.
- Post installation inspection of the play items must be carried out by an accredited company on completion of the installation

Allotments - Opportunities for those people who wish to do so to grow their own produce as part of the long-term promotion of sustainability, health and social inclusion.
• Linked to pedestrian and cycle paths • Plots should ideally be situated away from the shade of trees • Adhere to the National Allotment Society Guidance – 21st Century Allotments in New Developments • Minimum of one water point • Secure perimeter fencing with rabbit netting and a lockable gate (including vehicular access for larger sites) • Sites should be accessible and inclusive for all users • Sign/noticeboard detailing any applicable ownership, rules, emergency contact, etc • Parking on site. On-site parking is considered an ancillary feature that supports the accessibility and functionality of allotment sites, particularly for users transporting tools or produce. However, it does not contribute to the quantitative provision area required for allotments. The provision area should be calculated based on usable plot space and associated communal areas, excluding infrastructure such as parking.

East Herts Council Report

Executive

Date of meeting: Tuesday, 2 June 2026

Report by: Councillor Vicky Glover-Ward – Executive Member for Planning and Growth

Report title: East Herts District Wide Employment Land Review

Ward(s) affected: All

Summary – Members have agreed to prepare a new Local Plan, including an update of the evidence documents needed to support the new Plan. The Employment Land Review provides an assessment of the district's employment sites, and makes recommendations about each as to their ongoing contribution to the district's jobs and economy. This information is crucial to the new Local Plan in determining how this land fits into the overall strategy for the district as set out within the new Local Plan. Therefore, this report summarises key priorities of the assessment and seeks agreement to use the document as part of the new Local Plan evidence base, and to inform Development Management decisions.

This report was considered at the District Planning Executive Panel on 19 May 2026.

RECOMMENDATIONS FOR EXECUTIVE:

a) **That the Employment Land Review, attached as Appendix A, be agreed as part of the evidence base to inform the new East Herts Local Plan and as a material consideration in the determination of planning applications.**

1.0 Proposal(s)

1.1 The purpose of this report is to agree that the Employment Land Review can be used as part of the evidence base for the new Local Plan and as a material consideration in the determination of planning applications.

2.0 Background

2.1 Local planning authorities are required to complete a review of their local plans at least once every 5 years from the adoption date to ensure that plans remain relevant. In October 2023, the Council agreed that East Herts District Plan 2018 needs updating, and that work should commence on updating the technical studies and other preparatory work required to provide a robust evidence base to support this Review. The intention to formally start plan-making is the subject of a separate paper on this agenda.

2.2 A clear, relevant and proportionate evidence base is essential for efficient and sound plan-making to ensure that all future planning policy and decisions are based on up-to-date information. The National Planning Policy Framework (NPPF, 2024) sets out the requirement for the preparation and review of all policies to be, *'underpinned by relevant and up-to-date evidence'* (paragraph 32).

2.3 The evidence base consists of supporting documents that will help inform the future policies and site allocations in the new Local Plan. It will cover a range of social, economic, and environmental topics and help identify local needs, constraints and opportunities.

2.4 The evidence base will be developed throughout the preparation of the new Local Plan, and the planning policy team will seek agreement from Executive via the District Planning Executive Panel to include relevant studies as part of the evidence base. Because of the nature of the Employment Land Review (ELR), and its potential to influence policy formulation, it is considered appropriate to include it within the Council's evidence base.

2.5 The Council undertook an ELR for the previous District Plan in 2013, conducted by Halcrow. The work undertook a visual inspection of the employment areas that were then operating within the district and provided an assessment of these against the previous work from 2008, indicating how the sites compared. The

report summarised the findings and made recommendations for each in respect of the emerging District Plan.

2.6 The current ELR updates this work and has been undertaken by officers combining site visits and desktop analysis over a period between November 2024 and April 2026.

3.0 Reason(s)

3.1 Since the previous ELR, there have been notable changes in the stock of allocated employment land across the district, and relevant planning policy context has evolved significantly. In addition, major societal changes have occurred, including the Covid pandemic and Brexit, which have shaped the way business and industry both structures itself and operates. The purpose of this review is to provide an updated assessment of the district's employment land, which considers those changes in the context of this district and informs the emerging Local Plan.

3.2 Whilst the ELR is effectively an audit of the way in which employment sites across the district are meeting the needs of the district's businesses and employers at a snapshot in time, it is also an essential part of providing a wider picture of land use for the Local Plan strategy. The work conducted during the Review has:

- informed the individual employment studies for each of the main towns;
- been cross-referenced for the (forthcoming) retail and town centres evidence, and
- will inform decisions about the location of new housing development by ensuring that land needed for employment uses will be protected as such.

3.3 The ELR therefore provides a key piece of evidence in understanding and tracking change in the sector, highlighting trends such as the movement of employers from town centres to industrial estates and out-of-centre locations (including rural areas), technological change and the role and function of traditional industrial estates in the context of changes to use classes in the way people work.

3.4 The ELR is attached to this report at Appendix A. It is structured through a series of chapters:

- policy context, which covers the National Planning Policy Framework (NPPF) and Planning Policy Guidance (NPPG), the existing District Plan 2018, and the major Use Class Changes implemented in 2020;
- methodology, which discusses the process by which the review was undertaken;
- the assessment of employment land, which is broken down into sections by settlement, and
- conclusions and recommendations, which are to be considered during the preparation of the new Local Plan, specifically the allocation of employment land.

3.5 The ELR assessed 33 designated Employment Areas within the district, alongside the new employment provision allocated at Bishop's Stortford South (BISH5), which has been developed since the adoption of the District Plan. The information included within each individual site assessment is accurate to the date it was collected as certain sites have been more recently assessed than others (see para 2.6 above). Each employment site was reviewed in the same manner, using a pro forma template which was created to break up the assessment into key attributes. Each of these attributes is fully defined in the report and ensures consistency, but are summarised below:

- Quality - the physical and environmental quality of the employment area evaluated through a visual assessment of numerous physical attributes including standard of buildings and sufficiency of parking;
- Occupancy – vacancy, when there is clear evidence or signage of the unit being currently vacant and/or marketed to let;
- Accessibility – access to the site via varied forms of transport, including walking and cycling;
- Planning history - to establish important context and form understanding of recent, current, and future developments;
- Use classes – to present an overview of which use classes are being fulfilled;
- Constraints – physical factors that impact the site;
- Boundary issues – such as where a parcel of allocated employment land has been developed or redeveloped for a purpose other than employment use, such as housing, or where

a site has been developed to extend beyond the area of its existing designation.

3.6 The assessments are set out alphabetically by main settlement followed by village sites, each containing a general overview of both the settlement and the employment land position, before describing changes between the previous update and the current time. This sets the context for the individual site assessments, which are set out in a standard template form with an aerial photo, basic site information, a site description and the assessment based on the aspects discussed at para 3.5 above. This approach is intended to make the report easy to read and comprehend.

3.7 The conclusions and recommendations in the final section are based upon the evaluation of each respective Employment Area, and the assessment of how sites have evolved or changed since the 2013 Employment Land Review. Broadly, there are three types of recommendation:

- where parcels or the entirety of an Employment Area has been lost to a non-employment land use, it is recommended that the pertinent area be excluded from any employment designation within the emerging Local Plan.
- where an employment land use has extended beyond the existing Employment Area boundaries, it is recommended that the emerging Local Plan updates the boundaries to incorporate new employment land.
- where an employment site has seen no significant changes and continues to serve its purpose, it is recommended that the site be safeguarded as employment land within the emerging Local Plan.

3.8 The conclusions and recommendations are set out in a summary table by settlement in the corresponding order to the site assessments.

3.9 The conclusions and recommendations will be important in informing the strategy for the new Local Plan, ensuring that a good understanding of the employment land situation is available and up to date, and that this supports the decisions that need to be made with respect to the location of employment and non-employment uses. It is expected that more details on the Local Plan strategy will be presented to Members through the DPEP and Executive

later in the year.

4.0 Options

4.1 The Council could choose not to agree to endorse the ELR as part of the new Local Plan evidence base. This would mean that the Local Plan would not be able to rely on this evidence to inform emerging policy and strategy, and would compromise the progression of the plan. It would also likely cause difficulties during the plan-making process, particularly when the Council defends its strategy at the Examination stage.

5.0 Risks

5.1 If the ELR is not agreed as part of the evidence base, it may be considered as having reduced weight in informing the strategy and the policy in the new Local Plan. This would mean that significant information about employment areas could be undervalued. This would be contrary to Government policy to have a robust evidence base and could undermine the Council's position in terms of successfully bringing forward the update of the East Herts District Plan, 2018.

6.0 Implications/Consultations

6.1 The ELR was informed by consultation with officers where necessary (e.g. to inform planning history and provide background information for sites where necessary. It has been shared with consultants working on related evidence in the production of the new Local Plan where this is relevant. There has been no public consultation on the ELR, but the study will be made available on the Council's website in due course as part of the background evidence that has informed the plan.

Community Safety
There are no community safety implications arising from this report.

Data Protection
There are no data protection implications arising from this report.

Equalities

There are no direct equality, diversity, or inclusion implications in this report. An Equalities Impact Assessment (EqIA) will be carried out of the new Local Plan in accordance with The Equality Act 2010.

Environmental Sustainability
The purpose of the planning system is to contribute to the achievement of sustainable development. Evidence to support provision and location of employment land has a range of implications for environmental sustainability including how people choose to travel to work and how far they need to travel, the impact of noise and other disturbance from employment uses on other uses and the ability of communities to find the services and facilities they need in the places they live.

Financial
There are no financial implications arising from this report.

Health and Safety
There are no health and safety implications arising from this report.

Human Resources
There are no human resources implications arising from this report.

Human Rights
There are no human rights implications arising from this report.

Legal
There are no legal implications arising from this report.

Specific Wards
All

7.0 Background papers, appendices and other relevant material

7.1 **Appendix A**: East Herts Employment Land Review (2026)

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Employment Land Review

May 2026

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1. Introduction

1.1. The Purpose

1.1.1. East Herts District Council last published an Employment Land Review Update in 2013. Since then, there have been notable changes in the stock of allocated employment land across the district, national planning policy context has evolved significantly, and the council is embarking on the preparation of a new Local Plan. In addition, major societal changes have occurred, including the Covid pandemic and Brexit, which have shaped the way business and industry both structures itself and operates.

1.1.2. The purpose of this review is to therefore provide an updated assessment of the district's employment land, to be used as part of the evidence base informing the new East Herts Local Plan, and as material consideration for Development Purposes in the determination of planning applications.

1.2. The Structure

1.2.1. The main body of this report begins with Chapter 2, introducing key planning policy context, including updates to the National Planning Policy Framework (NPPF) and Planning Policy Guidance (NPPG), the Use Class changes implemented in 2020, the adopted District Plan 2018, and the emerging new Local Plan.

1.2.2. The methodology for this review is then detailed in Chapter 3, intended to clarify and justify the processes through which this review was undertaken, and therefore the reasoning behind conclusions and recommendations set out in the final chapter.

1.2.3. Then, Chapter 4 encompasses the assessment of employment land in the district, broken up into sub-chapters by settlement; for each sub-chapter there is a settlement-wide overview, before detailed assessment tables are presented for each allocated Employment Area.

1.2.4. Finally, conclusions and recommendations for each Employment Area are presented in Chapter 5, extracting and highlighting significant changes which may have occurred, and proposing recommendations on how each Employment Area should be considered during the preparation of the emerging Local Plan,

specifically the allocation of employment land, and as material consideration for Development Management purposes in the determination of planning applications. The recommendations in Chapter 5 will also be broken down into sub-chapters, following on from the structure of Chapter 4 in laying out main settlements alphabetically, followed by the village sites.

1.2.5. Notably, Sawbridgeworth is not included within this review due to its unique position as the only settlement in East Herts which does not have any allocated Employment Areas, and the fact that it has not had any new employment land come forward through District Plan 2018 allocation.

2. Policy Context

2.1. National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) consolidates the Government's economic, environmental, and social planning policies for England and provides overarching guidance on the Government's development aims. At the heart of the NPPF is a presumption in favour of sustainable development, which the Government states should be seen as a common theme running through plan-making and decision-taking.

In relation to the economy and employment land, the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand, and adapt. They should support economic growth and productivity, considering both local business needs and wider opportunities for development. Decisions should also allow an area to build on its strengths, counter any weaknesses, and address any challenges of the future.

In addition, the NPPF aims to identify strategic sites for local and inward investment, address potential barriers to investment, allow for new and flexible working practices, and enable a rapid response to changes in economic circumstances.

The NPPF has introduced a number of reformed policies. Chapter 6: 'Building a strong, competitive economy' sets out that planning policies and decisions should "pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics." Locational requirements of sectors are highlighted and with regard to clusters of knowledge and data-driven, creative or high technology industries that "new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries' are made provision for in planning policies. Provision should also be made for the 'expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience."

The Government has recently consulted on an updated draft of the NPPF, published in December 2025. Key changes include a requirement for decision-makers to give substantial weight to the economic benefits of proposals for commercial development, particularly those supporting improvements in freight and logistics. It also sets out that plans should avoid overly prescriptive requirements on acceptable employment uses, enabling greater flexibility to respond to changing commercial property demands. An updated NPPF is expected to be published in summer 2026.

2.2. Planning Practice Guidance (PPG)

Planning Practice Guidance (PPG) supports the NPPF and includes guidance on housing and economic needs assessments. It includes the requirement for policy-making authorities to prepare a robust evidence base to understand existing business needs, which includes understanding the existing stock of land for employment uses within the area.

2.3. 2020 Use Class Order (amendments)

In undertaking the ELR it is necessary to take account of the new Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020. These changed the use class of offices, research & development and light industrial processes from B1 to the new Use Class E which also encompasses shops, financial & professional services, restaurants & cafes, clinics & health centres, gyms and indoor sports & recreation uses. The effect is that planning consent is no longer required for changes of use within Class E, giving businesses greater freedom to adapt to changing circumstances and to respond more quickly to the needs of their communities. This has an impact on the type of businesses that can be located on employment sites, as non-employment uses that may not have been permitted in the past can move into units for B1 uses (now classed as E(g) uses) without the need for planning permission. As a result, there has been a noticeable rise in Class E uses across the district's Employment Areas which would not have previously fallen under Class B1, including Class E(a) (retail), Class E(c) (provision of services), and Class E(d) (indoor sport, recreation or fitness).

General industry remains within Use Class B2, and storage and distribution remain within Use Class B8.

2.4. Adopted 2018 District Plan

The East Herts District Plan (adopted in 2018) establishes how development will be planned and delivered across East Herts over the period from 2011 to 2033. It sets out the strategy and policies for delivering growth and identifies appropriate areas and sites for development. The employment strategy includes an extension to an employment site in Buntingford and new employment provision at strategic allocations in Bishop's Stortford, Ware, Land at Birchall Garden Suburb and at Gilston.

Policy ED1 Employment allocates land for industry within designated employment sites across the district and seeks to protect these sites for employment uses.

2.5. New Local Plan

In October 2023, the Council agreed that East Herts District Plan 2018 needs updating and that work should commence on updating the technical studies and other preparatory work required to provide a robust evidence base. Now the Government has published the Local Planning Regulations (2026), the Council will commence formal work on the new Local Plan this year. This review of existing employment sites will be important in informing the strategy for the new Local Plan, ensuring that a good understanding of the employment land situation is available and up to date, and that this supports the decisions that need to be made with respect to the location of employment and non-employment uses.

3. Methodology

3.1. The Assessments

This review assesses all 33 allocated Employment Areas within the district, and the new employment site which has come forward in Bishop's Stortford in line with District Plan Policy BISH5, through a combination of in-person site visits and desk-based work. The information included within each individual site assessment is accurate as of the date it was collected. This review has taken place between November 2024 and April 2026, and certain sites have therefore been more recently assessed than others. Each employment site has been reviewed in the same manner, following a pro forma template which was created to break up the assessment into key aspects for consideration, including Quality, Occupancy, Accessibility, Planning History, Use Classes, Constraints, and Boundary Issues. The methodology for assessing these respective aspects is broken down below:

3.1.1. Quality:

The physical and environmental quality of each allocated Employment Area has been assessed in-person during site visits. Site quality has been evaluated through a visual assessment of numerous physical attributes which were broken down within our proforma, including:

i. Standard of Buildings – the physical quality, appearance, maintenance, age, size, and functionality of employment units and other buildings/structures.
ii. Flexibility – the capacity for each site, and the units within each site, to suit a range of occupants and accommodate diverse and evolving employment uses.
iii. Infrastructure – the quality, appearance, maintenance, and functionality of infrastructure within each site, such as roads and pavements.
iv. Vegetation and Open Space – the quality and appearance of vegetation, considering where it enhances or hinders perception of the site, and the provision of open space.
v. Pollution – the presence of pollution, whether in the form of litter, noise pollution, foul odours, or any other apparent externalities from industrial activity on site.
vi. Parking – the sufficiency of car parking provision on site, and the extent to which parking is being well managed; whether cars are parked inappropriately and/or obtrusively.
vii. Sustainability – the presence of any renewable energy and/or zero carbon technologies / practices on site, whether apparent in person or picked up during desk-based assessment.

For each Employment Area, this review presents a descriptive analysis of the site's quality, followed by a box in which each site is given a 'Quality Score.' Quality is scored as 'Excellent', 'Good', 'Reasonable', or 'Poor.' These scores are determined using professional judgement, through a collectively balanced and weighted evaluation of the physical attributes outlined within this section. It should be noted that a site scoring poorly in terms of quality does not necessarily mean they should be redeveloped or enhanced, particularly where occupancy is high. Lower quality sites often have more competitive rates which appeal to small or start-up businesses and therefore provide an important function in the local economy across east Herts, especially in rural areas.

A criteria table for this scoring system is provided below:

Quality Score	Criteria
Excellent	On balance, the physical environment of this site is of excellent quality; buildings and infrastructure are functional and well-maintained, units are highly flexible and employ sustainable technology, parking provision is exemplary, and there is no visible evidence of obsolescence or degradation.
Good	On balance, the physical environment of this site is of good quality; buildings and infrastructure are functional and mostly well-maintained, units are generally flexible and may employ sustainable technology, parking is well provided, and there is little to no visible evidence of obsolescence or degradation.
Reasonable	On balance, the physical environment of this site is of reasonable quality; buildings and infrastructure are functional but appear old or poorly maintained, units are generally flexible but rarely employ sustainable technology, parking provision is limited and may cause parking issues, and there is some visible evidence of obsolescence or degradation.
Poor	On balance, the physical environment of this site is of poor quality; buildings and infrastructure may be non-functional and is not maintained, units are not flexible and do not employ sustainable technology, parking provision is insufficient and causing significant parking issues, and there is significant visible evidence of obsolescence or degradation.

3.1.2. Occupancy:

The occupancy / vacancy of units within each allocated Employment Area has been determined through a combination of in-person visual observation and desk-based investigation. In certain instances, it is difficult to ascertain whether certain units are truly vacant, or whether there is a business operating inside which simply isn't exhibiting signs of occupancy or activity at the time of site visit. Furthermore, employment units may appear vacant, while online search results and company websites suggest they are occupied.

Therefore, this review has reported employment units as vacant when there is clear evidence or signage of the unit being currently vacant and/or marketed to let, whether in-person or online. A lack of perceptible business activity during our site visit alone does not constitute vacancy for the purpose of this review. When possible, we have cross referenced our occupancy conclusions against those of up-to-date settlement employment studies.

Each allocated Employment Area has been given an 'Occupancy Score.' In keeping with the scoring system for quality, the occupancy of each site is scored as 'Excellent', 'Good', 'Reasonable', or 'Poor.' The table presented below outlines the criteria for this occupancy scoring:

Occupancy Score	Criteria
Excellent	The site has an occupancy rate of >95% - all or almost all units within the allocated Employment Area are occupied and in use.
Good	The site has an occupancy rate of 80-95% - the majority of units within the allocated Employment Area are occupied and in use.
Reasonable	The site has an occupancy rate of 65-80% - most units within the allocated Employment Area are occupied and in use, but vacancy is higher than desired.
Poor	The site has an occupancy rate of <65% - the site has a level of vacancy which is much higher than desired, limiting the extent to which it is fulfilling its allocation for employment uses.

3.1.3. Accessibility:

The ‘accessibility’ section of each Employment Area assessment encompasses various modes of transport and travel.

Access via road, for both private and commercial vehicles, is considered on both a local scale and a wider, more strategic scale. The local scale concerns the quality of the roads which give access to and are in the immediate vicinity of each respective employment area, as well as the extent to which the site’s location facilitates access for local residents, visitors, or employees from nearby villages and/or settlements. The wider scope of accessibility then zooms out to look at the site’s location in relation to the strategic road network. Within East Herts, the most significant roads include the A10, A120, A414, and the A602. In addition to these, there are important strategic roads just outside the district’s boundaries, namely the M11 to the east and A1(M) to the west, providing crucial links to other areas of the country. Distance and connection to these strategic roads is therefore considered.

Accessibility for pedestrians, cyclists, and public transport users is also assessed. Generally, accessibility for pedestrians is evaluated based on the presence and quality of a pavement or footpath which safely connects an employment site to its surroundings. Similarly, accessibility for cyclists considers the existence and quality of dedicated cycle paths, and the safety of access roads for cycling. Public transport links are primarily evaluated during desk-based assessment, looking at the viability and proximity of bus stops and/or railway stations in relation to each employment area. Furthermore, the quality of public transport services which operate from relevant stops and stations has been considered, taking frequency and destinations into account.

3.1.4. Planning History:

To establish important context and form understanding of recent, current, and future developments associated with each Employment Area, this review incorporates an overview of notable planning history.

These overviews are informed by a surveyal of planning applications received by the Council within or associated with each Employment Area, which are available for viewing on the Council’s Public Access system. Relevant applications may have been decided, contextualising development which has occurred or is occurring on site, or awaiting decision, indicating potential future development. Recent, ongoing, or anticipated development is referenced using planning application reference numbers where possible, and is up to date as of the time at which each site has

been assessed. Additionally, this review considers where Employment Areas have been promoted for development through the most recent Call for Sites exercise, which the Council undertook in 2024. No judgement is provided on these proposals within this document as the sites will be assessed as part of the Strategic Land Availability Assessment (SLAA), which will be published later this year.

3.1.5. Use Classes:

Site assessment tables present an overview of which Use Classes are present and being operated under within each Employment Area. When possible, through site-visits and desk-based research, this review has assessed which businesses are operating across all occupied units, and determined which Use Class they fall into in order to establish a comprehensive overview of how each Employment Area is being used, and what sort of employment is being generated.

Within this review, 'Employment Land Use Classes' outlined within the overview of each site assessment are defined as those which previously formed Use Class B1, B2, and B8, encompassing all business, industrial, storage, and distribution uses appropriate to an Employment Area locality. As of the 2020 Use Class Amendments, these are now divided between Class E(g), Class B2, and Class B8. All businesses present on site which do not operate under Class E(g), Class B2, or Class B8, will have their respective Use Classes represented under the 'Other Land Use Classes' subheading of each site assessment table. This highlights where parcels and units within allocated Employment Areas are being used in a way which does not align with the intended industrial function of Employment Areas as set out in District Plan 2018 Policy ED1. and in certain instances, where parcels should be excluded from the Employment Area going forward through the new Local Plan. It also intends to illuminate evolving business trends, and examples of land use leniency which would not be permitted under previous iterations of the Use Class Order, but are now facilitated largely by the extensive business uses encompassed by Use Class E.

All Use Classes which are present within the district's Employment Areas, as highlighted across individual site assessments in Chapter 4, are defined in alphabetical order below:

Employment Land Use Classes:

<u>Use Class E – Commercial, Business and Service</u>

- E(g) – Uses which can be carried out in a residential area without detriment to its amenity:
    - E(g)(i) Offices to carry out any operational or administrative functions,

- E(g)(ii) Research and development of products or processes, or
- E(g)(iii) Any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Use Class B

- B2 General Industrial – Use for industrial process other than one falling within class E(g) *(previously class B1)* (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

- B8 Storage and Distribution – Use for storage or as a distribution centre, including open-air storage.

Other Land Use Classes:

Use Class C

- C1 Hotels – Use as a hotel or as a boarding or guest house where, in each case, no significant element of care is provided.

- C3 Dwellinghouses – Use as a dwellinghouse (whether or not as a sole or main residence) by:
  a) a single person or by people to be regarded as forming a single household,
  b) not more than six residents living together as a single household where care is provided for residents,
  c) not more than six residents living together as a single household where no care is provided to residents (other than a use within Class C4).

Use Class E – Commercial, Business and Service

- E(a) – for the display or retail sale of goods, other than hot food, principally to visiting members of the public.

- E(b) – for (b) for the sale of food and drink principally to visiting members of the public where consumption of that food and drink is mostly undertaken on the premises.

- E(c) - for the provision of the following kinds of services principally to visiting members of the public:
  - E(c)(i) Financial services,
  - E(c)(ii) Professional services (other than health or medical services), or
  - E(c)(iii) Any other services which it is appropriate to provide in a commercial, business or service locality.

- E(d) - for indoor sport, recreation or fitness, not involving motorised vehicles or firearms, principally to visiting members of the public.

- E(e) - for the provision of medical or health services, principally to visiting members of the public, except the use of premises attached to the residence of the consultant or practitioner.

- E(f) - for a crèche, day nursery or day centre, not including a residential use, principally to visiting members of the public.

Use Class F – Local Community and Learning

- F1 – Learning and Non-residential Institutions:
    - F1(a) – Provision of education.
    - F1(f) – For, or in connection with, public worship or religious instruction.

- F2 – Local Community:
    - F2(b) – a hall or meeting place for the principal use of the local community.
    - F2(c) – an area or place for outdoor sport or recreation, not involving motorised vehicles or firearms.

Sui Generis – No Class Specified

- 'Sui generis' is a Latin term that, in this context, means 'in a class of its own,' and encompasses uses which are not specified elsewhere. Uses falling under Sui Generis which are present within the district's Employment Areas predominantly include the sale and display of motor vehicles.

3.1.6. Constraints:

This review considers various physical constraints, where they impact upon the character, functionality, or potential development of each allocated Employment Area. These include District Plan 2018 allocations within or adjacent and relevant to the Employment Area, flooding and water issues, heritage assets and designated areas, and environmental concerns, and other planning constraints. The inclusion of constraints within the assessment of respective Employment Areas does not necessarily indicate impact or detriment to their function or ability to stimulate of employment, but aims to contribute toward a comprehensive overview of each site's characteristics.

3.1.7. Boundary Issues:

Since the previous Employment Land Review in 2013, and continued allocation of Employment Areas in the 2018 District Plan, instances of development have rendered certain allocation boundaries inaccurate, meaning the designated area no longer accurately reflects the area of land which is fulfilling an employment function.

These instances may include where a parcel of allocated employment land has been redeveloped for a purpose other than those which align with the intended use of Employment Areas as outlined in District Plan 2018 Policy ED1, representing a loss of employment land, or where a site has been expanded or developed to extend beyond the area of its existing allocation, representing a gain in employment land. Such boundary issues have been determined by comparing District Plan 2018 allocations to latest aerial imagery, planning history, and observations made in person, and are ultimately addressed within Chapter 5 via site-specific recommendations.

3.2. The Recommendations

2.2.1. The conclusions and recommendations put forward within Chapter 5 of this review are based upon the evaluation of each respective Employment Area, and the assessment of how sites have evolved or changed since the 2013 Employment Land Review and 2018 District Plan.

2.2.2. In instances where parcels or the entirety of an Employment Area have been lost to non-employment land use, such as residential development, it is recommended that the pertinent area be excluded from the Employment Area allocation through the emerging Local Plan.

2.2.3. Likewise, in instances where an employment land use has developed or expanded beyond the existing allocation boundaries of an Employment Area, it is recommended that the emerging Local Plan acknowledge these changes with amended allocation boundaries to incorporate and reflect new employment land. Recommendations for amendment are set out in Chapter 5.

2.2.4. Finally, in instances where an Employment Area has seen no significant changes and/or continues to serve its employment function, it is recommended that the site be safeguarded as employment land within the emerging District Plan.

4. Employment Land Assessments by Settlement

East Herts has five market towns and an extensive rural area with a number of villages. It lies between the A1(M) and the M11, with the A10 running north-south and the A414 running east-west through the south of the district. A large proportion of the district's employment is generated by businesses within allocated Employment Areas across the towns and six of the villages.

The assessment of the district's employment land is ordered by main settlements, set out alphabetically, followed by village sites, each containing a general overview of both the settlement and the employment land position, before describing changes to the stock of allocated employment land since the 2013 Employment Land Review and 2018 District Plan. This sets the context for the individual site assessments, which are presented in a standard template form with an aerial photo, basic site information, a site description and the assessment based on aspects and characteristics discussed within Chapter 3.

4.1. Bishop's Stortford

4.1.1. Settlement Overview:

Bishop's Stortford is the district's largest town, holding an important role for retail, leisure, and employment. The town offers a wide range of services, and has a strong reputation for the provision of good schools. The character of Bishop's Stortford is underpinned by its historic and attractive market centre, and the 'Green Wedges' which penetrate the town. Bishop's Stortford greatly benefits from its strong location and transport links, stemming from its railway station and the M11 and A120 which both border the town, facilitating connectivity with the wider strategic road network.

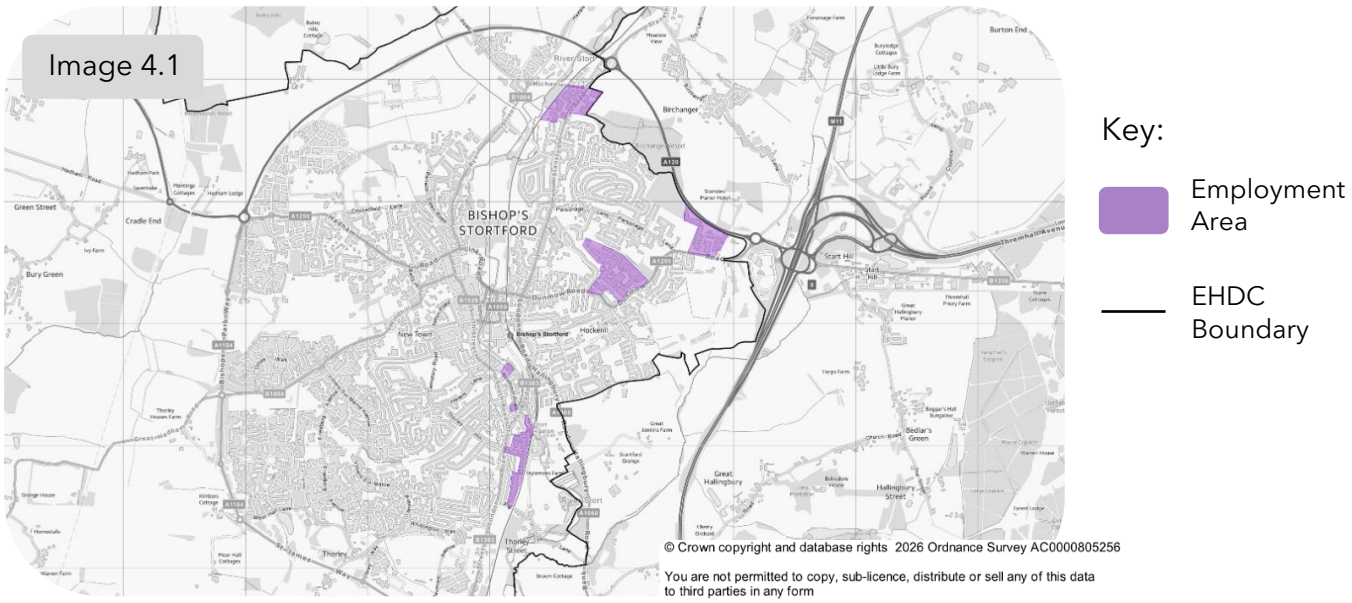
The town has accommodated significant development, with numerous District Plan 2018 site allocations around the town, including strategic sites to the north and south. These sites continue to supply new homes, schools, neighbourhood centres, employment land, and other commercial/retail floorspace.

4.1.2. Employment Land Overview:

Bishop's Stortford is considered well-located to provide employment generating floorspace and accommodate business, particularly due to its proximity to Stansted Airport and position along the M11 corridor. The District Plan 2018 defined Bishop's Stortford's industrial estates into seven Employment Area allocations,

which are spread across the north-east and south-east of the town, as shown in Image 4.1 below:

Image 4.1



These seven sites collectively amount to approximately 32.3ha of allocated employment land. Bishop's Stortford offers a varied and flexible stock of employment floorspace, comprised of some larger allocations which incorporate multiple adjacent industrial estates, and some very small allocations which accommodate smaller-scale businesses and services. Units are predominantly occupied by businesses across Use Class E(g), B2, and B8, but there is a notable presence of non-industrial businesses or establishments operating within Use Class E, F, and Sui Generis.

Overall, Bishop's Stortford's employment land is of good quality, and serves its intended function. Generally, there is limited vacancy throughout the allocated Employment Areas, and each individual site has an occupancy score of either Good or Excellent. However, vacancy has recently increased at Raynham Road / Dunmow Road Industrial Estate (BS01) and Stansted Road (BS04) due to the relocation or closure of previous occupiers. Generally, sites towards the north-east are more favourable than those around the south-east due to their proximity to the M11 and A120.

4.1.3. Employment Land Updates:

An employment strategy for the town was presented in Chapter 5.4 of the District Plan 2018, specifying the protection of enhancement of existing Employment Areas, supplemented by the provision of new Employment Areas. Policy BISH11

then set out that these new sites would be identified at Bishop's Stortford North (Policy BISH3) and Bishop's Stortford South (Policy BISH5). As of the time of this review, the new 'Thorley Field Business Park' has been completed and is being occupied, providing an additional ~3.5ha of employment land at Bishop's Stortford South (District Plan 2018 Policy BISH5), while the intended Employment Area at Bishop's Stortford North (District Plan Policy BISH3) has not yet come forward. It is recommended that Thorley Field Business Park (BS08) is formally allocated in the emerging Local Plan.

Notably, ~1.4ha of the Stansted Road Employment Area (BS04) has been recently redeveloped for the construction of a Lidl supermarket, representing the growing presence of Class E retail uses present within allocated Employment Areas. Despite this land use not aligning with the intended function of Employment Areas outlined within District Plan Policy ED1, it is recommended that this new Lidl site remain within the Employment Area in order to retain and safeguard the land immediately to its south which continues to accommodate small industrial businesses.

4.1.4. Allocated Employment Area Site Assessments:

The following tables contain the site assessment information for all seven Employment Areas allocated in the District Plan 2018. The subsequent sub-chapter (4.1.5) will then provide an assessment of the additional, not yet allocated business park which has been completed at the south of Bishop's Stortford, under the BISH5 masterplan framework.

Table 4.1:

Raynham Road / Dunmow Road Industrial Estate	
Site ID: BS01 **Site Area:** 12.92ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class E(a); Class E(c)(i), (iii); Class E(d); Sui Generis	

Site Description

Raynham Road / Dunmow Road Industrial Estate is well established, and is the largest Employment Area allocation in Bishop's Stortford. The allocation comprises an accumulation of Stortford Hall Industrial Estate, The Links Business Centre, Raynham Road Industrial Estate, Raynham Close, Myson Way, and some large independent industrial / commercial units. The quality and usage of employment land varies across the site and across the various estates, as does unit size; the total 80 individual units across the site range from small Class E spaces to very large Class B2 industrial facilities and Class B8 warehouses. Notable occupants include Gu Desserts, Land Rover, and Virgin Media. The site is both locally accessible and well connected with the strategic road network, but has recently seen an increase in vacancy.

Notable Planning History	**Surrounding Area**
There has been some redevelopment across the site in recent years, and erection of new units for Use Class E(g), B2, and B8 usage. Redevelopment has also been intended for large-scale Sui Generis usage (sale and display of motor vehicles - 3/18/1213/FUL).	The site is surrounded by houses, other than the primary school and playing fields which are adjacent on the northeastern side.

Site Quality	**Quality Score**
Generally, the site and its environment are of good quality, with flexible units varying in size and design, offering employment / commercial	

floorspace for a variety of businesses. These include typical industrial units with ancillary offices, modern car dealerships, offices for the provision of IT services, and large manufacturing facilities. Certain units utilise renewable energy technologies. There are a number of older units within Raynham Road Industrial Estate, to the north-west of the site, which are of poor quality and could benefit from refurbishment or redevelopment. Internal roads and footpaths are generally high quality, and there is sufficient provision of parking.	Good
Site Occupancy There has recently been a significant increase in Class B2/B8 vacancy, including units within Raynham Road Industrial Estate ranging from ~2,600sqft to ~12,500sqft, and Unit 9 of Stortford Hall Industrial Estate; a ~59,500sqft building comprising ~47,000sqft of warehouse floorspace and ~12,500sqft of ancillary office floorspace. Collectively, vacant floorspace within the allocated Employment Area amounts to ~96,000sqft.	**Occupancy Score** Good
Constraints Significant portions of site covered by Flood Zone 2 & high risk of flooding from surface water.	
Accessibility **Local connections:** Most of the site is accessed via entrances on Raynham Road, just off Dunmow Road. Stortford Hall Industrial Estate is accessed separately from the rest of the allocated Employment Area via its own entrance on Dunmow Road, as is the large manufacturing facility occupied by Gu Desserts. Dunmow Road is well connected to the town centre and residential areas of Bishop's Stortford. **Connection to Strategic Road Network:** The site's entrances are less than 1 mile from M11 Junction 8 to the north-east along Dunmow Road and A120, making it well connected to the strategic road network. **Pedestrian & Cycle Links:** All entrances to the site are accessible for pedestrians and cyclists along Dunmow Road. **Public Transport Links:** There are bus stops within 150 metres of each site entrance. The bus services running from these stops provide links to numerous surrounding towns and villages. Bishop's Stortford Railway Station is also ~1 mile to the east, along Dunmow Road.	

Table 4.2:

Haslemere Estate	
Site ID: BS02 **Site Area:** 1.71ha **Employment Land Use Classes:** Class E(g)(ii), (iii); Class B8 **Other Land Use Classes:** Class E(c)(ii), (iii)	

Site Description

Relatively small, 1980s industrial estate, comprised of 14 industrial warehouse units across three buildings which are of good quality and flexible for primarily Class B2 and B8 use. Units range between approximately 3,000sqft and 9,500sqft, accommodating businesses at varying scale. Site layout is relatively simple, with units located on the west side of a single internal road, and parking spaces opposite. Vacancy on site is minimal despite location constrained in relation to strategic road networks, indicating strong local demand. Most businesses on site are longstanding tenants.

Notable Planning History	**Surrounding Area**
No notable planning history.	Site is bordered by Proctors Way to the west, which is lined with semi-detached housing. Twyford Road Industrial Estate, another allocated Employment Area, is adjacent to the north, railway tracks to the east, and greenfield land across Pig Lane to the south.

Site Quality	**Quality Score**
This Employment Area is of good quality, containing 14 flexible industrial warehouse units subdivided within three adjacent properties. Units graduate in size, with the smallest of around 3,000sqft located nearest to the site's entrance, and the largest at around 9,500sqft towards the end of the internal road at the north. Units are relatively old, but fulfil their purpose for employment generating use and provide popular industrial /	Good

warehouse space with ancillary offices. There is a strong provision of parking, the site is well contained to prevent conflict with surrounding uses, and signage at the entrance is good.	
Site Occupancy One unit is currently vacant and being marketed to let at around 9,500sqft, after the previous tenant went into administration. Additionally, the entire site is currently for sale, seeking offers for freehold interest in excess of £17,000,000.	**Occupancy Score** Good
Constraints No notable constraints.	

Accessibility

Local Accessibility:

The site is well signposted, both outside its entrance on Pig Lane and on London Road / B1383 indicating where to turn off. The site is reasonably well located in terms of accessibility for local residents around the south of Bishop's Stortford. London Road also provides a relatively direct link with Sawbridgeworth and Harlow to the south.

Connection to Strategic Road Network:

The site is poorly located in relation to major junctions and/or strategic road networks; reaching the M11 involves travelling over 3 miles through the centre of Bishop's Stortford, and accessing the A120 involves travelling a convoluted ~3.4 miles south along London Road, and then around the western periphery of the town along St James Way and Bishops Park Way. The A120 around Bishop’s Stortford is also prone to congestion, particularly when travelling east toward the M11. The bridge just beside the site entrance, which provides access to alternative routes to the east, is narrow and signposted with weight restrictions meaning access is limited for large vehicles.

Pedestrian & Cycle Links:

The site is accessible for local pedestrians and cyclists via London Road / Pig Lane, and the pavements which lead to its entrance. However, there is no internal infrastructure for walking or cycling.

Public Transport Links:

There is a bus stop ~200 metres from site entrance on London Rd. Services running from this stop only provide links to Sawbridgeworth and Harlow to the south, and some surrounding villages.

Table 4.3:

Twyford Road	
Site ID: BS03 **Site Area:** 4.02ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class E(c)(ii), (iii); Class E(d); Class F1(f)	

Site Description

This Employment Area comprises two interconnected estates; the newer Twyford Business Centre and the older Twyford Road Industrial Estate. Twyford Business Centre, which encompasses the larger southern portion of the site, contains generally more sophisticated units and offers the greater opportunities for flexible Class E, B2, and B8 employment space. The older Twyford Industrial Estate is limited, offering small, poorer-quality units. Collectively, the site contains ~55 individual units which accommodate businesses across Use Class E, B2, and B8, as well as the Bishop's Stortford Baptist Church to the north. Twyford Road is relatively poorly located in relation to the strategic road network and access is relatively constrained. Nevertheless, occupancy is good.

Notable Planning History	**Surrounding Area**
Industrial buildings at the north of site were redeveloped in the last 10-15 years, replaced by a large Baptist Church and associated office building (3/09/0492/FP). Both buildings now fall under Use Class F1(f).	The site is neighboured by housing to the north, west, and south. Haslemere Industrial Estate also borders Twyford Business Centre to the south, and the entire eastern border of the site is adjacent to the railway track.

Site Quality Tywford Business Centre is of higher quality than the older Twyford Road Industrial Estate, with newer, larger, and more flexible units. Nevertheless, the quality of this site is overall not particularly high and would benefit from enhancements which have not been made since the previous Employment Land Review. Cars across the site are parked inappropriately on double yellow lines and pavements, hindering pedestrian movement and indicating insufficient provision of parking spaces. However, there is a public EV charger located within the site, and multiple units in the business centre have been retrofitted with Solar PV.	**Quality Score** Reasonable / Good
Site Occupancy Minimal vacancy, with three units being marketed as vacant and to let.	**Occupancy Score** Good
Constraints The northern half of the site is within Flood Zone 2, and the Employment Area allocation overlaps with a small section of Flood Zone 3b due to the River Stort cutting through. There are some patches of the site which are at high risk of flooding from surface water.	
Accessibility **Local Connections:** The site can be accessed via the entrance on London Road, which is traffic light controlled, or via Twyford Road which permeates directly into the site. The location makes this site accessible for local residents around the south of Bishop's Stortford. **Connection to Strategic Road Network:** The site is poorly located in relation to major junctions and the strategic road network; reaching the M11 involves travelling ~2.7 miles through the centre of Bishop's Stortford, and accessing the A120 involves travelling a convoluted ~3.6 miles south along London Road, and then around the western periphery of the town along St James Way and Bishops Park Way. The A120 around Bishop's Stortford is also prone to congestion, particularly when travelling east toward the M11. **Pedestrian & Cycle Links:** London Road and Twyford Road facilitate pedestrian and cyclist access. **Public Transport Links:** There is a bus stop ~50 metres from the site's entrance on London Rd. Buses running from this stop provide links to Sawbridgeworth, Harlow and some villages to the south, as well as	

other areas of Bishop's Stortford itself. Bishop's Stortford Railway Station is also ~1 mile away from the site.

Table 4.4:

Stansted Road	
Site ID: BS04 **Site Area:** 7.79ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class E(a); Class E(b); Class E(c)(ii), (iii); Sui Generis	

Site Description

This Employment Area allocation is comprised of three adjacent but independent estates: Goodliffe Park, Stort Valley Industrial Estate, and Birchanger Industrial Estate. Goodliffe Park primarily accommodates large retail businesses, while Stort Valley and Birchanger Industrial Estates across the road offer smaller-scale industrial warehouse floorspace. Stansted Road (B1383) bisects the allocation through the middle, providing strong local accessibility, and connection with the strategic road network via the A120 to the north. This Employment Area is highly flexible, providing 25+ units which range in size and quality, accommodating businesses across Class E, B2, B8, and Sui Generis. Car sales and servicing has been a longstanding, prominent presence on site, and notably the Group 1 BMW and Mini facilities have recently closed, leaving significant, visible vacancy along Stansted Road. A significant portion of the allocated site has also been recently redeveloped to provide a new Lidl supermarket. Notable remaining occupants now include Mercedes-Benz, Wickes, and Pets at Home.

Notable Planning History	Surrounding Area
Permission granted in 2023 for the demolition of existing industrial units to the south of Stort Valley Industrial Estate, and erection of a Class E retail foodstore (Lidl) with associated parking, access, landscaping etc (3/21/1756/FUL). Construction now complete, and supermarket is in use.	Some housing to the north and to the south. Housing to the south borders the land which has recently been redeveloped providing a large Class E Lidl supermarket. The railway borders Goodliffe Park on its western side. Otherwise, the site is surrounded by greenfield land.

Site Quality	Quality Score
Quality varies greatly between the three independent estates, which each have their own distinctive characteristics. Goodliffe Park primarily accommodates large retail businesses, while Stort Valley and Birchanger Industrial Estates across the road offer smaller units; the majority flexible for a range of industrial and warehousing uses, and some which are designed to accommodate car dealership and servicing. The newer, larger commercial units (car dealerships, retail shops) appear higher quality than the older, 1980s brick industrial units around Birchanger Industrial Estate. Birchanger Industrial Estate would benefit from significant enhancement or redevelopment to revitalise the area and provide higher quality employment floorspace. Overall, this Employment Area allocation provides flexible employment spaces for small to large scale businesses. There is customer parking for retail stores and parking spaces outside most industrial units, though numerous cars are inappropriately parked on footpaths and yellow lines across the site, blocking pedestrian routes. Solar PV and EV charging technology is available privately at car dealership units.	Good

Site Occupancy	Occupancy Score
One industrial unit is currently vacant and being marketed within Stort Valley Industrial Estate, and large car showrooms and workshops are now vacant and for sale due to the recent closure of Group 1 BMW and Mini businesses.	Good

Constraints

There is some flood risk at Birchanger Brook, which is adjacent to the new Lidl supermarket development. Recent planning applications have included swale and other flood mitigation strategies that would seek to address this.

Accessibility

Local Connections:

There are independent entrances on Stansted Road which provide access to each respective estate. Units are visible from the road with good signage. Stansted Road runs south into town centre and connects with local residential areas.

Connection to Strategic Road Network:

The junction between Stansted Road and the A120 is <1 mile north of the site, making it well-located in relation to the strategic road network; the M11 Junction 8 is ~1 mile east along the A120.

Pedestrian & Cycle Links:

Pedestrians and cyclists can access the area via Stansted Road, which has pavements on either side feeding into site entrances.

Public Transport Links:

There is a bus stop in the centre of the site, on Stansted Road, and one just to the north on Michaels Road. Bus services at these stops are not extensive but provide links with various villages to the north and Sawbridgeworth and Harlow to the south.

Table 4.5:

Woodside	
Site ID: BS05 **Site Area:** 5.25ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class E(a); Class E(c)(ii), (iii); Class E(d); Class F1(a); Class F1(f)	

Site Description

Relatively large, high-quality estate in a strong strategic location on the edge of Bishop's Stortford, next to M11 junction 8. The site provides sizeable industrial units, occupied by established businesses for relatively large-scale Class B2 / B8 uses, and numerous smaller terraced units within the more recently constructed 'Peek Business Centre' development, most suitable for Class E uses. In total, there are ~58 units being occupied or marketed for use. Notable occupants include Travis Perkins, Diageo, and Thermo Fisher Scientific. Bishop's Stortford Recycling Centre is also located within the site.

Notable Planning History

There has been significant development in last 10 years, with the erection of new 'Peek Business Centre,' after planning permission given for over 5,000sqm of new Class B1 (now E(g)) business floorspace (3/10/027/FP). This development was completed in 2017. Multiple new units have since been granted permission for use class changes to B2 and E(d).

Surrounding Area

The site is neighboured by Bishop's Stortford Football Club to the east and Birchwood High School to the west. High school playing fields are directly adjacent while the school buildings themselves are further west. There is some housing and Bishop's Stortford Golf Club across Dunmow Road to the south. A120 borders site to the north.

Site Quality

Quality is high across all areas of the site. Units are flexible for diverse uses and vary in size, ranging from small, terraced units to large industrial warehouses. The environment (roads, footpaths, vegetation) is evidently well maintained, and provision of parking is sufficient. Evidence of retrofitting includes installation of Solar PV along roofing of large industrial units and general building renovation.

Quality Score

Excellent

Site Occupancy

Minimal vacancy. There are two small units currently being marketed and available to let within the Peek Business Centre.

Occupancy Score

Good

Constraints

Some small patches of high and medium risk of flooding from surface water across the site.

Accessibility

Local Connections:

Location on Dunmow Road / A1250 offers good connectivity with town centre and local residential areas of Bishop's Stortford. Access road is sufficient in width and quality to allow access for large commercial vehicles. Signage on Dunmow Road could be improved.

Connection to Strategic Road Network:

The site provides employment space in a very strong strategic location, in close proximity with M11 Junction 8 and the A120; key feature of site making it highly marketable and desirable for large scale businesses.

Pedestrian & Cycle Links:

Dunmow Road has pavement which leads into Woodside and facilitates safe pedestrian access.

Public Transport Links:

There are multiple bus stops within ~0.3 miles of the site, offering access to services which provide links into Essex, and south into Harlow / Sawbridgeworth.

Table 4.6:

Millside Industrial Estate	
Site ID: BS06 **Site Area:** 0.23ha **Employment Land Use Classes:** Class E(g)(ii), (iii) **Other Land Use Classes:** Class E(c)(ii), (iii); Class E(d); Class E(e); Class F1(a)	

Site Description

Very small, yet popular Employment Area near the centre of Bishop's Stortford, currently accommodating businesses within its 10 small units, which are primarily independent and operating under Class E, and are targeted towards the visiting public, such as a workshop for pottery classes, a music studio, a veterinary practice, and a gym. Lack of vacancy indicates strong local demand for small, Class E business floorspace.

Notable Planning History	Surrounding Area
Some granted applications for change of use class from B1 to D1/D2 (prior to 2020 use class updates). These now fit into Class E/F.	The site is surrounded by housing, other than a wine shop and medical facility to the south.

Site Quality	Quality Score
Very small Employment Area, comprising nine terraced units and one stand-alone unit used as a veterinarian facility which are generally well maintained, including recent renovations to roofing, and are flexible for small scale business uses. Parking is available on-site and on Southmill Road, but is limited. The internal road / courtyard area is poorly paved and would benefit from improvement. Signage from the road is relatively good.	Good

Site Occupancy	Occupancy Score
No vacancy, all units on site are occupied and in use.	Excellent

Constraints

Entire site is covered by Flood Zone 2, with some Flood Zone 3 coverage.

Accessibility

Local Connections:

Location on Southmill Road is very close to the town centre, and the site is well connected with surrounding residential areas. Site is visible from the road with good signage.

Connection to Strategic Road Network:

Access to strategic road networks is somewhat convoluted. Reaching the M11 / A120 involves driving ~2.5 miles to Junction 8 at the north-east of Bishop's Stortford, through the centre of town which is prone to congestion issues. However, this does not constrain demand or vitality of the site, since it primarily accommodates local businesses.

Pedestrian & Cycle Links:

Pedestrians and cyclists can access the site safely via Southmill Road, which has pavement leading into the estate.

Public Transport Links:

There are multiple bus stops in walking distance, within 0.3 miles of the site. Buses at these stops offer good links across town, and to some nearby towns / villages. Bishop's Stortford Railway Station is also ~0.5 miles from site, accessible on foot.

Table 4.7:

Southmill Trading Estate	
Site ID: BS07 **Site Area:** 0.69ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B8 **Other Land Use Classes:** Class E(a); Class E(c)(i), (ii); Class E(d)	

Site Description

Southmill Trading Estate is another small site near the centre of Bishop's Stortford, primarily accommodating light industrial and service-providing businesses within financial, electrical, energy, and heating industries. Some other uses include Class E(a) retail (workwear / clothing shop and bicycle shop) and a Class E(d) fitness studio, while a significant parcel of the Employment Area facing Southmill Road is an open-air yard occupied by Cadent Gas. Quality of the site is generally good, and it fulfils its purpose through the provision of 15 relatively small, well-occupied industrial units.

Notable Planning History	**Surrounding Area**
No notable planning history.	There is housing adjacent to, and directly overlooking the site to the south-east, with windows having clear surveillance into the estate. Grade II listed 'Millars' buildings, which have been redeveloped as apartments and commercial spaces, are adjacent to the north-west. The River Stort separates site from the Railway Station car park to the north-east.

Site Quality	**Quality Score**
Another small site, containing 15 terraced units built in the 1980s, which are generally well maintained and flexible for various small to medium scale business uses. Good parking provision and internal road quality. The parcel of land which borders Southmill Road is a fenced storage /	Good

operational yard, occupied by Cadent Gas, which is not particularly attractive and does not contribute towards public amenity. Signage from Southmill Road is good.	
Site Occupancy All but one of the units at this site are occupied. One unit is currently vacant and being marketed as to let.	**Occupancy Score** Good

Constraints

A significant portion of the site is within Flood Zone 3 and high risk of surface water flooding areas. There are listed buildings and a Conservation Area bordering to the south and west.

Accessibility

Local Connections:

Location on Southmill Road is very close to town centre and the site is well connected with surrounding residential areas. The access road and entrance is good quality, with good signage.

Connection to Strategic Road Network:

Location is relatively poor in relation to strategic road networks. Reaching the M11 / A120 involves driving ~2.5 miles to Junction 8 at the north-east of Bishop's Stortford, through central & high traffic areas of the town. The site is most suitable for local businesses.

Pedestrian & Cycle Links:

Pedestrians and cyclists can access the site safely via Southmill Road, which has pavement leading into the estate. The River Stort can also be crossed via the foot bridge just to the north of the site.

Public Transport Links:

There are multiple bus stops in walking distance, within 0.3 miles of the site. Buses at these stops offer good links across town, and to some nearby towns / villages. Bishop's Stortford Railway Station is ~0.5 miles from site, accessible on foot via the River Stort footbridge.

4.1.5. Non-Allocated Employment Area Site Assessments

This section contains the site assessment information for the new, completed business park located at Bishop's Stortford South, allocated under District Plan Policy BISH5. The site is not yet allocated as an Employment Area due to it having been completed after the adoption of the District Plan 2018. It is recommended that this site be formally allocated and safeguarded as an Employment Area within the emerging Local Plan.

Table 4.8:

<table>
<tr><td colspan="2">Thorley Fields Business Park</td><td>
</td></tr>
<tr><td colspan="2">Site ID:
BS08

Site Area:
~3.7ha

Employment Land Use Classes:
Use Class E(g)(ii), (iii); Class B2; Class B8

Other Land Use Classes:
N/A</td><td></td></tr>
<tr><td colspan="3">Site Description
Thorley Fields Business Park is a new business / industrial estate located at the southernmost edge of Bishop's Stortford, at the intersection between St James Way and the A1184. The site is the Employment Area component of the BISH5 'Bishop's Stortford South' Masterplan Framework, which was approved by the Council in 2018 and can be found here. The Employment Area has now been delivered, after being completed in 2024/25, providing ~12 new industrial units, ranging in size from small to relatively large. The site is private and therefore not open to the public, meaning site observations below are made from public vantage points. Occupiers include Delta Group, MCP Engineering Plastics, and TPS Trade.</td></tr>
<tr><td>Notable Planning History
Permission for a comprehensive development scheme at this site, allocated under Policy BISH5 of the District Plan</td><td>Surrounding Area
The site is bordered by St James Way and the A1184 to the southeast & west with greenfield land beyond. To the west is a care</td><td></td></tr>
</table>

2018, was granted in 2019 (Ref 3/18/2253/OUT) and included the provision of this employment area, residential dwellings, a care home, education, and local centre retail. As of 2026, much of this has been delivered. More recently, various applications for the employment area relating to 3/21/1749/VAR (approved under outline planning 3/18/2253/OUT) have been granted, providing E(g)(ii), E(g)(iii), B2 and B8 uses. The site has now been delivered and all units are occupied.	home also delivered as part of the BISH5 masterplan, and to the north is some SUDS and green space with residential development beyond. This location was identified for employment use to avoid traffic being directed through the town.

Site Quality Due to its age, the site appears to be excellent quality with modern, large industrial units visible from the adjacent roads. The largest units appear to also have significant ancillary office space, and large portions of the road facing unit walls are fitted with glass to avoid the dominance of imposing metal faces. Units are fitted with Solar PV along their roofs, and there seems to be sufficient parking available.	**Quality Score** Excellent
Site Occupancy No vacancy, all units on site are occupied and in use.	**Occupancy Score** Excellent

Constraints

No notable constraints.

Accessibility

Local Connections:

The site is well connected to the rest of the town, particularly the new residential areas brought forward within the BISH5 Masterplan area. The adjacent A1184 facilitates convenient access from Sawbridgeworth, Harlow, and various villages from the south also.

Connection to Strategic Road Network:

Connection with the Strategic Road Network is not ideal, given the location on the opposite side of Bishop's Stortford to the M11 and A120 (east). Reaching these roads involves travelling through Bishop's Stortford centre or around the perimeter of the town to the west, reaching the A120 which is prone to congestion. Nevertheless, companies have

invested significant resources to relocate to this site. It is noted that there are good connections form the site to A120 (west).

Pedestrian & Cycle Links:

Pedestrian access to the site is feasible via the pavement which facilitates access from the rest of the BISH5 area along Beaumont Ave South. However, the site is quite a distance away from all other residential areas of the town and the town centre, and the site's entrance is not particularly conducive to walking or cycling access in terms of design.

Public Transport Links:

The 'St James Park Beaumont Avenue High School' Bus Stop is within 100 metres of the site's entrance. Bus services running from this stop include the 36, 306, 508, 509, 510, and 511. However, the 511 is the only bus which runs regularly from this stop, and only provides links to the rest of Bishop's Stortford rather than any surrounding settlements. The other services provide links to Buntingford and other villages to the north-west, and Harlow & Sawbridgeworth to the south, but only run from this stop once or twice per day.

Bishop's Stortford Railway Station is over 2 miles north of the site, in the town centre.

4.2. Buntingford

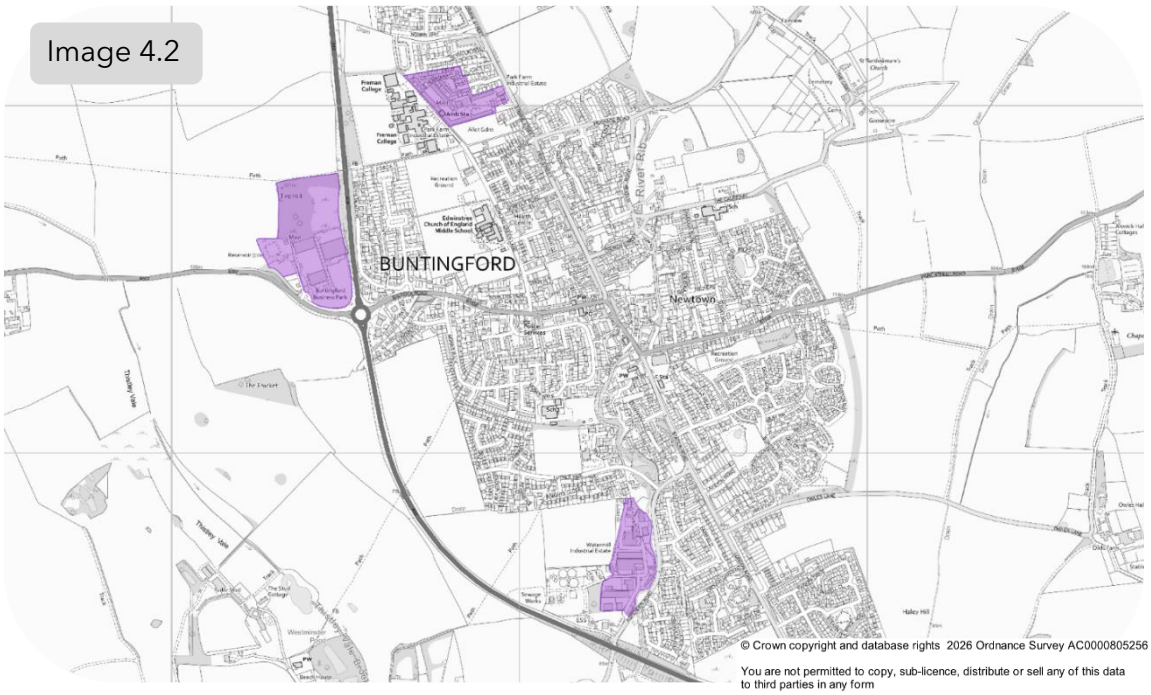
4.2.1. Settlement Overview:

Buntingford is a small market town, located in the centre of a large rural area in the northern half of the district. It is the only town in East Herts to not be served by rail, which alongside the generally limited bus services, makes residents and visitors primarily reliant on car and private transport. Located along the A10, Buntingford is relatively well-connected north towards Cambridge, and south towards London. Notably, it is also the only town to not be constrained by Green Belt, making it subject to numerous speculative development applications.

4.2.2. Employment Land Overview:

There are currently three allocated Employment Areas located in Buntingford: Park Farm Industrial Estate (BU01), Buntingford Business Park (BU02), and Watermill Industrial Estate (BU03). Collectively, they provide approximately 26,000sqm of employment generating floorspace, across approximately 12.9ha of allocated employment land. The sites are relatively spread out across the town, as displayed in Image 4.2 below:

Image 4.2



Buntingford provides a flexible stock of employment units, ranging in size, age, and quality. Park Farm Industrial Estate and Watermill Industrial Estate offer small, primarily industrial units, while Buntingford Business Park comprises just three

buildings totalling approximately 10,100sqm; the only larger-scale employment units in the area. Businesses across Buntingford are primarily industrial, operating within Use Class E(g)(iii) and Class B2. However, the recent development of micro studio units at Watermill Industrial Estate has facilitated an emergence of small local businesses, spanning various non-industrial Use Classes.

Notably, there is no vacant allocated employment floorspace in Buntingford; all units across the three Employment Areas are occupied. Currently, the greatest opportunity for enhancement of employment land in Buntingford is at Buntingford Business Park, via the development of currently vacant parcels, and at Watermill Industrial Estate, through the redevelopment of poor-quality older units.

4.2.3. Employment Land Updates:

Since the 2013 Employment Land Review, there has been a significant reduction in designated employment land within Buntingford, due to the loss of the former Sainsbury's Distribution Depot. The site has since been redeveloped, now home to a residential estate and Buntingford First School.

However, there have been recent updates to the remaining three Employment Areas within the town. There has been significant development at Watermill Industrial Estate in recent years, providing 25+ new commercial/industrial units, which has improved both the marketability and overall quality of the site.

At Park Farm Industrial Estate, ~1.1ha of the existing allocated Employment Area has been recently developed for residential uses which now directly border the site. This land was previously vacant, and now ultimately does not serve an employment generating function in line with District Plan 2018 Policy ED1. Therefore, the allocation boundaries for this site should be amended to represent a ~1.1ha loss of allocated employment land.

Finally, intention to develop the long-vacant parcels of at Buntingford Business Park has been demonstrated through a 2026 planning application to construct four new industrial units, totalling ~ 20,000sqft of Class E(g), B2, and B8 floorspace. This application is currently awaiting decision.

4.2.4. Buntingford Employment Site Assessments:

Table 4.9:

Park Farm Industrial Estate	
Site ID: BU01 **Site Area:** 2.90ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class C3; Class E(a); Class E(c)(ii), (iii); Class E(d)	

Site Description

Park Farm Industrial Estate is a relatively small Employment Area in the north of Buntingford, providing flexible employment space across 40+ units, which accommodates businesses across Class E, B2, and B8. More recently developed units around the east of the site, toward the entrance on Ermine Street, are primarily occupied by IT business, while the older units located towards the rear of the estate are used primarily for industrial and storage purposes. The overall quality of the site is good, and the lack of vacancy indicates strong local demand. However, units are small, and therefore limited in their flexibility to accommodate larger-scale business uses.

Notable Planning History	**Surrounding Area**
Northern parcel of designated employment land, which was previously vacant, has been taken up by residential development which was constructed in 2020 (3/16/1391/FUL). Two residential dwellings have been recently erected within the employment allocation, adjacent to the site's entrance on Ermine Street (3/19/1697/FUL).	Site is neighboured by recently developed housing to the north, Freman College to the west, and allotments to the south. There is greenfield land opposite the entrance on Ermine Street to the east.

Site Quality Park Farm Industrial Estate contains generally small, terraced units which are flexible for various business uses. Some have evidently been internally connected to form a larger space for a sole occupant. There is good parking provision, and a relatively good standard of buildings and internal infrastructure. There is considerable noise around this site stemming from industrial and vehicular activity, which is significant given the residential development now adjacent and overlooking the site to the north. Certain individual units are using renewable energy technologies, notably Solar PV and private EV Chargers.	**Quality Score** Good
Site Occupancy No vacancy, all units on site are occupied and in use.	**Occupancy Score** Excellent
Constraints No significant constraints .	
Accessibility **Local Connections:** Located on Ermine Street which connects to Buntingford's High Street to the south and the A10 to the North (via Neale Drive), towards Royston. Accessible for local residents of the town and surrounding villages. **Connection to Strategic Road Network:** Well connected to the A10, located within 1 mile. **Pedestrian & Cycle Links:** Pavement along Ermine Street provides safe access for pedestrians. There is no dedicated cycle path serving the site, but Ermine Street is safe for cyclists to use. **Public Transport Links:** The nearest bus stop is in the centre of Buntingford, ~0.5 miles south along Ermine Street from the entrance to Park Farm Industrial Estate. Bus services running from this stop offer some connection to towns & villages north, south, and west, but are relatively infrequent.	

Table 4.10:

Buntingford Business Park	
Site ID: BU02 **Site Area:** 6.77ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** N/A	

Site Description

Buntingford Business Park provides the only units in the area which are sizeable enough to facilitate larger-scale industrial operations. The site is relatively modern and of high-quality, with high potential for enhancement through development of the currently vacant parcels of land which are allocated for employment. One unit is occupied by East Herts and North Herts Councils as a joint operational / waste depot, and the other is the headquarters of Datalec Precision Installations Ltd, a large international company. The Veolia water facility / reservoir on the western side is also within the allocated Employment Area. Located adjacent to the A10, the site is well positioned for car users, and the commercial and/or refuse collection vehicles associated with the businesses operating within. However, the A10 crossing separates Buntingford Business Park from Buntingford itself, making the site relatively inaccessible for pedestrians and cyclists.

Notable Planning History	**Surrounding Area**
A small car park was constructed at the Veolia facility around 2013, aimed at alleviating parking issues within the business park (3/11/1874/FP). More recently, at the beginning of 2026, ~ 0.6ha of the southern vacant parcels within the Employment Area have been put forward for the development of four industrial units (for use class E(g), B2, and	The site is surrounded by agricultural land to the north, west and south, and separated from Buntingford only by the A10 to the east. Baldock Road is immediately south and has a roundabout junction with the A10 to the south-east.

B8) ~5,000sqft each (3/25/1986/FUL). This application is currently awaiting decision.	

Site Quality The business park is of good quality, with relatively large and modern units ranging up to 37,000sqft. Units are clearly flexible for various business uses; primarily industrial. Despite good provision of parking spaces and a new car park at the Veolia facility, the main internal road has cars inappropriately parked along it, narrowing the space for larger vehicles to operate. The vacant parcels of land to the north and south of the existing buildings total 3.86ha; ~57% of the overall allocation area. Currently, they are overgrown and littered with rubbish which hinders the site's general appearance. The landowner has confirmed intention to develop these parcels in due course.	**Quality Score** Good
Site Occupancy No vacancy, all units on site are occupied and in use.	**Occupancy Score** Excellent

Constraints

There are some portions of the allocated area which have high risk of flooding from surface water, including the undeveloped parcels.

Accessibility

Local Connections:

Site is adjacent to the Buntingford settlement boundary, separated by the A10, with its entrance on Baldock Road. Baldock Road continues east directly into Buntingford, making the business park well connected to the town centre and accessible for local car users.

Connection to Strategic Road Network:

Site is adjacent to the junction between Baldock Road and A10, offering good north-south connectivity and a straightforward link towards Letchworth and Baldock to the west via the Baldock Road (A507).

Pedestrian & Cycle Links:

Site is separated from town by the A10. The junction between the A10 and Baldock Road provides a pedestrian crossing point and pavement which extends east towards the business park. However, this crossing has no specific measures to help pedestrians and

cyclists cross, which may impact on its use and safety, and undermine accessibility for pedestrians and cyclists. This location also makes the site inaccessible for cyclists.

Public Transport Links:

There is a bus stop within ~0.3 miles of site, located in Buntingford to the east along Baldock Road. However, the journey between this stop and the entrance to Buntingford Business Park involves crossing the A10.

Table 4.11:

Watermill Industrial Estate	
Site ID: BU03 **Site Area:** 3.24ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B8 **Other Land Use Classes:** Class E(a); Class E(c)(ii), (iii); Class E(d); Sui Generis	

Site Description

Watermill Industrial Estate is an established Employment Area in the south-west of Buntingford, which has recently been enhanced through the development of 25+ new business units around the north of the site. This recent development has revitalised the estate in terms of marketability and attraction, while certain older units are relatively poor quality and could benefit from enhancement or redevelopment. The location is favourable in terms of proximity to A10 and town centre, but access is relatively poor, limiting the extent to which Class B8 uses are appropriate. The development of new, small studio units at the north of the site has evolved the way in which Watermill Industrial Estate is used, accommodating various Class E local businesses in a previously exclusively industrial estate.

Notable Planning History	**Surrounding Area**
Permission for the construction of 17 Class B1 units was granted in 2018 and has now	Site is neighboured by housing to the north, and across Aspenden Rd to the east /south-

been delivered (3/17/1861/FUL). Further developing the site to the north, 9 new small 'studio' Class (then) B1 units have been constructed following a grant of permission in 2020 (3/19/2605/FUL). Various other recent applications have been granted for construction of independent units (3/22/1043/FUL; 3/22/1064/FUL; 3/21/0837/OUT). Outline permission has recently been granted for the demolition of existing scaffolding structure and erection of 6 industrial units on site (3/24/2256/OUT).	east. There is a sewage facility adjacent to the west, and a parcel of greenfield land to the north-west, which has recently had a large-scale application for around 350 homes granted at appeal. Site is generally surrounded by vegetation / tree line which separates it from adjacent land.

Site Quality The quality of the physical environment varies across the site, with a clear distinction between the recently developed areas and the longer established areas consisting of older units. Recently developed units range between 200sqft and 1500sqft providing modern, flexible spaces for smaller independent businesses. The area around the new studio units to the north has an attractive environment, with large trees retained and some community / green space provided in the middle. Car and bicycle parking is also well provided. The southern area of the site comprises lower quality units, and internal roads which appear poorly maintained; recent planning applications have potential to improve these conditions.	**Quality Score** Reasonable / Good
Site Occupancy No vacancy, all units on site are occupied and in use.	**Occupancy Score** Excellent

Constraints

There is significant fluvial flood risk along the eastern boundary of the site due to the adjacent River Rib, and some areas of high risk of flooding from surface water around the recently developed units in the northern area of the site. There are also various Tree Protection Orders on and around the site.

Accessibility

Local Connections:

The site is accessed via Aspenden Road, which is narrow in width. This constrains the site's accessibility and limits larger-scale development which could have an adverse impact on

the operation of the highway network. However, its location in the south of Buntingford makes the site well positioned for local residents.

Connection to Strategic Road Network:

Watermill Industrial Estate is near London Road, which links to the A10 less than 1 mile from the site's entrance. However, connectivity with the strategic road network is inhibited by the route through Buntingford and along the narrow Aspenden Rd.

Pedestrian & Cycle Links:

Pedestrians can access Watermill Industrial Estate via the pavement along Aspenden Road, or the public footpath which grants access directly into the site from Luynes Rise to the north. Aspenden Road facilitates access for cyclists, but the narrow width may present congestion issues which may undermine safety.

Public Transport Links:

There is a bus stop ~0.4 miles from the entrances to Watermill Industrial Estate. Buses from this stop offer some links to surrounding towns and villages but are relatively infrequent.

4.3. Hertford

4.3.1. Settlement Overview:

Hertford is the district's southernmost town, making it also the closest in proximity to London. Located at the confluence of four rivers in a valley setting and surrounded by the Green Belt, the town is characterised by open land and the Green Fingers which penetrate the urban area, providing valuable environmental assets for both locals and visitors. Hertford is home to numerous cultural and recreational facilities, including BEAM; a new multi-purpose arts and culture venue, and has a medieval town centre which retains historically significant buildings while offering an attractive environment for business and leisure. The redevelopment of the Bircherley Green centre has been a significant enhancement to the viability and vitality of Hertford's town centre.

The town is also well connected by public transport, including a bus station and two railway stations. Collectively, there are good links to both local and long-distance destinations, including regular, direct trains to and from central London. Located on the A414, Hertford is also well connected to the road network but struggles with acute traffic congestion issues at peak times, particularly throughout its historic core and along the A414 at Gascoyne Way. The District Plan 2018 outlined the need for future development to avoid exacerbating these issues, and to deliver mitigating measures where possible.

4.3.2. Employment Land Overview:

Hertford, together with neighbouring Ware, holds a significant stock of the district's employment land. Having retained, but evolved beyond its traditional brewing role, Hertford now offers a diverse mix of employment generating floorspace comprising industrial buildings, offices, and warehouses which range in scale. This land is divided into eight allocated Employment Areas, as per the District Plan 2018, generally located along the A414 and the historic town centre, as shown in Image 4.3 below:

Image 4.3

Collectively, these eight sites provide 53.3ha of allocated employment land, the most by any town in the district by a notable margin. This includes 20.77ha at 'Mead Lane,' which is the largest allocated Employment Area across the District, containing a sprawl of industrial units accommodating an extensive, varied assortment of businesses. The majority of employment land on offer in Hertford is occupied by businesses across Use Class E(g), B2, or B8. However, unlike other towns within the district, Hertford includes an allocated Employment Area which serves the primary function of providing Class E office space. This office floorspace within the 'Pegs Lane' Employment Area has long been a premises for both public and private sector employment, and until recently, was home to the district's largest local authority employer, Hertfordshire County Council.

4.3.3. Employment Land Updates:

The District Plan 2018 outlined an employment strategy for the town involving the protection and enhancement of existing Employment Areas, as well as reserving the Employment Area at Pegs Lane (HE08) for Class B1 use, which now falls under Use Class E(g).

Significant enhancement has occurred within the Caxton Hill Employment Area (HE01), where most of the site has been demolished and redeveloped or refurbished in the last 2-3 years to form the new 'Hertford Logistics Hub,' which provides a total footprint of 225,000sqft in employment generating floorspace. The previous units were small, largely vacant, and considered poor quality by previous employment studies, which also noted access issues that have now been addressed by the recent redevelopment via the new access route through Foxholes Business Park (HE02). This new access route interconnects the two sites, as well as providing the new Hertford Logistics Hub with improved access to the A414. New units at Hertford Logistics Hub range from ~5,200sqft to potentially ~120,000sqft, accommodating larger logistic businesses and significantly improving the quality of Use Class E(g)(iii), B2, and B8 floorspace in the town. Despite being incomplete, the site is partially occupied, and multiple of units still to be occupied are under offer.

At the Mead Lane Employment Area (HE04), ~4.3ha of land was allocated for mixed-use development under District Plan 208 Policy HERT2. This land, within the current Employment Area allocation, has been allocated by Policy HERT2 to provide 200 homes by 2027, and 3,000sqm of Use Class E(g) floorspace. Permission has now been granted, in December 2025, for ~3.7ha of the HERT2 land to accommodate a hybrid development, comprising residential dwellings, a gymnasium, and Class E(g) floorspace. Work has commenced and will prompt an amendment to the Employment Area allocation dependant on the location and configuration of new Class E(g) employment generating floorspace which is to be provided.

The Pegs Lane Employment Area (HE08) has long been home to Hertfordshire County Council (HCC) at the County Hall offices, and East Herts District Council at the Wallfields offices. However, HCC have recently relocated to Stevenage, leaving up to 200,000sqft in office space at County Hall vacant. This represents the loss of the district's largest local authority employer, and despite the remaining HCC uses at County Hall (Hertford Register Office and public archives), the site is currently being marketed with the intention to sell. It is yet to be seen how this will transpire, and therefore it is unclear whether the site will recapture a Class E(g) employment generating function, in line with District Plan 2018 Policy HERT6.

4.3.4. Hertford Employment Site Assessments:

Table 4.12:

Caxton Hill	
Site ID: HE01 **Site Area:** 6.25ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class E(c)(ii);	

Site Description

Caxton Hill Employment Area has become an increasingly important site, since planning permission was granted in 2023 for redevelopment, providing 16 high-quality industrial units which now form the new 'Hertford Logistics Hub.' Construction is almost entirely complete, and multiple units are already occupied. This redevelopment is significant for the town and the district, marking an ambitious transition from small, outdated buildings to new high quality industrial and warehouse units totalling ~225,000sqft of floorspace, which have the capability of attracting and accommodating large-scale logistic businesses. The site now has improved access to the A414 through Foxholes Business Park (HE02, see below), making the two Employment Areas interconnected. Some units within the new Logistics Hub are already being occupied by notable businesses operating across Class E(g) and B8.

Multiple units within the Employment Area, to the north and west, have not been enhanced by the Hertford Logistics Hub development; these are primarily small, older units along Extension Road which has restricted access, other than one large Class B8 unit to the west, along Caxton Hill, which is occupied by Stephen Austin.

Notable Planning History	**Surrounding Area**
Permission was granted in 2022 for the refurbishment of buildings FC1 and FC2 (3/22/1906/CLPO), now Units 1-4 and 13-15 of Hertford Logistics Hub.	The site is surrounded by residential housing, other than Foxholes Business Park which is adjacent to the south-east and is now internally connected to the Hertford Logistics

Permission then granted in 2023 for larger redevelopment of entire site (3/22/2200/FUL), completing new 'Hertford Logistics Hub' with Units 5-12 and Unit 16. This included new access route through to Foxholes Business Park to the south-east. Site almost complete and partially occupied.	Hub. Caxton Hill now joins with John Tate Road at mini-roundabout junction within Foxholes Business Park, essentially combining the two sites as one larger interconnected entity. Beyond Foxholes is the A414.

Site Quality Due to the recent and ongoing redevelopment on site, associated with the new Hertford Logistics Hub, this Employment Area has been almost entirely rejuvenated with modern, high quality industrial / warehousing units, a more sophisticated internal layout, improved connectivity, and sustainable technology. Approximately 4ha of the overall 6.25ha employment allocation now forms Hertford Logistics Hub, comprising 16 individual units ranging in size from ~5,200sqft to ~42,500sqft. Adjacent units are also available in combination, offering flexibility of up to ~120,000sqft for a single occupier. The site has excellent parking availability, signage, and road markings / infrastructure. There is incorporation of shrubbery and vegetation which will improve environmental amenity over time, and a communal area with benches for employees & visitors. New units have a high standard of design, and all incorporate roof-mounted Solar PV. Units are evidently flexible, accommodating a range of potential businesses across use Class E, B2, and B8. The Hertford Logistics Hub would be scored as excellent. The remaining ~2.25ha of employment land, which has not been included in redevelopment efforts, varies in quality but generally is less attractive and brings the overall score down. Units are not as modern, and the general environment is relatively poor quality. The industrial unit(s) to the north of site, occupied by Worldwide Recovery Systems, is particularly poorly maintained, and would benefit from further enhancement.	**Quality Score** Good
Site Occupancy There are numerous vacant units within the new Hertford Logistics Hub, which are currently being marketed as the site redevelopment continues toward completion. Five out of 16 units are occupied, with an additional four under offer. It is expected that all units will be occupied once the site is 100% complete and operational.	**Occupancy Score** Anticipated 'Excellent' once complete

Constraints

No notable constraints.

Accessibility

Local Connections:

The site is embedded within a residential area in the east of Hertford, and is accessible via Caxton Hill from Ware Road. Ware Road offers strong local connections within Hertford, and east toward Ware.

Connection to Strategic Road Network:

Connectivity and links with the wider strategic road network have been improved by the new access route through Foxholes Business Park, directly onto the A414. This is preferable to the relatively convoluted previous route onto Ware Road, through Hertford, and onto the A414 at a more congested junction. The A10 is now ~1 mile east from Caxton Hill along the A414. The A414 also facilitates connection west toward the A1(M).

Pedestrian & Cycle Links:

Pedestrians and cyclists can both access the site via Caxton Hill and John Tate Road, which both have pavement along the side of the road.

Public Transport Links:

The Caxton Hill bus stop is located on Ware Road, ~0.2 miles from the entrance to the Employment Area at the top of Caxton Hill. Bus services running from this stop are extensive, offering a wide range of connections to / from Stevenage, Welwyn, Hatfield, Royston, Buntingford, Ware, Bishop's Stortford, Hoddesdon, Broxbourne, Waltham Cross, and numerous other surrounding villages, as well as across Hertford itself.

Furthermore, Hertford East Railway Station is ~0.5 miles, or an 11-minute walk to the north-west from Caxton Hill, offering good connectivity with London.

Table 4.13:

Foxholes Business Park	
Site ID: HE02 **Site Area:** 9.82ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B8 **Other Land Use Classes:** Class E(c)(i), (ii), (iii); Class E(d); Class E(f); Sui Generis	

Site Description

Foxholes Business Park is mixed use estate located on the A414 London Road, comprising clusters of shared office buildings, industrial units, large distribution warehouses, and a Mercedes car dealership. Businesses occupying the units on site are primarily those across Use Class E(c) and E(g), including numerous IT / financial service companies. Other uses include healthcare services, contracting companies, a day nursery, and a pilates studio. There are ~50 total employment units across the business park, ranging in size and design to accommodate a range of occupiers, from local independent businesses to larger-scale companies with logistic needs. The site provides high-quality, flexible employment floorspace which is evidently in demand. The general environment around the business park is attractive, as well as offering abundant parking and excellent signage. The site is now interconnected with the new Hertford Logistics Hub to the north-west, via Caxton Hill, including access through to Ware Road (see HE01, above).

Notable Planning History	**Surrounding Area**
Significant redevelopment at the adjacent Caxton Hill Employment Area has delivered the new Hertford Logistics Hub (3/22/2200/FUL). This site now has new access through Foxholes Business Park from the A414, and therefore there is new signage on site which advertises and gives directions for the new Logistics Hub.	The southern edge of the site is bordered by the A414 with greenfield land beyond. The new Hertford Logistics Hub is adjacent to the north-west, with a new internal road making the two sites interconnected. To the north and north-east, there is some green space and residential housing, which is accessible via footpaths through the site.

Site Quality The site comprises a varied layout and diverse offering of industrial, warehouse, office, and other employment space. Quality across the site is generally good, whether it be office buildings, large warehouses, or smaller industrial units. Units are generally arranged in smaller courtyards which are respectively named, have their own signage, and are identifiable as a cluster of units with a certain design. For example, the cluster of office buildings along The Chase vary from the cluster of small industrial units at Harforde Court. Units across the site are generally flexible, accommodating both logistic and local businesses operating across various industries. There is sufficient provision of parking across the business park, excellent signage, and an abundance of trees and vegetation which enhances amenity of the general environment.	**Quality Score** Good
Site Occupancy There are currently three office spaces being marketed along The Chase and Watermark Way, ranging from ~700sqft to ~4,100sqft.	**Occupancy Score** Good
Constraints No notable constraints.	

Accessibility

Local Connections:

Easy access to the A414 and Ware Road makes the site well connected to surrounding areas, including Hertford's town centre, services, and residential areas.

Connection to Strategic Road Network:

The site's main entrance is directly onto the A414, which then links with the A10 ~1 mile east. The A414 also facilitates connection west toward the A1(M).

Pedestrian & Cycle Links:

Despite being located and primarily accessed via the A414 dual carriageway, the site has good accessibility for pedestrians and cyclists. There is pavement along the A414 London Road into Hertford, and a signal-controlled pedestrian crossing just opposite the entrance to Foxholes Business Park. There are also multiple public footpaths running directly into and out of the business park on its east side. Cyclists are now most likely to access the site via Caxton Hill.

Public Transport Links:
The Balls Park Lodge bus stop is just across the A414 junction to the south, on London Road. This stop is less than 100 metres from the entrance to Foxholes Business Park, but there are limited buses running from it. The Caxton Hill bus stop on Ware Road is a better option, located ~0.4 miles away, accessible through Hertford Logistics Hub.

Table 4.14:

Hartham Lane	
Site ID: HE03 **Site Area:** 1.85ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class E(a); Class E(b); Class E(c)(ii), (iii); Class E(d)	

Site Description

The Employment Area is split across two sites, each on either side of Hartham Lane. To the east is the historic McMullen's Brewery site, and to the west is a cluster of ~20 small business units known as Great Northern Works. The site is divided in the centre by non-employment land; other historic brewing buildings, and a large Sainsbury's supermarket. Traffic associated with the store and its car park flows along Hartham Lane, directly past entrances to the Employment Area, causing congestion at peak times. The Employment Area contains multiple listed buildings, which alongside the large brewery usage and central town location, makes it quite unique. Generally, the site is of good quality and accessible.

Notable Planning History	**Surrounding Area**
There has been significant redevelopment along Hartham Lane, which has shaped the context of the current Employment Area. A large portion of the McMullen's Brewery	Located north of and adjacent to Hertford's town centre, this Employment Area comprises a mixture of uses including shops, restaurants, a library, and some residential.

site was demolished, making way for a large Sainsbury's supermarket and associated parking, café, offices, and associated works (3/08/1528/FP). The new Sainsbury's site was excluded from the Employment Area allocated in the District Plan 2018. The remaining allocation is therefore split into two sites, separated by Hartham Lane and the Sainsbury's store. More recent, smaller scale redevelopment includes the demolition of some existing units within the Great Northern Works business park, and construction of new units to replace them (3/14/1461/FP).	The River Beane borders the Great Northern Works site to the west, while the McMullen & Sons Brewery is bordered by the River Lea to the east. The rivers somewhat separate the site from surrounding uses, while the large Sainsbury's supermarket in the centre prompts traffic which passes along Hartham Lane. This traffic is however directed away from the access road which facilitates warehouse deliveries to and from the brewery.

Site Quality The quality of units and the general environment of this Employment Area is generally high, with a diverse mix of buildings, layout and architecture between the Great Northern Works business area to the west, and historical brewery site to the east. The Great Northern Works area is small, but has benefitted from some recent redevelopment, including good signage and an attractive outdoor café seating area. The Grade II listed Great Northern Works building and the Grade II listed McMullens Brewery Gates are well preserved, distinctive, and offer value and amenity to the area. Importantly, the Brewery-associated buildings located on Old Cross are appropriate and attractive, meaning there is no detriment to the street by industrial units behind. Parking is sufficient, and the brewery site has a fenced private parking / delivery yard adjacent but separated from the Sainsbury's car park.	**Quality Score**
Site Occupancy No vacancy, all units on site are occupied and in use.	**Occupancy Score** Excellent

Constraints

The Great Northern Works building on Hartham Lane, and the McMullens Brewery Front Gates opposite, are both Grade II listed. The entire site is also within Hertford Conservation Area.

Accessibility

Local Connections:

Being Hertford's most central Employment Area, the site is very well connected to the town centre and surrounding areas. The extensive services and retail opportunities in the town centre are highly accessible, and the Sainsbury's supermarket is directly adjacent to Hartham Lane. Additionally, the site is very well connected to green space and leisure, with Hartham Common Park and Hartham Leisure Centre just metres beyond Sainsbury's to the north. Entrances to the Great Northern Works area are separate from those of the McMullens Brewery, on either side of Hartham Lane.

Connection to Strategic Road Network:

Less than 0.5 miles south, via Old Cross / The Wash / Parliament Square, the A414 runs through Hertford. The A414 offers a link east toward the A10, and west toward the A1(M), making Hartham Lane relatively well-connected. However, there is significant congestion issues along the A414 through Hertford, especially around peak times. Other than the McMullens site, which requires warehouse deliveries, this Employment Area is not an ideal location for businesses which involve freight and logistics.

Pedestrian & Cycle Links:

Accessibility for pedestrians and cyclists is high, with numerous roads and pathways facilitating access from all directions. Pedestrians and cyclists can naturally permeate the Employment Area from the park to the north, from the town centre to the south-east via the bridge over River Lea, and from the rest of the town via roads and pathways leading to Hartham Lane.

Public Transport Links:

The BEAM Theatre bus stops are a short ~100 metre walk south from Hartham Lane, located on Mill Bridge / The Wash. This stop provides access to numerous bus services, creating links to surrounding settlements including Stevenage, Welwyn Garden City, Ware, Hoddesdon, and Broxbourne, as well as various circular routes around Hertford.

In addition, both Hertford North and Hertford East Railway Stations are ~0.5 miles walk from Hartham Lane. The site is well connected via public transport.

Table 4.15:

Mead Lane	
Site ID: HE04 **Site Area:** 20.77ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class E(a); Class E(c)(ii),(iii); Class E(d); Class E(e); Class F2(b); Sui Generis	

Site Description

The 'Mead Lane' Employment Area is the largest employment site allocation across the district, incorporating multiple different industrial estates within it. The site allocation is bisected by the River Lee Navigation, with a narrow ~2.7ha sliver of developed, occupied employment land to the north-west, and the larger ~13.5ha site along Mead Lane to the south-east. The Employment Area encompasses Mead Lane Industrial Estate, Lock House Industrial Estate, Centrus, Mead Lane Business Centre, Dicker Mill, and Marshgate Drive.

The site is predominantly industrial, though there are a range of independent businesses concentrated around the Dicker Mill and Marshgate Drive area to the north-west which operate under Class E and F for less common uses, including fitness and community halls. Businesses occupying the various estates along Mead Lane fall more typically under Class E(g) and B8, accommodated by larger, higher quality and more modern units. In total, there are 130+ units across the site. The location of the site is relatively favourable; locally accessible, relatively well connected with the strategic road network, and very well served by public transport. However, the site is mainly reliant on a single access point at Mill Road, adjacent to Hertford East station and Tesco supermarket, which is acutely prone to congestion.

There are currently two parcels of vacant land within the Employment Area, amounting to ~3.7ha, which are awaiting development since being allocated under Policy HERT2 within the District Plan 2018. These parcels now have planning permission for a mixed-use residential development, including outline permission for employment generating business uses.

Notable Planning History	Surrounding Area
Approximately 4.3ha of the Employment Area is allocated for mixed-use development under Policy HERT2 of the District Plan 2018. HERT2 allocated this land to provide 200 homes by 2027, including affordable homes, and 3,000sqm Use Class B1 (now Class E(g)) floorspace. Approximately 3.7ha of the HERT2 site is currently undeveloped land, and the other 0.6ha is a Class B8 outdoor storage and distribution area currently occupied by a building materials supplier. The ~3.7ha undeveloped parcels of the HERT2 site now has planning permission for a hybrid development comprising residential dwellings, a gymnasium (Class E(d)), and Class E(G) floorspace amongst other uses (3/24/2147/VAR). Part of the southern parcel has been identified in the HERT2 masterplan as a commercial / employment opportunity area. Finally, land at the north of the allocated Employment Area, encompassing unts along Marshgate Drive, has been promoted through the council's 2024 Call for Sites exercise for residential / mixed-use redevelopment.	The site is relatively separated from the town. The industrial area to the north of the river, incorporating Dicker Mill and Marshgate Drive, is bordered by the river to the south and one of Hertford's 'Green Fingers' comprised of Hartham Common to the north. The larger area to the south of the river, along Mead Lane, is bordered to its south by the railway track arriving into Hertford East, and public green space to the north.

Site Quality	Quality Score
Quality varies across the site. Generally, the main industrial area along Mead Lane is of higher quality, comprising a more extensive assortment of industrial units which range in size, many of which have been retrofitted. Across this portion of the Employment Area, there is generally good parking provision, and informative signage indicating unit numbers and their occupiers. The smaller section of this Employment Area, to the north of the River Lee Navigation along Mill Road and Marshgate Drive, comprises primarily smaller 1970s units with some variance in size. Units are evidently flexible for a wide range of uses across Class E, including fitness studios, offices, a scout hall, a mental health practitioner, and small-scale industrial uses. These units are visibly older, have limited parking availability, and are more	Good

difficult to navigate due to narrow roads and a lack of signage. In certain instances, units show signs of disrepair. The large vacant and fenced parcels of land allocated for development under District Plan 2018 Policy HERT2 are a hinderance to the area's amenity.	
Site Occupancy Minimal vacancy. There is currently one ~6,000sqft industrial unit vacant and being marketed within Mead Lane Industrial Estate along Merchant Drive. In addition, there is a small amount of office space (~300sqft) being marketed within Lock House Industrial Estate	**Occupancy Score** Excellent

Constraints

The land bordering the site to the north is Green Belt, as well as being allocated as Open Space under District Plan 2018 Policy CFLR1, and a Hertford Green Finger under Policy CFLR2.

The site is partially bordering Hertford Conservation Area, and is within Flood Zone 3 around the Mead Lane Business Centre.

Accessibility

Local Connections:

The site is located in relatively close proximity to the town centre, but has accessibility constraints. The majority of the site is accessed along Mead Lane, which is a dead-end road, while the estate north of the river can be accessed via Mill Road or Marshgate Drive. All access points, and entry to Mead Lane relies on a single route along Mill Road, past Hertford East station and the Tesco superstore, which is acutely prone to congestion issues and constrains access to the site.

Connection to Strategic Road Network:

Mead Lane is less than 1 mile from the A414, which then facilitates connection east ~1.5 miles to the A10, and west toward the A1(M). The nearest junction with the A414 is accessible via Mill Road/Ware Road, but access is significantly constrained by congestion issues.

Pedestrian & Cycle Links:

The site is accessible for pedestrians and cyclists, via the roads which feed into it, as well as numerous footpaths penetrating the site from the north, east, south, and west. These footpaths connect across the surrounding green space to Bengeo, and to Ware. Bridges across the River Lee Navigation facilitate pedestrian and cyclist access to the north and west toward Hartham Lane, while a signal-controlled pedestrian / cyclist crossing across the railway track to the south-east connects Mead Lane with the east of Hertford.

Public Transport Links:

Hertford East Railway Station is in very close proximity with the site, located less than 0.1 miles from Mead Lane, making the Employment Area well connected with London via frequent trains.

The nearest bus stop is slightly further south along Mill Road, adjacent to the Tesco Superstore ~0.1 mile from Mead Lane, and ~0.8 miles from the furthest away units within the Employment Area to the east. Bus services running from this stop are extensive, offering a wide range of connections to / from Stevenage, Welwyn, Hatfield, Royston, Buntingford, Ware, Bishop's Stortford, Hoddesdon, Broxbourne, Waltham Cross, and numerous other surrounding villages, as well as across Hertford itself.

Table 4.16:

Mimram Road	
Site ID: HE05 **Site Area:** 2.18ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class E(a); Class E(c)(ii), (iii); Class E(d); Sui Generis	

Site Description

The Mimram Road estate accommodates a range of businesses across Use Class E, with some small-scale B2 and B8 uses present as well. Numerous occupiers operate across the automotive industry, selling auto parts and vehicles, and offering services including repair, MOT, and valet / car wash. In total, there are ~40 units, the majority of which are appropriate for small-scale local businesses, serving the local community. A significant proportion of these small units are vacant, and the overall quality of the estate is relatively poor. This poor quality and a lack of logistic potential is likely limiting demand for industrial floorspace in the Mimram Road estate.

Notable Planning History	Surrounding Area
No notable planning history.	There is some housing around the site to the north, across the A414 Hertingfordbury Road, and to the north-east directly adjacent. The entire south and east of the site is surrounded by Green Belt and Hertford's Green Finger. To the west, the site is bordered by treeline and railway track, making it relatively isolated from residential areas of the town.

Site Quality	Quality Score
Quality across the site varies but is generally not high. The estate includes some two storey larger brick buildings, including office and industrial floorspace, concentrated around the entrance to Mimram Road and on its east side. These buildings are primarily occupied by a single company, but in some instances have been internally divided to accommodate numerous smaller independent businesses. The majority of the site is then made up of very small, single storey terraced industrial units, which are old and appear poorly maintained with no efforts toward retrofit or refurbishment. The narrow and fairly cramped internal road layout, combined with the size and style of units, means that the site is unsuitable for large-scale businesses and/or those involving logistics. The site is suited to smaller local businesses, though vacancy suggests demand is low. Signage is good, but parking provisions are limited.	Reasonable

Site Occupancy	Occupancy Score
Numerous (nine) small terraced industrial units vacant, having been marketed for a significant duration of time.	Reasonable

Constraints

Bordering Hertford Conservation Area; bordering Green Belt and one of Hertford's Green Finger local green space allocations under District Plan 2018 Policy CFLR2; majority of site within Flood Zone 3, with some patches within 3b.

Accessibility

Local Connections:

The site has one entrance on the A414 Hertingfordbury Road dual carriageway which runs through the town, making the site relatively well connected to surrounding areas. Access is less convenient when travelling from the west along the opposite side of the dual carriageway.

Connection to Strategic Road Network:

The location directly on the A414 offers a link west toward the A1(M), and east toward the A10. However, connectivity east toward the A10 is constrained by traffic congestion through Hertford, which is an issue particularly at peak times.

Pedestrian & Cycle Links:

There is a footpath running parallel to the A414 Hertingfordbury Road which provides pedestrian access to the site. This pavement connects the site from both directions, however there is no immediate pedestrian crossing across the A414.

Public Transport Links:

St Andrews Church is the nearest bus stop with frequent buses to and from a wide range of locations. The stop is ~0.4 miles (a 10-minute walk) from the entrance to Mimram Road, and accessible on foot via an underpass across the A414. Buses from this stop link with Stevenage, Welwyn, Hatfield, Ware, Hoddesdon, and Broxbourne, as well as various surrounding villages and across Hertford itself.

Table 4.17:

Warehams Lane	
Site ID: HE06 **Site Area:** 2.5ha **Employment Land Use Classes:** Class E(g)(i), (iii); Class B8 **Other Land Use Classes:** Class C3; Class E(a); Class E(c)(ii); Sui Generis	
Site Description The allocated Employment Area currently encompasses industrial and business uses along Warehams Lane, as well as some residential uses and a large new Aldi supermarket in the eastern half of the allocation area. Along Warehams Lane, the core of the Employment	

Area, there are ~10 small / medium sized industrial units, and numerous parcels of land being used as storage or sales yards. Parking, signage, and overall amenity are generally quite poor along Warehams Lane, despite a lack of vacancy nevertheless indicating that the site is providing space which is locally in demand and fulfilling its employment purpose. A large portion of the site's industrial, warehouse and office space has been lost with the Class E Aldi supermarket redevelopment, which is now separate from Warehams Lane with no internal through-access.

Notable Planning History	**Surrounding Area**
Eastern side of site has been redeveloped; the existing office building was demolished and replaced by an Aldi supermarket which opened to the public in 2020 (3/17/1537/FUL). There is now no internal access between the Aldi site and the Warehams Lane Industrial Estate to the west. Multiple granted applications for change of use to Class B8 for storage purposes; storage containers, skips, vehicles (3/21/1829/FUL; 3/14/2307/FP).	The site is bordered by the A414 (Hertingfordbury Road) to the north and east, greenfield land to the south, and a development of three-storey blocks of flats to the west (Maple Lodge).

Site Quality	**Quality Score**
Other than the new Aldi supermarket development which is entirely separate from the rest of the industrial estate and has its own dedicated entrance on Hertingfordbury Road, quality across the Employment Area allocation is not very high, including some unattractive scrap/storage yards and multiple buildings which appear old and/or poorly maintained. However, units are generally flexible for various uses and have some variance in size. Parking availability is limited, meaning cars are being parked on double yellow lines along the internal road, and signage is poor. There is also a lack of pavement to facilitate pedestrian movement. In the centre of the site is a group of seven residential properties (13-25 Castle Mead Gardens), which feel out of place and not in keeping with their surrounding industrial / retail uses. These are included within the Employment Area, despite not fulfilling employment use.	Reasonable

Site Occupancy	**Occupancy Score**
No vacancy, all units and plots on site are occupied and in use.	Excellent

Constraints

Adjoins Hertford Conservation Area to the north, east and south; borders one of Hertford's Green Finger local green space allocations under District Plan 2018 Policy CFLR2. The majority of the Employment Area is within Flood Zone 3b, and the entire site is within Flood Zone 3.

Accessibility

Local Connections:

Located close to the centre of Hertford on the A414 dual carriageway, the site is well connected to local areas. Due to the dual carriageway, those arriving from the west and travelling east along the A414 must continue travelling up to the roundabout junction adjoining Hale Rd and Parliament Square in order to turn around and access the site. This roundabout has congestion issues, particularly at peak times.

Connection to Strategic Road Network:

The location directly on the A414 offers a link west toward the A1(M), and east toward the A10. However, connectivity east toward the A10 is constrained by traffic congestion through Hertford, which is an issue particularly at peak times.

Pedestrian & Cycle Links:

There is a footpath running parallel to the A414 which provides pedestrian access to the site. This footpath is continuous in both directions and links to an underpass and signal controlled crossings to the east, adjacent to and beyond the Aldi foodstore, which allows pedestrians to cross the A414 and reach the town centre.

Public Transport Links:

The underpass beneath the A414 connects the site to the St Andrew's Church bus stop along St Andrew's Street, ~0.2 miles away from the entrance to Warehams Lane. This stop provides access to a good range of bus services, which offer links to Stevenage, Welwyn, Hatfield, Ware, Hoddesdon, and Broxbourne, as well as various surrounding villages and across Hertford itself.

Additionally, Herford North Railway Station is less than 0.5 miles away from Warehams Lane to the north-west. The walk between the station and the Employment Area is ~10 minutes and feasible along pedestrian footpaths.

Table 4.18:

Windsor Industrial Estate	
Site ID: HE07 **Site Area:** 0.53ha **Employment Land Use Classes:** Class E(g)(i), (iii); Class B2; Class B8 **Other Land Use Classes:** Class E(a); Class E(c)(ii)	

Site Description

Windsor Industrial Estate is a relatively small but highly visible site, comprising six medium-sized traditional employment units which all face directly onto Ware Road. The site accommodates various businesses which require industrial and ancillary office floorspace, including vehicle servicing and merchandise sales / distribution. Kwik Fit, Halfords, HBS, and Nicky Cornell are longstanding occupiers operating across Class E, B2, and B8, while more recent businesses include Brand Machine Group and Fogg Father; a vape shop. Despite average quality and accessibility, the site evidently serves its function and is in a relatively attractive location on the edge of Hertford's urban area.

Notable Planning History	**Surrounding Area**
No notable planning history.	Windsor Industrial Estate is bordered on its west side by housing, and otherwise is surrounded by Green Belt land to the north, east, and south. More specifically, the site borders a golf course to its south.

Site Quality	**Quality Score**
The site is of average quality, comprising five traditional terraced units which incorporate industrial / warehouse floorspace and ancillary office space for administrative or operational functions. These ancillary offices are street-facing and serve as reception areas and entrances for visiting customers. There is one additional, separate brick unit to the west which	Good

incorporates office space, a retail shop, and some distribution use to the rear. The site is positioned on Ware Road, overlooking the valley to the north, and is highly visible also from the A10. Due to the site's location, the site is relatively self-contained with minimal impact on surrounding uses. Occupiers are clear, due to prominent signage, and there is adequate parking provision.	
Site Occupancy No vacancy, all units are occupied and in use.	**Occupancy Score** Excellent
Constraints The site is almost entirely within 'Ware Lines Quarry' Wildlife Site (identified due to presence of bats) and is surrounded by Green Belt other than to the west.	
Accessibility **Local Connections:** Due to its location in between Hertford and Ware, the site is accessible from both towns. Ware Road extends east toward Ware Railway Station, and west through the centre of Hertford adjoining the A414. The site has two access points on Ware Road; one for entry and one for exit, indicated by signs. Ware Road can suffer from congestion at peak times. **Connection to Strategic Road Network:** Ware Road facilitates direct access west to the A414. Access to the A10 is also reasonably straightforward, involving a ~1.2 mile journey via Ware Road and Stanstead Road to reach the Rush Green junction. **Pedestrian & Cycle Links:** Pedestrians can access the site from the west, via pavement along Ware Road, however, the uses on site are primarily catered toward customers arriving by car. Pedestrian access is not safe or viable from Ware to the east. Ware Road is also seen as feasible for cyclist access. **Public Transport Links:** The Viaduct bus stop is <100 metres to the west of Windsor Industrial Estate, on Ware Road. Bus services running from this stop are extensive, offering a wide range of connections to / from Stevenage, Welwyn, Hatfield, Royston, Buntingford, Ware, Bishop's Stortford, Hoddesdon, Broxbourne, Waltham Cross, and numerous other surrounding villages, as well as across Hertford. Hertford East Railway Station is also ~1.3 miles to the west along Ware Road, providing a link with central London.	

Table 4.19:

Pegs Lane	
Site ID: HE08 **Site Area:** 9.36ha **Employment Land Use Classes:** Class E(g)(i) **Other Land Use Classes:** Class F1(d)	

Site Description

Pegs Lane was allocated in the District Plan 2018 as an Employment Area reserved primarily for Class B1 (now Class E(g)) use. The area consists of two separate sites: Wallfields, and its surrounding area, and the larger County Hall estate which forms most of the allocation and provides ~200,000sqft of floorspace. Both Wallfields and County Hall serve the primary function of the providing Class E(g)(i) offices, historically accommodating East Herts District Council (EHDC) in the Wallfields building to the north, and Hertfordshire County Council (HCC) at County Hall, which until recently was the district's largest local authority employer. HCC have now relocated to offices in Stevenage, leaving the majority of County Hall and its grounds vacant and being marketed for sale. Remaining use of the County Hall site includes public archives and Hertford Register Office, while the grounds and buildings have been temporarily used as filming locations for film and television series.

There are various Grade II listed buildings on site, and the overall environment is generally of high quality. The office buildings at Wallfields and County Hall are flexible to accommodate a range of public and private sector businesses, offering extensive on-site parking and benefiting from a location close to the centre of Hertford. However, office space is currently underutilised.

Wallfields and County Hall were both submitted for mixed-use / residential redevelopment through the 2024 Call for Sites exercise.

Notable Planning History	**Surrounding Area** The Employment Area adjoins open space and woodland to the west and is adjacent to

Various renovations and refurbishments to both Wallfields and County Hall over the years. Both Wallfields and County Hall were submitted for mixed-use / residential redevelopment through the 2024 Call for Sites exercise.	housing to the north and south. To the east, there is a care home, Richard Hale school across the road, and the police station further along.

Site Quality The Pegs Lane Employment Area is a unique site, encompassing historic Grade II listed buildings at Wallfields and County Hall, attractive green space and vegetation, landscaped courtyards, and extensive parking. Office floorspace makes up a relatively small proportion of the allocation area, despite being a very significant long-term generator of employment in Hertford. The Old Wallfields building and the original 1939 offices of County Hall are prestigious buildings, contributing to the amenity of their surroundings. Newer extensions to these buildings are considered less desirable but continue to provide available and functional employment space. Signage is good across the site, and there is an abundance of dedicated car parking space.	**Quality Score** Good
Site Occupancy The majority of County Hall, ~200,000sqft of office floorspace, is vacant and for sale after two years of unsuccessfully being marketed for employment use. This vacancy is due to the relocation of Hertfordshire County Council to Stevenage in 2023. While vacant, County Hall has been used for non-employment generating purposes, including the filming of film and television shows. Parts of the Wallfields offices have also been marketed, due to the building having greater capacity post-covid. Currently, ~7,500sqft of office floorspace is being advertised, with the intention for East Herts District Council to continue occupying the site alongside an additional occupier.	**Occupancy Score** Poor

Constraints

Heritage constraints include the significant Grade II listed buildings, extensive curtilage, and location within Hertford's Conservation Area.

Accessibility

Local Connections:

The Pegs Lane Employment Area is located relatively centrally in Hertford, just south of the A414. The site is locally accessible from multiple directions and well connected to the rest

of the town, making it highly suitable to accommodate local employment. However, at peak times, Pegs Lane, Hale Road, and the junction with the A414 at Gascoyne Way are highly susceptible to congestion due to employment uses and surrounding schools.

Connection to Strategic Road Network:

Both Wallfields and County Hall are within ~0.3 miles of the A414, which links with the A10 ~1.7 miles to the east, and west toward the A1(M). However, access to the strategic network is constrained by significant congestion along Pegs Lane and the A414.

Pedestrian & Cycle Links:

The site is highly accessible for pedestrians and cyclists, with pavements and the low-speed Pegs Lane providing access to both Wallfields and County Hall with zebra crossing points. Underpasses and signal controlled crossings facilitate access beyond the A414 to the north.

Public Transport Links:

There are multiple bus stops in close proximity to the Employment Area along Pegs Lane and Hale Road. However, these stops are extremely limited in their provision and relatively infrequent. Stops with far more frequent and extensive bus service provision are located ~0.5 miles to the north, in and around the town centre.

Both Hertford North and Hertford East stations are within 1 mile of the Employment Area, ~15-minute walk away.

4.4. Ware

4.4.1. Settlement Overview:

Ware is a historic market town located and developed in a valley setting along the River Lea, to the north-east of neighbouring Hertford, with the majority of its town centre originating from medieval times. The town is characterised by ancient listed buildings, excellent leisure facilities, a picturesque High Street, and access to woodland and countryside within the surrounding Green Belt, including the Lee Valley Regional Park to the south.

Town centre development opportunities in Ware are limited by the town's historic development pattern and layout, as well as congestion and servicing constraints. Development in Ware has involved conversion of redundant industrial premises, including former maltings, which has largely exhausted brownfield opportunities. The District Plan 2018 therefore outlined that in addition to development on small greenfield sites, the release of surrounding Green Belt land was necessary to meet the need for additional housing, and provide employment, retail, educational, community and other infrastructure in Ware through a large-scale residential development. Approximately 150ha of land was released from the Green Belt and formally allocated under Policy WARE2 to accommodate 1,000+ homes by 2033, delivered under an overarching masterplan to set out the quantum and distribution of other land uses, access, infrastructure, and other relevant matters in collaboration with key stakeholders. The most recent hybrid planning application at the WARE2 site is currently awaiting decision.

Ware also benefits from strong transport links with its local surroundings and wider destinations, via road network connections including the closely located A10, A414, and A602, and via public transport, facilitated by Ware Railway Station providing train services to and from London.

4.4.2. Employment Land Overview:

Despite rail connectivity with London encouraging a significant amount of outward commuting for employment purposes, Ware itself has a reasonably good stock of employment land. Amongst numerous businesses varying in size, Ware is home to the District's single largest private employer, GlaxoSmithKline (GSK); a multinational pharmaceutical and biotech company located to the west of the town centre. Business and enterprise in Ware is primarily spread across the town's six allocated Employment Areas, shown in Image 4. 4 below:

Image 4.4

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Collectively, these six sites encompass ~32.1ha of land allocated for employment use, including the largest 18.96ha Employment Area occupied by GSK. The other employment sites across the town vary in size, age, and quality, offering a relatively flexible range of accommodation for businesses operating across Use Class E, B2, B8, and Sui Generis. Employment units within these Employment Areas collectively offer floorspace which is suitable for office-based enterprise, small-scale local business, industrial use, and warehousing / logistics. In the case of GSK's large campus-style site, numerous use classes are incorporated, meeting the company's need for research and development, manufacturing, and distribution.

4.4.3. Employment Land Updates:

According to the District Plan 2018 Chapter 9, the location of the town in relation to strategic road network access makes it desirable for businesses, evidenced by the presence of GSK and the various other companies spread across the town's Employment Areas. Hence, section 9.3.2 sets out the employment strategy to protect and enhance existing Employment Areas in Ware, ensuring the continuous

provision of opportunities for businesses to serve the town and nearby settlements.

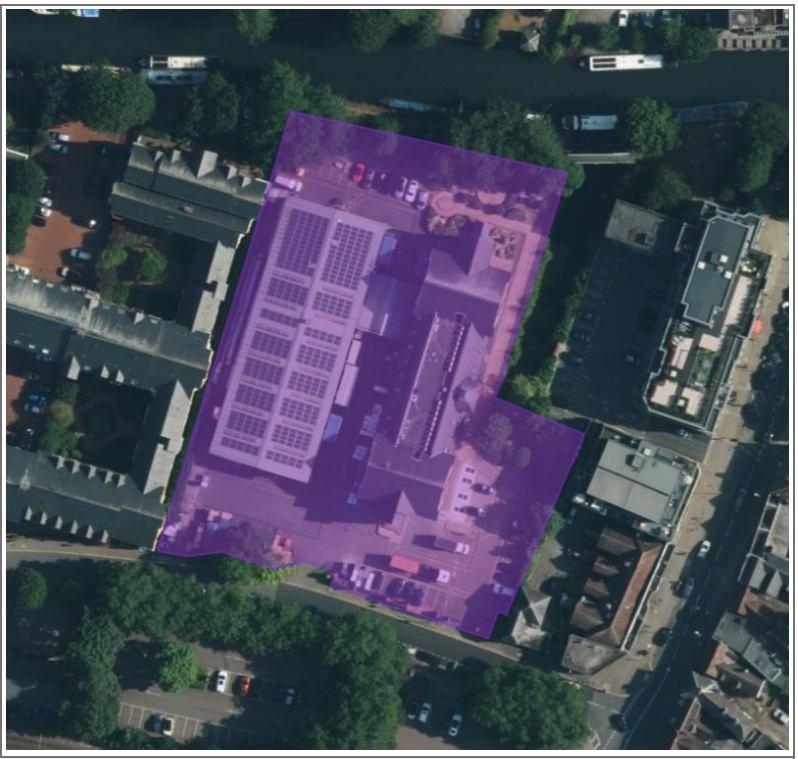
District Plan Policy WARE3 outlines the requirement for development to the north and east of Ware (in accordance with Policy WARE2) to deliver a further 3ha of employment land in conjunction with residential and other uses, in a location to be determined through the masterplanning process. The Masterplan framework explored various layout and configuration options, and a planning application has been submitted, but has not been determined.

Enhancement to Employment Areas in Ware has been primarily concentrated around the GSK site, where some significant redevelopment and construction has taken place in recent years. This has included the erection of new manufacturing and R&D facilities, reconfiguration to provide additional car parking and improved layout, and refurbishment to existing industrial buildings. Other than at GSK Ware, there has been minimal enhancement to Ware's Employment Areas, limited to some instances of small-scale renovation to individual units. The proposed 3ha of new employment land to the north of Ware, in accordance with District Plan 2018 Policies WARE2 and WARE3, is yet to be delivered.

Significant updates include the loss of employment generating floorspace in the town. In particular, the redevelopment of land within the Crane Mead Employment Area (WA02). This redevelopment has been contrary to the strategy of protection and enhancement set out in the District Plan; ~1ha of the 2.68ha allocated Employment Area, previously used for office / industrial purposes and car parking, was demolished and redeveloped in 2020 for residential use. In addition, the adjacent Mill Studio building which was previously occupied by office-based businesses, now comprises 45 residential apartments after a granted change of use application in 2020. Combined, the two sites amount to ~1.6ha of land no longer serving a business or industrial function, meaning boundary amendments are recommended to reflect the updated area of employment-generating floorspace, in line with District Plan 2018 Policy ED1.

4.4.4. Ware Employment Site Assessments:

Table 4.20:

Broadmeads	
Site ID: WA01 **Site Area:** 0.68ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** N/A	

Site Description

The site consists of two main buildings: a large building to the east including ground floor factory use and extensive office floorspace, and a large warehouse unit to the west. The site, including these two buildings and surrounding car parking, is occupied by a single company, Farécla, which is a manufacturer of polishing and surface finishing products and compounds. The site is locally accessible, reasonably connected with the strategic road network, and benefits from excellent public transport links via bus and train. The site is in close proximity to the town centre and overlooked by residential buildings, meaning operational activity on site must avoid causing detriment to the amenity of its surroundings through excessive or inappropriate industrial activity.

Notable Planning History	**Surrounding Area**
No notable planning history.	Broadmeads is bordered to the north by the River Lea, to the east by the rear of Amwell End's high street retail uses, to the south by Amwell End car park, and to the west by 3-4 storey residential blocks (Fusion Court).

Site Quality	**Quality Score**
The Broadmeads site is generally high quality, with two large primarily brick buildings serving multi-use functions, tailored to accommodate the business needs of Farécla including manufacturing, office use, storage, and distribution. The overall environment of the site is attractive, with a simple	Good

layout, very good signage and internal road markings, extensive parking availability, and units which fit with their surroundings despite the industrial uses within. The warehouse unit to the west is fitted with Solar PV, covering its entire roof, but shows some signs of disrepair with paint peeling extensively along its upper walls.	
Site Occupancy No vacancy, all units on site are occupied and in use.	**Occupancy Score** Excellent
Constraints Most of the site is within Flood Zone 3, with small areas of high risk of flooding from surface water. Also lies within Ware Conservation Area.	

Accessibility

Local Connections:

Broadmeads is located just south of the River Lea, ~0.1 miles from the bridge which adjoins the High Street to the north. The access between Broadmeads and all areas around the north of Ware is via this bridge, which in conjunction with the High Street is prone to congestion. Access from the A119 (Hertford Road / London Road) to the south is also constrained by the signalled level crossing at the railway tracks.

Connection to Strategic Road Network:

Access to the A10 involves travelling ~1.5 miles south, via Hoe Lane which is particularly narrow in places, or ~1.5 miles north-west through the town centre and along the High Street, which is constrained by congestion issues.

Pedestrian & Cycle Links:

The site is accessible for pedestrians and cyclists via Broadmeads and Amwell End, which both have pavement on either side of the road and have safe crossing points. The site is a ~3 minute walk from Ware's High Street across the river to the north, and reaching the south of ware on foot / bicycle is facilitated by both a controlled crossing and a pedestrian footbridge across the railway.

Public Transport Links:

Broadmeads is very well served by public transport. There are 3 bus stops within 100 metres of the site (Hertford Regional College A, C, and D), which collectively offer access to extensive, frequent bus services providing links with Stevenage, Welwyn, Hatfield, Hertford, Royston, Buntingford, Bishop's Stortford, Hoddesdon, Broxbourne, Waltham Cross, and various other surrounding villages and areas of Ware itself. In addition, stops A and C located on Hertford Road provide access to the 724 Harlow to Heathrow Airport bus, which

provides relatively frequent links to and from Harlow, St Albans, Watford, Heathrow Airport, and various locations along this route.

Furthermore, the site is located adjacent to Ware Railway Station, facilitating a strong link with central London.

Table 4.21:

Crane Mead	
Site ID: WA02 **Site Area:** 2.68ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class C3; Class E(b); Class E(c)(ii), (iii) Class E(d); Class E(e)	

Site Description

The allocated Employment Area encompasses 2.68ha of land on either side of Crane Mead, allocated for industry. However, ~1.75ha of the allocated 2.68ha has been redeveloped for residential use in recent years, significantly reducing the provision of employment-generating floorspace. Remaining employment uses are located at Crane Mead Business Park, comprising 20 industrial warehouse and office units, in addition to one singular industrial manufacturing unit adjacent to Mill Studio and the new residential apartment buildings to the west. Crane Mead Business Park provides high-quality, flexible units which are well connected to Ware's town centre, public transport links, and the strategic road network. Businesses currently occupying the business park operate predominantly across Use Class E, including commercial offices, suppliers and professional services, various fitness, music, and dance studios, a medical centre, and a café.

However, vacancy is currently very high (~43%) due to the relocation of three businesses to other locations within the district; in total, there is ~21,000sqft of office / industrial warehouse floorspace being marketed as for sale or to let at Crane Mead Business Park. ~12,300sqft is currently under offer.

Notable Planning History	Surrounding Area
Approximately 1.1ha of the Employment Area has been redeveloped for residential use, providing 101 dwellings. This is the result of application 3/14/1408/FP, which was granted in 2014 allowing the demolition of existing industrial units and erection of five-storey apartment buildings. Various non-material amendments and Variation of Conditions applications were subsequently approved, and construction was completed around 2020. Permission was then granted in 2020 for change of use of the large Mill Studio Business Centre building, from Class B1 offices to Class C3, providing 45 new residential apartments (3/20/1453/ODPN). Mill Studio and its surrounding land amounts to a further ~0.65ha of the allocated Employment Area which has been lost to non-employment generating land use.	The remaining employment uses within the Crane Mead Employment Area are surrounded by residential apartment buildings to the north, east, and west. The site is bordered by railway track to the south, beyond which is the larger Marsh Lane Employment Area.

Site Quality	Quality Score
Overall quality at Crane Mead Business Park is high, with units appearing relatively modern and showing no sign of disrepair since their construction in 2002 (3/01/1469/FP). Units are mostly terraced, providing industrial warehouse floorspace and small ancillary offices, making them flexible for a range of businesses uses across Class B and Class E. Units are uniform in size and design, and can be interconnected to provide more open floorspace and accommodate larger-scale business activity. Parking provision and signage on site is good, with a clear layout and two entrances along Crane Mead. Signage from Viaduct Road could be improved. One larger, single-storey industrial unit remains toward the western end of Crane Mead, adjacent to recently constructed residential apartment blocks, and is occupied for industrial manufacturing use. The unit is old and relatively poor quality, separated from newer employment units at Crane Mead Business Park. This unit is now fairly incompatible with new, taller and more modern surrounding residential buildings.	Good

Site Occupancy	Occupancy Score
There are currently nine units vacant at Crane Mead Business Park, previously occupied by three businesses which have recently relocated to other facilities in Hertford and Great Amwell respectively. Vacant units 4-6 comprise a singular detached, self-contained office building, which is open-plan but can be divided to provide 3,849 – 5,289sqft of floorspace. Vacant units 11-12 are interconnected to form a singular ~3,700sqft industrial warehouse unit. Vacant units 17-20 (under offer) are interconnected to form a singular, two-storey ~12,300sqft industrial warehouse unit.	Poor

Constraints

A significant portion of the Employment Area is within Flood Zone 3, and entirely within Flood Zone 2, with small patches of high risk of flooding from surface water.

Accessibility

Local Connections:

The site is located very centrally within the town, accessible exclusively via Crane Mead, connected to Viaduct Road which links with the High Street to the north-west, and south toward Great Amwell. The site is geographically separated from the north of Ware by the River Lea, and the south by railway tracks, but is in close proximity and very well connected to local residential areas and services.

Connection to Strategic Road Network:

Connection to the strategic road network is relatively straightforward, involving a ~1.7 mile journey south along Viaduct Road and the A1170 (London Road and Pepper Hill through Great Amwell), reaching both the A414 and A10 which collectively provide links east toward Harlow and the M11, north toward Cambridge, and south toward London.

Pedestrian & Cycle Links:

The site is highly accessible for pedestrians, via pavements along Crane Mead and due to its favourable location ~0.3 miles from the town centre. Crane Mead also facilitates cyclist access.

Public Transport Links:

There are various bus stops located within ~0.2 miles (<5-minute walk) of the site (Ware Railway Station Stops E and F; Hertford Regional College Stops A, C, and D), which collectively offer access to extensive, frequent bus services providing links with Stevenage, Welwyn, Hatfield, Hertford, Royston, Buntingford, Bishop's Stortford, Hoddesdon, Broxbourne, Waltham Cross, and various other surrounding villages and areas of Ware itself. In addition, stops A and C located on Hertford Road provide access to the 724 Harlow

to Heathrow Airport bus, which provides relatively frequent links to and from Harlow, St Albans, Watford, Heathrow Airport, and various locations along this route.

Furthermore, the site is adjacent to Ware Railway Station, facilitating a strong link with central London.

Table 4.22:

Ermine Point / Gentlemen's Field	
Site ID: WA03 **Site Area:** 1.28ha **Employment Land Use Classes:** Use Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class E(a); Class E(c)(ii), (iii); Class E(e); Sui Generis	
Site Description Gentlemen's Field is a mixed-use site located at the north-western edge of Ware, comprising two relatively small, detached office buildings, 12 industrial warehouse units which range in size, and an associated open-air storage yard. Employment floorspace here is flexible, but is predominantly suitable for, and occupied by businesses focused on Class B2 industrial manufacture / fabrication, and Class B8 storage and distribution. Use of the High Oak Business Centre office building, adjacent to the site's entrance, is less typical and includes a veterinarian practice. Overall quality across the site is good, with buildings serving their function and appearing well-maintained, supplemented by internal lighting and road infrastructure. The site is well connected to Ware, Stevenage, and the wider strategic road network via the adjacent A10, making it a desirable location, evidenced by its excellent occupancy rate.	
Notable Planning History No notable planning history.	**Surrounding Area** The site is very well contained, almost entirely surrounded by greenfield land within the

	Green Belt, other than some detached homes across Westmill Road to the south-west.

Site Quality Overall quality of the site is good, including flexible two-storey industrial warehouse units and two commercial office buildings, which appear in good condition despite their age and are evidently serving their function. There is good signage at the site's entrance on Westmill Road, and units are clearly numbered, but occupiers of the offices within the High Oak Business Centre building could be more clearly indicated. There is sufficient provision of parking across the site, and there is street lighting and pavements along the internal road. Vegetation in and around the site contributes to amenity.	**Quality Score** Good
Site Occupancy There are currently three very small office spaces being marketed within the High Oak Business Centre office building, totalling ~700sqft.	**Occupancy Score** Excellent

Constraints

The site is entirely within the Green Belt to the north-west of Ware. It is also located on a Historic Landfill Site and borders a Priority Habitats Inventory site (Deciduous woodland). The eastern corner of the site is at high risk of flooding from surface water.

Accessibility

Local Connections:

Gentlemen's Field is located on the A602 at Westmill Road to the north-west of Ware, just across the A10. Adjacent to the site's entrance is Westmill Interchange, providing a junction with and over the A10 into Ware, along Watton Road which runs south-east directly toward the High Street and town centre.

Connection to Strategic Road Network:

The site is extremely well connected with the strategic road network, located directly adjacent to the Westmill Interchange junction onto the A10, which facilitates access to the A414, A120, M11, and M25. The A602 (Westmill Road) also provides a direct link north-west toward the A1(M) and Stevenage.

Pedestrian & Cycle Links:

Pedestrian access from Ware is made feasible by signal controls and tactile paving pedestrian crossing points at the Westmill Interchange junction across the A10, connecting to pavement along Westmill Road. The junction is not recommended for cyclists.

Public Transport Links:

Connections via public transport are poor. The Richmond Close bus stop is ~0.2 miles to the south-east along Westmill Road but involves crossing the A10 via Westmill Interchange. In addition, there are very limited and infrequent bus services running from this stop and nearby stops.

Ware Railway Station is ~1.5 miles to the south-east, equivalent to a ~35-minute walk.

Table 4.23:

Marsh Lane	
Site ID: WA04 **Site Area:** 7.49ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class C1; Class E(a); Class E(b); Class E(c)(ii), (iii); Class F2(b); Class F2(c)	

Site Description

The Employment Area along Marsh Lane is a long-standing estate which accommodates predominantly storage and distribution and industrial uses, as well as some office-based businesses at the small Peerglow Business Centre. The site consists of relatively large industrial warehouse units and open-air storage yards, with occupiers including Royal Mail, Arriva UK Bus, and EFF Group. Numerous buildings and areas of the site are relatively low in quality, and appear poorly maintained, but are nevertheless occupied and serving their employment-generating function. Marsh Lane therefore provides employment land in a favourable location relating to the local area and strategic road network, with very strong public transport links. A previously vacant parcel of the allocated Employment Area, adjacent to its entrance on Viaduct Road, has been developed in recent years to provide a hotel, restaurant, youth centre, and recreational space, therefore comprising uses which do not fall under the Use Classes for which Employment Areas are allocated under District Plan 2018 Policy ED1.

Notable Planning History	Surrounding Area
A ~1ha parcel of land at the north-western end of Marsh Lane was redeveloped in 2016, providing a new Premier Inn hotel, large restaurant, parking, a replacement of the existing Ware Young People's centre, and some recreational space (3/14/0607/FP).	The site is well-contained, surrounded by greenfield land and treeline, other than the railway track bordering along its north-eastern side.

Site Quality	Quality Score
Quality across the site varies but overall is hindered by the presence of old industrial units, cluttered and highly visible scrap / storage yards, and a seemingly poorly maintained general environment. Units are mostly occupied and serving their employment function, but many would benefit from improvement. Two units have been retrofit with Solar PV. The Peerglow Centre, a small business estate amongst the industrial warehouse units along Marsh Lane, differs from the rest of the site in that it exclusively provides Class E(g) office floorspace, which appears good quality. Signage at the entrance to Marsh Lane and across the site is poor, and parking provision is fairly limited meaning the majority of cars are parked on Marsh Lane itself, narrowing and constricting access.	Reasonable

Site Occupancy	Occupancy Score
Minimal vacancy within the site; one 2,950sqft business / office unit at the Peerglow Centre is currently being marketed.	Excellent

Constraints

The relatively new hotel site at the western side of Marsh Lane borders Ware Conservation Area, and is within the Lee Valley Regional Park area. The Employment Area is almost entirely surrounded by Green Belt.

The entire Employment Area is within Flood Zone 2, with various significant patches of high risk from surface water flooding across the site.

Accessibility

Local Connections:

The site is accessed exclusively via the entrance to Marsh Lane on Viaduct Road, located only ~0.3 miles south-east from the town centre High Street. However, access from the north of Ware is constrained by congestion through the town centre. The site entrance is besides a junction with London Road, which facilitates access from the south of Ware,

Hertford to the west, and Amwell to the south. Signage at the entrance to the site is poor, only indicating the hotel and restaurant uses.

Connection to Strategic Road Network:

Connection to the strategic road network is straightforward, involving a ~1.5 mile journey south along Viaduct Road and the A1170 (London Road and Pepper Hill through Great Amwell), reaching both the A414 and A10 which collectively provide links east toward Harlow and the M11, north toward Cambridge, and south toward London.

Pedestrian & Cycle Links:

The site is accessible for both pedestrians and cyclists. Pavement which runs along Viaduct Road into the town centre and south along London Road, feeds into the site and along Marsh Lane. Additionally, there is a zebra crossing point adjacent to the site entrance.

Public Transport Links:

There are numerous bus stops located within ~0.3 miles of the site (including Gilpin Mews directly adjacent to Marsh Lane, Ware Railway Station Stops E and F, and Hertford Regional College Stops A, C, and D), which collectively offer access to extensive, frequent bus services providing links with Stevenage, Welwyn, Hatfield, Hertford, Royston, Buntingford, Bishop's Stortford, Hoddesdon, Broxbourne, Waltham Cross, and various other surrounding villages and areas of Ware itself. In addition, HRC stops A and C located on Hertford Road provide access to the 724 Harlow to Heathrow Airport bus, which provides relatively frequent links to and from Harlow, St Albans, Watford, Heathrow Airport, and various locations along this route.

Furthermore, the site is in close proximity (~0.3 miles) to Ware Railway Station, facilitating a strong link with central London.

Table 4.24:

Park Road / Harris's Lane (GSK Ware)	
Site ID: WA05 **Site Area:** 18.96ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class E(b); Class E(d); Class F2(b); Class F2(c)	

Site Description

The Employment Area along Park Road and Harris's Lane is a large campus-style site, home to GlaxoSmithKline (GSK) as a sole occupier. GSK is a prominent, multinational pharmaceutical and biotechnology company which operates this site in Ware as a research, development, and manufacturing facility. This site is the only one of its kind within the district, accommodating highly specialised scientific and technical industry, stimulating significant high-skilled and highly qualified jobs. GSK Ware is considered an extremely important site, not only constituting the majority of Ware's industrial and office floorspace, but also serving the district's largest single private employer. The hundreds of jobs generated by GSK in Ware benefit Ware's town centre, which is nearby to the east, despite significant proportions of employees likely commuting in from elsewhere outside of the town.

The overall quality of the site is high, and continuously improving through redevelopment, retrofit, refurbishment, and reconfiguration. GSK's continuous investment into their Ware site is promising, considering their importance to the local economy and employment opportunities. GSK Ware is embedded in the local area, well connected with the strategic road network for logistic purposes, and accessible via sustainable modes of travel, whether active (walking and cycling) or via public transport.

Notable Planning History	**Surrounding Area**
The site has been progressively redeveloping in recent years, including the demolition of buildings, reconfiguration of	The site is embedded within the town, and is therefore bordered by various residential, commercial, retail, and educational buildings

site layout and provision of new car parking (3/22/2443/FUL), construction of large new manufacturing buildings (3/20/2481/FUL) and a data centre (2/22/0670/FUL), and various other updates to GSK's facilities.	to the north and east, across Park Road and toward the town centre. Green Belt borders the site to the south, including the River Lea and open greenfield land beyond.

Site Quality The GSK Ware Employment Area is of very high quality, comprising of a extensive range of advanced buildings and facilities to accommodate the large-scale, highly specialised operations of a global biopharma company such as GSK. The site, occupied and managed by GSK, is the district's principal provider of high-tech, campus-style employment land of this calibre. The site has developed in line with GSK's growth and strategy, including the construction of large new manufacturing units and other associated works. Access is available from various points along Park Road, Harris's Lane, and Priory Street. Car parking provision across the site is extensive, serving the thousands of staff and visitors respectively, and has improved with recent reconfigurations and redevelopment. The overall environment is of high amenity, surrounded by vegetation with a sophisticated layout incorporating green space and high amenity communal seating spaces along the River Lea, clear signage, good security measures, and a sports and social club.	**Quality Score** Excellent
Site Occupancy No vacancy, the entire site is occupied and in use.	**Occupancy Score** Excellent

Constraints

Certain GSK buildings at the east of the site are within Ware Conservation Area, and the entire eastern half of the Employment Area is within an Area of Archaeological Significance.

The portion of the Employment Area to the south of Priory Street is within Flood Zone 2, with small overlap with Flood Zone 3. The site is also bordering the Green Belt to the south and west.

Accessibility

Local Connections:

The GSK site is embedded within the urban fabric of Ware and is well connected to the local area other than the congestion issues associated with the town centre and High Street. The site is in close proximity to residential areas, pedestrian routes, and retail and service opportunities across the town.

Connection to Strategic Road Network:

The site is located ~1 mile from the Westmill Interchange junction with the A10 and A602, via Park Road and Watton Road / Westmill Road, which provide links with Stevenage, Cambridge, and London. The site is sufficiently well-connected with the strategic road network to support GSK's transportation and distribution needs, bypassing most of the congestion issues concentrated around the town centre.

Pedestrian & Cycle Links:

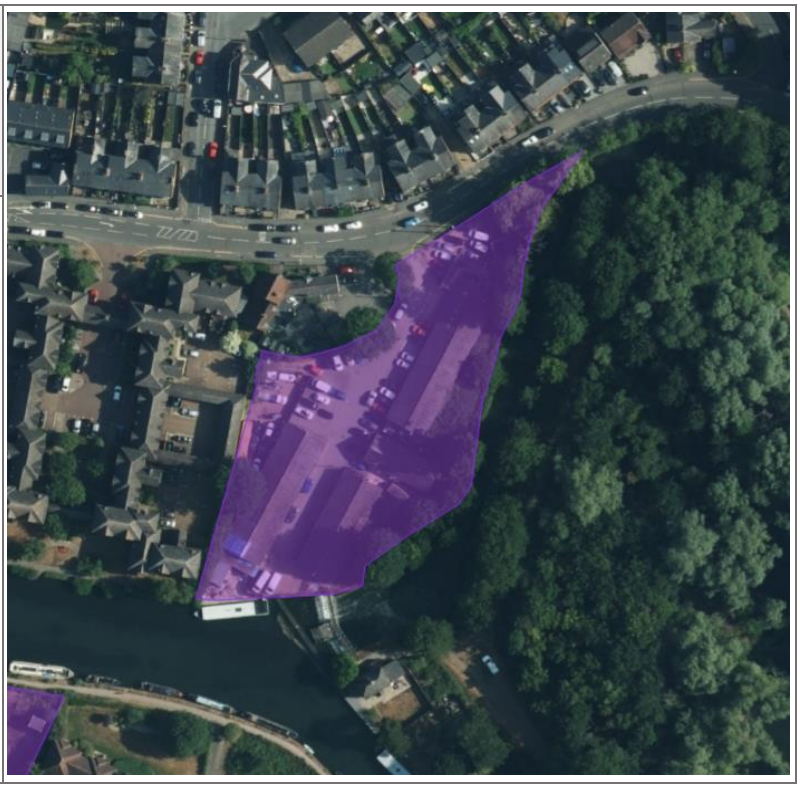
Highly accessible for both pedestrians and cyclists from all directions and areas of the town, including footbridges across the River Lea to the south. The site offers bicycle parking facilities for staff.

Public Transport Links:

Bus stops along Park Road, adjacent to the site, offer access to local circular buses with routes around the town, but limited wider connections. More connective and frequent bus services are available from stops toward the town centre (~0.7 miles / 15-minute walk from GSK), which collectively provide comprehensive links with surrounding towns and villages, as well as south toward London and Heathrow Airport.

Also ~0.7 miles (15-minute walk) from the GSK site is Ware Railway Station, providing a connection by train with central London.

Table 4.25:

Star Street (Dockyard Business Centre)	
Site ID: WA06 **Site Area:** 0.48ha **Employment Land Use Classes:** Class B2; Class B8 **Other Land Use Classes:** Class E(d); Sui Generis	

Site Description

Dockyard Business Centre, located along Star Street, is a local industrial site comprising four single storey, small, and old industrial units beside the River Lea. The main unit on site has longstanding been occupied by Star Street Garage, offering vehicle repair, sales, and services, while the only other identifiable business present on site is a recreational escape room. Use and occupancy of other units is unclear. The site itself is congested, with an overabundance of cars parked in a disorderly fashion and vehicles overspilling from Star Street garage. Furthermore, the site is overlooked by residential apartment buildings, and bordered by heritage and wildlife assets, restricting the extent to which Class B2 industrial activity is considered appropriate in this location.

Notable Planning History	**Surrounding Area**
No notable planning history.	The site is bordered by the River Lea to the east and south, and housing across Star Street to the north. Adjacent to the west, there is a pub and some 3-4 storey residential apartment buildings along Lygean Avenue.

Site Quality	**Quality Score**
The overall quality of the site is relatively poor, comprising old, small single-storey industrial warehouse units which do not appear well maintained, and are limited in terms of flexibility and industrial or business capacity. Floorspace is minimal, and only suitable for small-scale local enterprise at presumably affordable rates. The environment within the site is congested and has access constraints due to an abundance of disorderly car parking exacerbated by vehicles overflowing from Star Street Garage, a poorly paved internal road, and poor signage causing a lack of clarity over which businesses are operating within the site.	Reasonable

Site Occupancy	**Occupancy Score**
Occupancy is generally unclear due to poor signage, though all units appeared in use upon site visit. Vacancy is being advertised and marketed, with a lack of clarity on which units and how much floorspace is available.	Good

Constraints

The site is entirely within an Area of Archaeological Significance and borders a Grade II listed building (the pub) to the west. To the east, the site borders multiple District Plan 2018 allocation areas: The Lee Valley Regional Park, the Green Belt, and a large Wildlife Site.

The site is also almost entirely within Flood Zone 3, with medium risk of flooding from surface water.

Accessibility

Local Connections:

The site central, accessible via its entrance on Star Street which links with the east of the town, and the town centre and High Street to the west. Access is constrained by congestion, particularly from the west involving routes along the High Street.

Connection to Strategic Road Network:

Location of the site is on the less favourable side of Ware, in relation to the strategic road network. Access involves travelling ~1.5 miles north-west through the congested centre of Ware toward the Westmill Interchange junction with the A10, or ~2 miles south along London Road toward the A414 and A10, which also requires a route through the town centre.

Pedestrian & Cycle Links:

The site is accessible for pedestrians and cyclists along Star Street.

Public Transport Links:

The Angel PH bus stop directly adjacent to the site's entrance is limited in its provision of bus services. More connective and frequent bus services are available from stops toward the town centre (~0.5 miles / 10-minute walk), which collectively provide comprehensive links with surrounding towns and villages, as well as south toward London and Heathrow Airport.

Also ~0.5 miles (10-minute walk) from the site is Ware Railway Station, providing a connection by train with central London.

4.5. Villages

4.5.1. Villages Overview:

East Herts is characterised by its dispersed settlement pattern of market towns, and over 100 villages and hamlets which reflect hundreds of years of human activity across the area. Despite being a rural district, this history is further represented in the valuable heritage assets throughout the built environment, with 37 villages included within conservation areas which befit their unique historic character.

Changes to agricultural practices over time have seen former farming settlements evolve into dormitory or commuter villages which are home to residents who work and socialise elsewhere, due to fewer local jobs. Furthermore, the planning system has historically viewed these villages within the context of the wider countryside, meaning a general policy of restraint has been adopted to protect against development. This has in turn exacerbated housing unaffordability across East Herts' villages, while local services and facilities have seen a decline.

Therefore, the District Plan 2018 outlined a development strategy for villages in Chapter 10.1.5, which looked to balance the vitality and viability of rural communities with a desire to conserve the countryside. A core element of the district's village strategy is the classification of villages through a village hierarchy, following an assessment of sustainability. Villages are deemed more or less suitable for development largely based upon their position within the hierarchy, with Group 1 villages considered to be the most sustainable and therefore most suitable to accommodate development, followed by Group 2 villages, and Group 3 villages which are deemed generally amongst the smallest in East Herts and less sustainable.

4.5.2. Employment Land Overview:

As outlined in Chapter 10.5 of the District Plan 2018, Employment Areas within the district's villages and rural areas have a key role to play in providing accessible and affordable employment and business opportunities. In total, there are nine allocated Employment Areas across the district's villages. Two of these sites, Leeside Works in Stanstead Abbotts and Riverside Works in Stanstead St Margarets, were formally designated for the first time in the 2018 District Plan, reflecting market demand for these premises at the time. The Plan also set out that new employment development in the villages and sensitive small-scale expansion

to existing sites will be considered in accordance with Policies GBR1, GBR2, ED2, VILL1, and VILL2, and viewed sympathetically to ensure the continued viability of rural businesses, enhance the vitality of villages, and reduce the need to travel.

Collectively, the nine allocated village Employment Areas amount to 17.71ha of employment land, with the largest site by a significant margin being Silkmead Industrial Estate (VI01) at 8.39ha. These nine Employment Areas provide predominantly small-scale Use Class B2 industrial floorspace, often benefitting from their rural or well contained location which protects against conflict with surrounding uses. The primary exception to this trend is the use of The Maltings (VI07) in Stanstead Abbotts, containing large, converted Grade II listed buildings which now provide over 160 Class E(g) office and light industrial spaces. The site is very popular, accommodating a range of mainly small, local businesses, including professional and financial services, veterinarians and pet groomers, indoor fitness studios, beauty salons and tattoo shops, and small restaurant and café establishments.

The quality of Employment Areas throughout the district's villages is generally comparable with those across main settlements, with a key differentiation being the limited size and capacity; the majority of Employment Areas in villages and rural locations are smaller, and targeted toward local businesses without significant logistic needs through the provision of small workshops and industrial plots. Larger-scale industrial property is present within village Employment Areas which are occupied and managed by a sole business, such as Oakley Horseboxes (VI02) and Langley House (VI03). It is again noted that while certain village Employment Areas may score relatively poorly in terms of quality, they continue to serve an important role in the provision of employment floorspace for independent businesses at competitive rates, evidenced by strong occupancy. Occupancy is generally high across the nine sites, with the exception of Standon Business Park (VI04), reflecting strong local demand.

4.5.3. Employment Land Updates:

Tangible updates to the district's village Employment Areas are relatively minimal, including minor improvements to individual units and changes of use class which remain appropriate to an employment locality. Nevertheless, sites continue to demonstrate strong local employment functions through a lack of vacancy, with the exception of Standon Business Park which scores poorly in both occupancy and quality. Standon Business Park continues to accommodate some business use but

comprises a significant proportion of vacant units which were reportedly marketed unsuccessfully between 2019 and 2023. A 2020 application submitted by the landowner for mixed-use redevelopment of the site, involving demolition of existing buildings and construction of up to 30 dwellings and ~1,000sqm of office floorspace, was refused in 2025 (3/20/1146/OUT). The site was also promoted by the landowner through the council's 2024 Call for Sites exercise for residential or mixed-use redevelopment.

In 2021, Silkmead Industrial Estate was subject to a planning application for the commercial expansion and redevelopment of the site, providing up to 270,000sqft of business floorspace. The application was highly objected to by the local community due to the size and scale of the proposal, and was ultimately withdrawn the following year. Land surrounding the existing industrial estate which is allocated for employment use remains vacant. More recently 2024, Silkmead Industrial Estate was promoted through the Call for Sites for residential redevelopment.

4.5.4. Village Employment Site Assessments:

Table 4.26:

Silkmead Industrial Estate, Hare Street	
Site ID: VI01 **Site Area:** 8.39ha **Employment Land Use Classes:** Class E(g)(iii); Class B2 **Other Land Use Classes:** Sui Generis	

Site Description

Silkmead Industrial Estate is the district's most rural Employment Area, located ~1 mile from Hare Street, the nearest village, and ~3 miles from Buntingford, the nearest settlement. The site comprises 10 industrial buildings, most of which are subdivided creating numerous small, single storey units, which were originally constructed in the 1980s and used as stables. These units are now occupied by local businesses primarily within Use Class B2, including manufacturing, fabrication, and vehicle repair / mechanic's workshops. Overall, the site's units and internal environment are of relatively poor quality, and access is constrained. A 2021 planning application to redevelop the site, providing up to 270,000sqft new Class E(g), B2, and B8 floorspace was heavily objected to and ultimately withdrawn. There is currently no perceptible vacancy, indicating strong local demand for small-scale, relatively affordable industrial floorspace.

Notable Planning History	**Surrounding Area**
An outline planning application was submitted in 2021 for commercial development under Use Classes E(g), B2, and B8, for up to 270,000sqft of floorspace. This proposal encompassed the entire Employment Area, including redevelopment of the existing industrial estate and development of the	Entirely agricultural, other than three detached residential properties near the entrance to Silkmead Industrial Estate on the B1368. These properties are distanced from industrial units within the site.

surrounding vacant parcels. The application was highly objected to, due to its scale and rural setting, and was withdrawn in 2022. The site has since been promoted through the council's 2024 Call for Sites exercise for residential redevelopment.	

Site Quality The site comprises 10 industrial buildings, which are mostly subdivided to accommodate numerous businesses within small, terraced units. These units are relatively limited in flexibility, essentially operating as small workshops, and are unable to support large-scale or specialist business activity. Overall quality is poor, including the 1980s buildings which have seen minimal enhancement since their conversion from stables to industrial units, and the physical environment which includes very limited parking, a congested and unclear layout, and lack of proper infrastructure. The entrance to the site and its internal road is very narrow and poorly paved, while lacking clear signage.	**Quality Score** Poor
Site Occupancy No vacancy, all units appear occupied and in use.	**Occupancy Score** Excellent

Constraints

No significant constraints.

Accessibility

Local Connections:

The site is the district's most rural allocated Employment Area, isolated from nearby villages and surrounded by agricultural land, located ~1 mile north of Hare Street along the B1368. The nearest main settlement is Buntingford, ~ 3 miles away.

Connection to Strategic Road Network:

Due to its isolated location, the site is poorly connected with the strategic road network. The A10 can be accessed ~ 3.5 miles away to the west, through the centre of Buntingford, or ~ 5 miles away to the south, along the B1368 and through various villages. The B1368 and entrance to Silkmead Industrial Estate is also narrow, making the site unsuitable for Use Class B8 businesses involving distribution.

Pedestrian & Cycle Links:

The site is inaccessible for pedestrians and cyclists, due to its isolated location and lack of walking and cycling infrastructure along the B1368.

Public Transport Links:

The site is inaccessible via public transport, due to the lack of accessible bus stops or railway stations in the vicinity.

Table 4.27:

Oakley Horseboxes, High Cross	
Site ID: VI02 **Site Area:** 1.38ha **Employment Land Use Classes:** Class B2; Class B8 **Other Land Use Classes:** N/A	

Site Description

Hence the name, this site is occupied exclusively by Oakley Horseboxes, a family-run company which has been in High Cross dating back to 1947. Oakley Horseboxes builds high quality, luxury coaches and horseboxes which they distribute nationally and export internationally. The site is of good quality overall, comprising a main factory building, open-air floorspace or horsebox storage, a car park, and some green space including benches. Despite being a village Employment Area, the Oakley Horseboxes site is relatively well connected locally, being close to other villages and Ware / Hertford to the south, and in relation to the strategic road network via the A10. Oakley Horseboxes' sole occupancy of the site means they have controlled its evolution in line with their business needs, which has included extensions and retrofit to their factory, and expansion of site's outdoor area to accommodate the storage of more horseboxes.

Notable Planning History Permission granted in 2025 for the erection of three single-storey extensions to the existing industrial workshop, and a two-storey showroom / office building (3/24/2278/FUL). The site has also been expanded into the Rural Area Beyond the Green Belt on its southern side, creating a larger paved space used for the storage of horseboxes.	**Surrounding Area** The site is bordered by housing to the north, north-east, and north-west. Otherwise, the site is surrounded by greenfield land due to its position at the southern edge of High Cross.

Site Quality The site is of good quality overall, and is well tailored for the specialist manufacturing and horsebox storage needs of Oakley Horseboxes, including a large factory building retrofit with Solar PV and recently repaved open-air yard. In addition, Oakley Horseboxes has a parking area beside its entrance which has sufficient provision, and a communal grass area including benches, trees, and vegetation which improves amenity within the site. The entrance along Cambridge Road is sufficiently wide, incorporating large signage and attractive brickwork.	**Quality Score** Good
Site Occupancy No vacancy, the site is occupied and in use.	**Occupancy Score** Excellent

Constraints

The site is partially within an Area of Archaeological Significance, with small patches of risk of flooding from surface water.

Accessibility

Local Connections:

The site is located within High Cross, a Group 2 village, with its entrance on Cambridge Road which runs north through Colliers End joining the A10, and south through Wadesmill and Thundridge into Ware, ~2 miles away.

Connection to Strategic Road Network:

The site is relatively well connected to the A10, accessible ~1.3 miles to the south along Cambridge Road which is sufficient in width and quality to support large commercial vehicles, and the transportation of horseboxes.

Pedestrian & Cycle Links:

Pedestrian access is facilitated by pavement along Cambridge Road, which extends in both directions to provide connections with Wadesmill and Thundridge to the south, in addition to High Cross immediately to the north. Cyclist access is considered feasible for local residents.

Public Transport Links:

The White Horse PH bus stop is located a short walk, ~0.2 miles north of the site's entrance, offering access only to a singular, relatively infrequent bus running between Hertford, Ware, Buntingford, Royston, and various villages.

Table 4.28:

Langley House, Standon	
Site ID: VI03 **Site Area:** 1.18ha **Employment Land Use Classes:** Class B2; Class B8 **Other Land Use Classes:** N/A	

Site Description

This is a small site, comprising a single, relatively large industrial warehouse unit used for the manufacturing and supply of safety and training equipment. The rest of the allocation is made up of the site's car park, and some green space along its eastern edge. Overall, the site is of good quality and is well connected with its local surroundings and beyond via the strategic road network. Langley House importantly provides relatively large-scale Class B2 and B8 floorspace outside of the district's main settlements.

Notable Planning History	Surrounding Area
Granted change of use from Class B2 to Class B2 and B8 in 2009 (3/08/2114/FP).	The site is mostly surrounded by housing, other than some woodland and the River Rib to the north-east. The site is well-contained from surrounding uses by trees and vegetation.

Site Quality	Quality Score
The site is very simple in terms of layout and configuration, comprising a single industrial warehouse building and a car park, which appears to provide adequate parking availability. The unit itself is of good quality, appearing in good condition. Langley House is accessible via its gated entrance along Station Road, and is relatively well contained by surrounding trees and vegetation to minimise visual detriment to its residential surroundings.	Good

Site Occupancy	Occupancy Score
No vacancy, the site is occupied and in use.	Excellent

Constraints

The north-eastern corner of the site is allocated under the Priority Habitats Inventory as deciduous woodland.

Accessibility

Local Connections:

The site is located with a single entrance on Station Road, a predominantly residential road which connects Standon to the south-east and Puckeridge and Puckeridge to the north-west, making it central to the overall Group 1 Village area of Standon & Puckeridge

Connection to Strategic Road Network:

The site is well connected with the strategic road network via the A120, which runs through Standon ~0.1 miles to the south along Station Road. The A120 provides a link east toward the M11, and west toward the A10 which is ~1 mile from Langley House along the A120. The A120 notably struggles with congestion issues through Standon and toward the M11 particularly at peak times, which somewhat constrains access.

Pedestrian & Cycle Links:

Pedestrians and cyclists can access the site from Standon and Puckeridge via Station Road, which has pavement along either side.

Public Transport Links:

The Heron Restaurant bus stop is less than 100 metres to the south of Langley House along Station Road, offering access to a handful of bus services which collectively provide links with Buntingford, Bishop's Stortford, Hertford, Ware, and Royston, as well as various surrounding villages.

Table 4.29:

Standon Business Park, Standon	
Site ID: VI04 **Site Area:** 0.91ha **Employment Land Use Classes:** Class B2; Class B8 **Other Land Use Classes:** Class E(c)(iii)	

Site Description

Standon Business Park is located in Standon, along the A120 as it runs between the A10 and Bishop's Stortford / the M11, comprising three main premises which are sub-divided into ~20 small industrial units. The buildings on site date back to the 1960s, collectively providing ~3,700sqm of floorspace, and are in very poor physical condition due to a lack of maintenance and extensive vacancy. Overall, the site scores poorly in all areas. Quality issues and low occupancy indicates underutilisation, and has prompted continuous desire from the landowner to redevelop the site for residential, mixed-use, or open-air storage use. However, planning applications for redevelopment have been recently refused, partially due to flooding issues caused by the proximity to the River Rib.

Notable Planning History	**Surrounding Area**
A 2020 application by the landowner for mixed-use redevelopment, involving demolition of existing buildings and construction of up to 30 dwellings and ~1,000sqm of office floorspace, was	The site is surrounded primarily by greenfield land, other than residential uses across the A120 to the north and across the River Rib to the east. The site is well contained, separated from surrounding uses by treeline,

refused in 2025 (3/20/1146/OUT). Refusal was due to issues with design, car dependence, and flooding. The site was also promoted by the landowner through the 2024 Call for Sites exercise, proposing residential development of 15-30 dwellings.	vegetation, the river, and its gated entrance on the A120.

Site Quality The overall quality of the site is poor. Buildings were originally constructed in the 1960s, and have been very poorly maintained with no notable enhancement or refurbishment. As a result, much of the site is in a state of disrepair and no longer serving an employment function, evidenced by the longstanding vacancy of the small industrial units and unsuccessfully marketed floorspace within Standon Business Park. The site layout is congested, signage is poor, parking is extremely limited, and the site's unattractive appearance is currently undermining the amenity of the local area. Parts of the site are being used for open-air storage of scaffolding and other construction supplies, further congesting the internal area.	**Quality Score** Poor
Site Occupancy Occupancy is poor; a large proportion of units on site are vacant, having been unsuccessfully marketed between 2019 and 2023. According to the landowner, demand for the site is low due to the poor quality of floorspace being currently provided. Units are not currently being marketed, with the landowner prioritising residential redevelopment or demolition of units to create a Class B8 open-air storage site.	**Occupancy Score** Poor

Constraints

The site borders the Rural Area Beyond the Green Belt and Standon Conservation Area, and is within an Area of Archaeological Significance. Furthermore, the site struggles with flooding issues due to the River Rib adjacent to the east; a core reason for the 2025 refusal of application 3/20/1146/OUT to redevelop the site.

Accessibility

Local Connections:

The site is located along the A120 in Standon, a Group 1 Village. Local access therefore involves joining the A120, which suffers from congestion at peak times, and the gated entrance is relatively narrow.

Connection to Strategic Road Network:

The site is well connected with the strategic road network via the A120, which provides a link east toward the M11, and west toward the A10 which is ~0.9 miles to the west from Standon Business Park's entrance. The A120 notably struggles with congestion issues through Standon and toward the M11, particularly at peak times, which somewhat constrains access. However, the construction of the Little Hadham Bypass has been a positive improvement in terms of access to Bishop's Stortford and the M11.

Pedestrian & Cycle Links:

The site entrance is connected with Standon & Puckeridge by pavement, facilitating access on foot. Walking to Standon Business Park from the north involves crossing the A120, which is facilitated by a signal-controlled crossing point ~20 metres west of the site entrance.

Public Transport Links:

The Heron Restaurant bus stop is ~100 metres to the north of Standon Business Park, located on Station Road across the A120, offering access to a handful of bus services which collectively provide links with Buntingford, Bishop's Stortford, Hertford, Ware, and Royston, as well as various surrounding villages. Access to this stop is made feasible by signal-controlled crossing point over the A120.

Table 4.30:

Leeside Works, Stanstead Abbotts	
Site ID: VI05 **Site Area:** 0.42ha **Employment Land Use Classes:** Class E(g)(iii); Class B2 **Other Land Use Classes:** Class E(a); Class E(c)(iii); Class E(e)	

Site Description

Leeside Works is a small site, comprising six relatively small, single-storey industrial units toward the rear, and a two-storey office-style building at the front along Lawrence Avenue which is now used as a veterinarian practice. Industrial units are occupied primarily for manufacturing use, providing industrial warehouse / workshop floorspace for local businesses. Overall, quality of the site is reasonable; buildings are occupied and serving their purpose but are visibly somewhat outdated. The site is well located in providing local employment floorspace but is slightly constrained by access exclusively via the High Street, limiting suitability for Class B8 uses.

Notable Planning History	**Surrounding Area**
No notable planning history.	The site is bordered by housing on both sides, and some communal green space aside the River Lee Navigation to the east. Housing to the south is three-storey and overlooks the site directly.

Site Quality	**Quality Score**
The site has a good layout, with two entrances on Lawrence Avenue providing access to the veterinarian practice and its few parking spaces toward the front of the site, as well as a somewhat separate gated area to the rear comprising six relatively small single-storey industrial units. There units are terraced, and multiple have been internally connected to create a larger industrial space occupied by a single business. However, they remain limited by their size. The site could benefit from enhancement due to its age and is somewhat limited in its parking provision and signage.	Reasonable

Site Occupancy	**Occupancy Score**
No vacancy, all units occupied and in use.	Excellent

Constraints

The site borders Stanstead Abbotts Conservation Area and is adjacent to a patch of communal riverside land to the east which is allocated as Open Space under District Plan 2018 policy CFLR1, and is within the Lee Valley Regional Park.

Additionally, the entire site is within Flood Zone 2 due to the adjacency of the River Lee Navigation.

Accessibility

Local Connections:

Leeside Works is located along the west of the River Lee Navigation as it runs through Stanstead Abbotts and St Margarets, a Group 1 village, on Lawrence Avenue just south of Station Road / High Street. The site is well located in terms of access from its local surroundings, despite being slightly constrained by congestion and the signal controlled railway crossing along Station Road / High Street.

Connection to Strategic Road Network:

The site is relatively well connected with the strategic road network via the A414 ~0.8 miles to the west along the High Street, facilitating a link with Harlow and the M11 to the east, and the A10 ~0.4 miles to the west. However, access via the relatively narrow and congested High Street makes the site less suitable for Class B8 uses and access for large commercial vehicles.

Pedestrian & Cycle Links:

Access for pedestrians and cyclists is possible via Lawrence Avenue, which has pavement connecting surrounding roads directly to the site entrances along a quiet, primarily residential road.

Public Transport Links:

Leeside Works is well served by public transport. The St Margarets Railway Station is ~100 metres to the north of the site, providing access to Greater Anglia trains which run between Hertford East and London Liverpool Street, with 11 stops in between.

The railway station bus stop, the same distance away, offers access to services which collectively link to Hertford, Ware, Bishop's Stortford, Harlow, Hoddesdon, Broxbourne, and Cheshunt, as well as various surrounding villages.

Table 4.31:

Riverside Works, Stanstead St Margarets	
Site ID: VI06 **Site Area:** 0.58ha **Employment Land Use Classes:** Class E(g)(iii); Class B2 **Other Land Use Classes:** Class E(c)(ii), (iii)	

Site Description

The site is relatively small and somewhat congested, comprising around six industrial or business units which are not uniform in size or quality but all serve a similar function in accommodating local businesses. The predominant uses are car repair and servicing, and commercial printing, both of which have been present at this site long-term. Quality is reasonable overall; the site could certainly benefit from enhancement due to the age and configuration of buildings. Access to the site is also constrained by Amwell Lane, limiting flexibility for Class B8 uses. Nevertheless, occupancy is excellent, and the site continues to meet a local need for employment which serves the local community.

Notable Planning History	**Surrounding Area**
No notable planning history.	The site is surrounded by Green Belt, other than its south-eastern side which borders housing. Housing overlooks directly into the site and is not very well separated. Otherwise, the site is well contained.

Site Quality	**Quality Score**
The quality of buildings on site appears relatively poor, with a lack of uniformity or clarity, and the overall environment is not particularly attractive. Additionally, layout of the site appears constricted, particularly for accessing industrial units toward the rear. Parking is congested, signage is poor, and access at the site's entrance is shared with access to neighbouring houses to the south-east which is a conflicting use.	Reasonable

Congestion and parking constraints are exacerbated by the prominent vehicle repair and servicing uses on site.	
Site Occupancy No vacancy, all units occupied and in use.	**Occupancy Score** Excellent

Constraints

The is bordered by trees along Amwell Lane which are protected by Tree Preservation Orders, and is surrounded by Green Belt other than to the south-east.

The site is also entirely within Flood Zone 3 and lies within the Lee Valley Regional Park.

Accessibility

Local Connections:

The site is well positioned in terms of local accessibility, located at the northernmost point within Stanstead Abbotts and St Margarets, which is a Group 1 village, and ~1.5 miles from Ware. Access is exclusively via Amwell Lane which is narrow and has limited capacity.

Connection to Strategic Road Network:

Riverside Works is connected to the strategic road network via the A414 ~1 mile to the south-west along Amwell Lane and High Street. The A414 provides a link east toward the M11, and west immediately feeding onto the A10. However, access to and from Riverside Works is constrained by the narrowness of its surrounding routes.

Pedestrian & Cycle Links:

There is no pavement connecting the entrance to residencies north or south; there is a footpath on a raised bank running along the other side of the road, but the bank is protected from the road with a metal railing, and there is no crossing point to facilitate safe access to site on foot. The site can potentially be cycled to from villages to the north and St Margarets / Stanstead Abbotts to the south.

Public Transport Links:

The site is ~0.4 miles north from the St Margarets Railway Station & the associated bus stop. However, the lack of pavement or footpath connecting Riverside Works to the train station or bus stop makes public transport a non-viable mode of transport for site access.

Table 4.32:

The Maltings, Stanstead Abbotts	
Site ID: VI07 **Site Area:** 1.71ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2 **Other Land Use Classes:** Class E(a); Class E(b); Class E(c)(i), (ii), (iii); Class E(d); Class E(e)	

Site Description

The Maltings Business is a business estate in the heart of Stanstead Abbotts and St Margarets, providing over 160 office and light industrial spaces which currently accommodate ~140 businesses across Class E. Also at this site is the historic French & Jupps Maltings manufacturing factory. Aside from this factory, businesses units are located within converted Grade II listed maltings and mill buildings, which offer very popular, well branded and managed floorspace for local businesses. Quality and accessibility are good, including strong active travel and public transport links, sufficient parking provision, and access to surrounding green space and High Street uses within a Group 1 village. The site is well contained, despite building height reaching six storeys, and is an asset to the local area and the district.

Notable Planning History	**Surrounding Area**
Various improvements made over the years, including the enhancement of signage and extension of car park (3/18/1442/FUL). Overall layout and configuration have remained the same.	The site is well contained and separated from residential uses to the north-west by trees and the Stanstead Mill Stream. However, the Maltings building directly overlooks houses to the north-east on Roydon Road. The site is otherwise surrounded by woodland and greenfield land to the south.

Site Quality The Maltings is a high quality site, in terms of its employment floorspace provision and overall physical environment. Buildings on site range between three and six storeys, and are mostly Grade II listed, reflecting their historic value and presence in Stanstead Abbotts which dates back hundreds of years. These buildings have been well managed and maintained, ultimately converted to accommodate a large quantity of small office-based and light industrial businesses accompanying the longstanding French & Jupps Maltings manufacturing site. The site's entrance points are clearly signposted, parking provision is sufficient, and the internal environment of the site is generally attractive.	**Quality Score** Good
Site Occupancy The site is very popular and appears entirely occupied, with no vacancy.	**Occupancy Score** Excellent

Constraints

The site is within the Stanstead Abbotts Conservation Area, and comprises three large Grade II listed Buildings, previously used as maltings and mill.

The site is also entirely within Flood Zone 2, and its car park entirely within Flood Zone 3. Adjacent to the south is a deciduous woodland allocated under the Priority Habitats Inventory.

Accessibility

Local Connections:

Located within the heart of Stanstead Abbotts and St Margarets, a Group 1 village, the site is in close proximity and well connected with the High Street and surrounding areas. The site is accessible via its main entrance on Roydon Road, or via a recently refurbished wooden footbridge giving access directly from the High Street to the west.

Connection to Strategic Road Network:

The Maltings is connected to the strategic road network via the A414, which is accessible via slip road ~0.8 miles to the south-east along Roydon Road adjoining the carriageway heading east, or ~1.1 miles to the west along the High Street adjoining a roundabout junction and facilitating access to the nearby A10. Connection with the strategic road network is constrained by access roads which are relatively narrow and may struggle with congestion.

Pedestrian & Cycle Links:

The site is very accessible for pedestrians and cyclists directly from the High Street, via a wooden footbridge over the Stanstead Mill Stream, or via the main entrance on Roydon Road which is served by pavement.

Public Transport Links:

Leeside Works is well served by public transport. The St Margarets Railway Station is ~0.4 miles to the west along the High Street, providing access to Greater Anglia trains which run between Hertford East and London Liverpool Street, with 11 stops in between.

The Abbotts Court bus stop, located on the High Street ~100 metres from the site's western entrance, offers access to services which collectively link to Hertford, Ware, Bishop's Stortford, Harlow, Hoddesdon, Broxbourne, and Cheshunt, as well as various surrounding villages.

Table 4.33:

Warrenwood Industrial Estate, Stapleford	
Site ID: VI08 **Site Area:** 1.98ha **Employment Land Use Classes:** Class B2; Class B8 **Other Land Use Classes:** Class E(a); Sui Generis	

Site Description

Warrenwood Industrial Estate is a site managed by East Herts District Council, accommodating 10-15 local industrial business across six plots, and ~15 individual units. The site is located rurally within the Green Belt, separated from Stapleford by the railway and surrounded by greenfield land. Use of the site is dominated by Class B2, including manufacturing, engineering, and vehicular work. There are also multiple scrap yards, primarily used for the breaking of motor vehicles, which falls under Sui Generis. The site's overall quality is limited, with predominantly old buildings, a congested layout, and

relatively constrained accessibility. Nevertheless, there is currently no perceptible vacancy indicating a strong local demand for industrial floorspace.

Notable Planning History

Small-scale extensions to existing industrial units (3/22/1691/FUL and 3/24/0791/FUL).

Land adjacent to the west was promoted through the 2024 Call for Sites exercise, proposing the potential to accommodate mixed commercial Class E uses.

Surrounding Area

The site is contained, surrounded by greenfield land other than along its eastern side which borders the railway, separating the site from Stapleford and minimising conflict with residential uses. This containment makes industrial Class B2 and Sui Generis uses suitable.

Site Quality

The site is predominantly comprised of industrial units constructed in the 1980s and open-air scrap, breakage, and storage yards which range in size but are generally limited in terms of quality and attractiveness. The layout of the site is congested, with a singular narrow internal road providing access to all plots. Parking is very limited and is exacerbated by overspill of vehicles from businesses concerned with car repair, sales, and scrapping. However, the poor quality aspects of the site are not detrimental to the amenity of its surroundings, due to the containment from surrounding trees and infrastructure. Signage at the site's entrance is good, but internally unit numbering and signage is unclear.

Quality Score

Reasonable

Site Occupancy

No vacancy, all units and plots on site are currently occupied and in use.

Occupancy Score

Excellent

Constraints

The site is within the Green Belt, and the deciduous woodland to the north is allocated as both a Wildlife Site and Priority Habitats Inventory site.

Accessibility

Local Connections:

Warrenwood Industrial Estate is located just south of Stapleford, a small, rural Group 2 village within the Green Belt, separated from the village itself by woodland and the railway track. The site's entrance is located on High Road, which widens and provides an extra lane for turning into the site when travelling south. High Road links with Watton at Stone (a Group 1 village) ~1.8 miles to the north, and Hertford ~2.5 miles to the south.

Connection to Strategic Road Network:

The site is relatively rural, but relates to the strategic road network via the A602 ~1.8 miles to the north along High Road, which provides a link to Stevenage and the A1(M) to the north-west, and the A10 to the east along Ware Road. High Road also connects with the A414 ~2.8 miles to the south, but involves travelling through Hertford which is prone to congestion.

Pedestrian & Cycle Links:

The entrance to Warrenwood Industrial Estate is ~0.2 miles south of Stapleford. The distance is walkable, however there is only a thin pavement along the opposite side of the road. At the point of site entry, crossing the wide, 40mph road is unsafe given the lack of designated road crossing and blind turns in the road immediately to the north and south. The site is therefore inaccessible for pedestrians and cyclists.

Public Transport Links:

Public transport is not a feasible mode of transport to access Warrenwood Industrial estate due to the lack of safe, walkable footpath or pavement connecting nearby bus stops to the site's entrance. The site is therefore exclusively accessed via private vehicle.

Table 4.34:

Thundridge Business Park, Thundridge	
Site ID: VI09 **Site Area:** 1.19ha **Employment Land Use Classes:** Class E(g)(i), (ii), (iii); Class B2; Class B8 **Other Land Use Classes:** Class E(c)(ii)	

Site Description

Thundridge Business Park is well contained and evidently a popular site, which is relatively consistent with other allocated village Employment Areas across the district in terms of size and quality. The site comprises ~11 units which collectively provide flexible industrial warehouse floorspace for businesses across Class B2 and B8, as well as some smaller-scale Class E floorspace. Numerous adjacent units are internally connected and occupied by a single business, dictating that the site currently accommodates seven businesses across its 11 units. The site is entirely occupied, likely due to its provision of employment floorspace in a favourable location; well connected with the strategic road network via the nearby A10, and with Hertford and Ware to the south.

Notable Planning History

Permission was granted in 2025 for the change of use from Class E to Class C3 (dwellinghouses), converting a small existing office unit to create four residential flats (3/25/1442/COMPN). This building is attached to larger industrial warehouse units.

Surrounding Area

The site is bordered by Thundridge Church to the north. There are some residential uses in other directions, which are separated from Thundridge Business Park by a significant buffer of large trees and vegetation, making it sufficiently contained.

Site Quality

The site is of good overall quality, comprising buildings which are in reasonable condition and serve their primary function of providing village employment floorspace, which is flexible for business predominantly across Class B2 and B8. Multiple industrial warehouse units have been internally connected, creating a larger space for a single business to operate within. The site has a clear entrance on Cambridge Road, good signage both at its entrance and across the buildings to indicate unit numbering, and sufficient provision of parking space for staff and visitors. Containment of the site by large surrounding trees reduces impact on local amenity, and makes B2 uses feasible.

Quality Score

Good

Site Occupancy

No vacancy, all units occupied and in use.

Occupancy Score

Excellent

Constraints

The site is within the Green Belt, and borders Thundridge and Wadesmill Conservation Area to the north. Some areas of the site are at high risk of flooding from surface water, and the treeline buffer along the east of site, which is within the Employment Area, is allocated under the Priority Habitats Inventory as deciduous woodland.

Accessibility

Local Connections:

Thundridge Business Park is located within Thundridge, a Group 2 village, along Cambridge Road which runs through various villages west of the A10. Cambridge Road, becoming Wadesmill Road to the south, provides a strong connection with Ware ~1 mile away.

Connection to Strategic Road Network:

The site is well connected to the strategic road network via the A10, which can be accessed ~0.5 miles to the south along Cambridge Road, facilitating Class B8 uses within the business park.

Pedestrian & Cycle Links:

Pedestrian access is facilitated by pavement along Cambridge Road, which extends in both directions through Thundridge and Wadesmill, and north to High Cross. Cyclist access is considered feasible for local residents.

Public Transport Links:

The Thundridge village hall bus stop is located very close to the site's entrance, less than 100 metres to the north along Cambridge Road. This stop offers access only to a singular, relatively infrequent bus running between Hertford, Ware, Buntingford, Royston, and various villages.

5. Conclusions and Recommendations

Informed by the assessment of allocated Employment Areas across East Herts, this chapter summarises the significant changes since the last Employment Land Review Update in 2013 and the adoption of the current District Plan in 2018.

It identifies where development and/or redevelopment of an Employment Area has changed its size and land use, rendering current allocations inaccurate and requiring amendment. These amendments are put forward as recommendations for the emerging Local Plan, to help inform decisions about employment land provision in East Herts, alongside other relevant evidence-base studies. Where sites continue to serve their employment function, it is recommended that they are safeguarded as allocated Employment Areas, in certain instances requiring monitoring and/or support for opportunities for enhancement to address quality-related vacancy issues.

Conclusions and recommendations are broken up by settlement in sub-chapters 5.1 – 5.5. Within each settlement sub-chapter, a table highlights significant changes and a recommendation for each allocated Employment Area, and recommended new Employment Area (BI08) within Table 5.1. Then, sub-chapter 5.6 puts forward illustrative maps to delineate the amendments which are recommended for eight of the districts 33 Employment Areas, and the recommended allocation of the new Thorley Fields Business Park in Bishop's Stortford. Site-specific recommended amendment maps in sub-chapter 5.6 are organised by settlement, appearing in the same order in which they appear in Chapter 4 and sub-chapters 5.1 – 5.5.

The amendments to the districts allocated Employment Areas which are recommended in this chapter reflect a net loss of approximately 6.2ha of allocated employment land, broken down across the following sites:

- Twyford Road (BS03): Approximately 0.5ha lost.
- Thorley Fields Business Park (BS08): Approximately 3.3ha gained.
- Park Farm Industrial Estate (BU01): Approximately 1.1ha lost.
- Watermill Industrial Estate (BU03): Approximately 0.3ha gained.
- Mead Lane (HE04): Approximately 4.6ha lost.
- Warehams Lane (HE06): Approximately 1.3ha lost.
- Crane Mead (WA02): Approximately 1.8ha lost.
- Marsh Lane (WA04): Approximately 1ha lost.
- Oakley Horseboxes, Thundridge (VI02): Approximately 0.5ha gained.

It is noted that these figures only relate to loss or gain of allocated employment land, and do not reflect loss or gain in provision of employment floorspace.

5.1. Bishop's Stortford

Table 5.1: Conclusions and Recommendations

Site ID	Site Name	District Plan 2018 Allocation	Significant Changes	Undeveloped Parcels?	Recommendation
BS01	Raynham Road / Dunmow Road Industrial Estate	Yes	New large Hilton car dealership unit on Raynham Road.	No	Safeguard the allocated Employment Area,
BS02	Haslemere Estate	Yes	No	No	Safeguard the allocated Employment Area.
BS03	Twyford Road	Yes	Industrial unit to the north redeveloped as part of the Baptist Church.	No	Amend Employment Area allocation to exclude Church site (see page 120). Safeguard the remaining allocated Employment Area.
BS04	Stansted Road	Yes	Industrial units demolished & redeveloped as large Lidl foodstore.	No	Safeguard the allocated Employment Area.
BS05	Woodside	Yes	'Peek Business Centre' development completed; delivered 5000sqm+ new Class E(g) floorspace.	No	Safeguard the allocated Employment Area.

BS06	Millside Industrial Estate	Yes	Refurbishments made to units; new roofing.	No	Safeguard the allocated Employment Area.
BS07	Southmill Trading Estate	Yes	No	No	Safeguard the allocated Employment Area.
BS08	Thorley Fields Business Park	No	The site has been delivered as part of BISH5 Masterplan. All units occupied and serving their employment purposes.	No	Formally allocate and safeguard new Employment Area (see page 121).

5.2. Buntingford

Table 5.2: Conclusions and Recommendation

Site ID	Site Name	District Plan 2018 Allocation	Significant Changes	Undeveloped Parcels?	Recommendation
BU01	Park Farm Industrial Estate	Yes	Previously vacant parcel of has been developed for residential use.	No	Amend Employment Area allocation to exclude land developed for residential use (see page 122). Safeguard the remaining allocated Employment Area.
BU02	Buntingford Business Park	Yes	No	Yes	Safeguard the allocated Employment Area, retaining currently vacant parcels for future employment uses.
BU03	Watermill Industrial Estate	Yes	The previously vacant parcels of allocated land have been developed, providing new employment units.	No	Safeguard the allocated Employment Area, extending boundaries to include the entirety of the site (see page 123).

5.3. Hertford

Table 5.3: Conclusions and Recommendations

Site ID	Site Name	District Plan 2018 Allocation	Significant Changes	Undeveloped Parcels?	Recommendation
HE01	Caxton Hill	Yes	Site now internally connected with adjacent new Hertford Logistics Hub.	No	Safeguard the allocated Employment Area.
HE02	Foxholes Business Park	Yes	Large-scale redevelopment of site creating new Hertford Logistics Hub, comprising ~225,000sqft new employment floorspace.	No	Safeguard the allocated Employment Area.
HE03	Hartham Lane	Yes	No	No	Safeguard the allocated Employment Area.
HE04	Mead Lane	Yes	Works have begun for residential development on vacant HERT2 allocated land parcels.	Yes	Amend Employment Area allocation to exclude plots being developed for residential uses associated with Policy HERT2. Monitor development, retaining employment allocation where new employment floorspace is delivered (see page 124).

					Safeguard remaining allocated employment land, dividing it to become two separate Employment Areas; one encompassing Mead Lane, and one encompassing Mill Road / Marshgate Drive (see page 124).
HE05	Mimram Road	Yes	No	No	Safeguard the allocated Employment Area, supporting opportunities for enhancement to address vacancy.
HE06	Wareham s Lane	Yes	Large portion of the site redeveloped; Aldi supermarket now in place of previous office / warehouse buildings.	No	Amend Employment Area allocation to exclude non-employment uses (see page 125). Safeguard remaining allocated Employment Area.
HE07	Windsor Industrial Estate	Yes	No	No	Safeguard the allocated Employment Area.
HE08	Pegs Lane	Yes	Relocation of Hertfordshire County Council (HCC) has led to County Hall being vacant and up for sale.	No	Safeguard the allocated Employment Area, monitoring status and use of County Hall and Wallfields.

5.4. Ware

Table 5.4: Conclusions and Recommendations

Site ID	Site Name	District Plan 2018 Allocation	Significant Changes	Undeveloped Parcels?	Recommendation
WA01	Broadmeads	Yes	No	No	Safeguard the allocated Employment Area.
WA02	Crane Mead	Yes	Significant redevelopment and change of use; ~1.6ha of Employment Area now taken up by residential use.	No	Amend Employment Area allocation to exclude land redeveloped for residential use (see page 126). Safeguard remaining Crane Mead Business Park.
WA03	Ermine Point / Gentlemen's Field	Yes	No	No	Safeguard the allocated Employment Area.
WA04	Marsh Lane	Yes	Development of vacant land parcel at site entrance, introducing a hotel, restaurant, youth centre, and outdoor recreational uses.	No	Amend Employment Area allocation to exclude area redeveloped for non-employment uses (see page 127). Safeguard the remaining Employment Area allocation.

WA05	Park Road / Harris's Lane (GSK Ware)	Yes	Construction of new facilities, and some reconfiguration and enhancement of the site to support GSK's manufacturing, research, and development operations.	No	Safeguard the allocated Employment Area.
WA06	Star Street (Dockyard Business Centre)	Yes	No	No	Safeguard the allocated Employment Area.

5.5. Villages

Table 5.5: Conclusions and Recommendations

Site ID	Site Name	District Plan 2018 Allocation	Significant Changes	Undeveloped Parcels?	Recommendation
VI01	Silkmead Industrial Estate, Hare Street	Yes	No	Yes	Safeguard the allocated Employment Area, supporting opportunities to develop its vacant land for suitable employment uses.
VI02	Oakley Horseboxes, High Cross	Yes	Some small extensions to the factory and extension of the open-air storage area.	No	Safeguard the allocated Employment Area, extending boundaries to include the entirety of the site (see page 128).
VI03	Langley House, Standon	Yes	No	No	Safeguard the allocated Employment Area.
VI04	Standon Business Park, Standon	Yes	Increase in vacancy, redevelopment application refused in 2025.	No	Safeguard the allocated Employment Area, monitoring its status and supporting opportunities for enhancement to address vacancy.
VI05	Leeside Works, Stanstead Abbotts	Yes	No	No	Safeguard the allocated Employment Area.
VI06	Riverside Works,	Yes	No	No	Safeguard the allocated Employment Area.

	Stanstead St. Margarets				
VI07	The Maltings, Stanstead Abbotts	Yes	General improvements and extension to car park.	No	Safeguard the allocated Employment Area.
VI08	Warrenwood Industrial Estate, Stapleford	Yes	No	No	Safeguard the allocated Employment Area.
VI09	Thundridge Business Park, Thundridge	Yes	No	No	Safeguard the allocated Employment Area.

5.6. Recommended Site Amendments

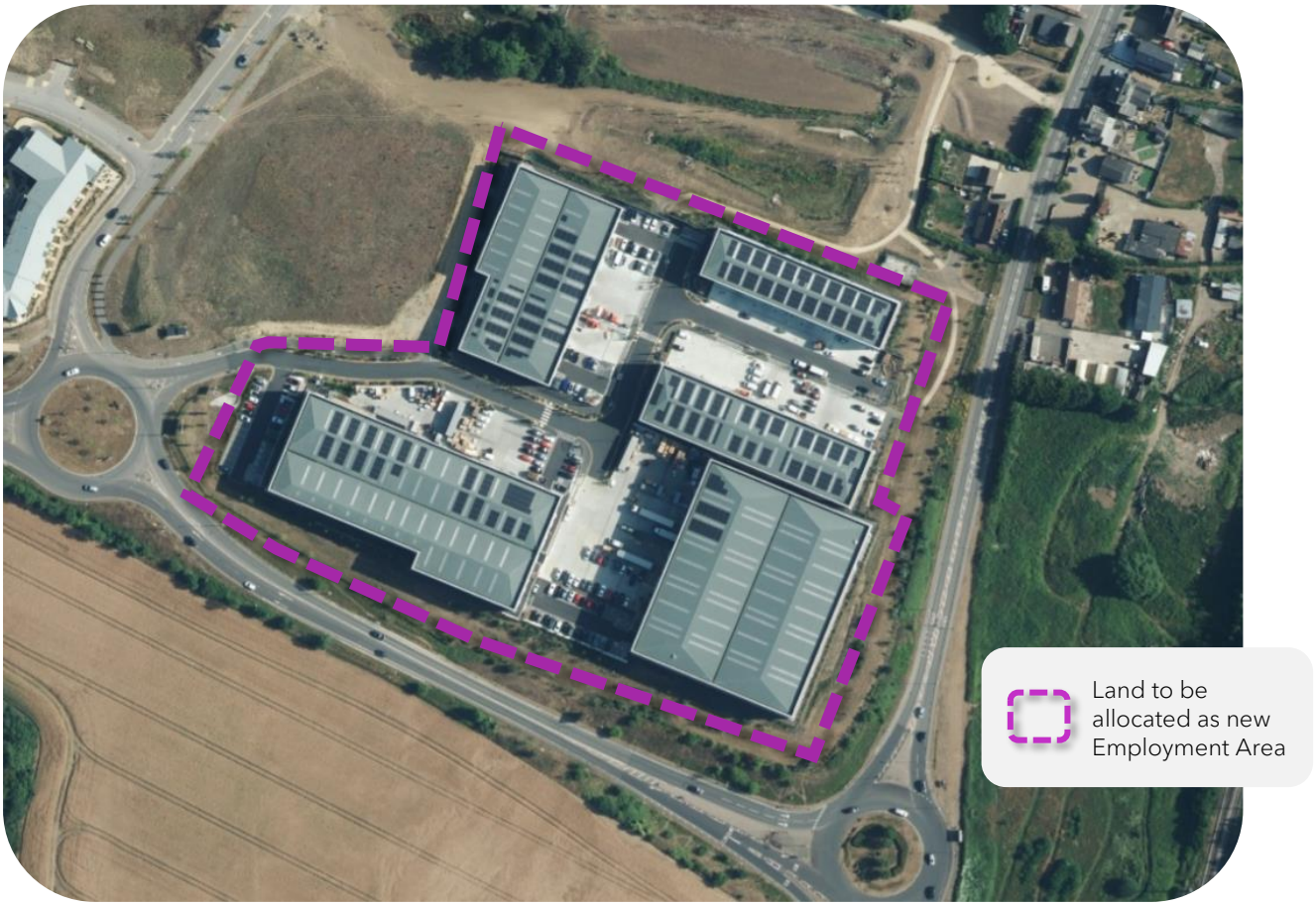
5.6.1. Twyford Road (BS03):

Image 5.1: Existing Employment Area allocation

Image 5.2: Recommended Employment Area amendments

5.6.2. Thorley Fields Business Park (BS08):

Image 5.3: Recommended new Employment Area allocation



5.6.3. Park Farm Industrial Estate (BU01):

Image 5.4: Existing Employment Area allocation

Image 5.5: Recommended Employment Area amendments

5.6.1. Watermill Industrial Estate (BU03):

Image 5.6: Existing Employment Area allocation

Image 5.7: Recommended Employment Area amendments

5.6.4. Mead Lane (HE04):

Image 5.8: Existing Employment Area allocation

Image 5.9: Recommended Employment Area amendments

5.6.5. Warehams Lane (HE06):

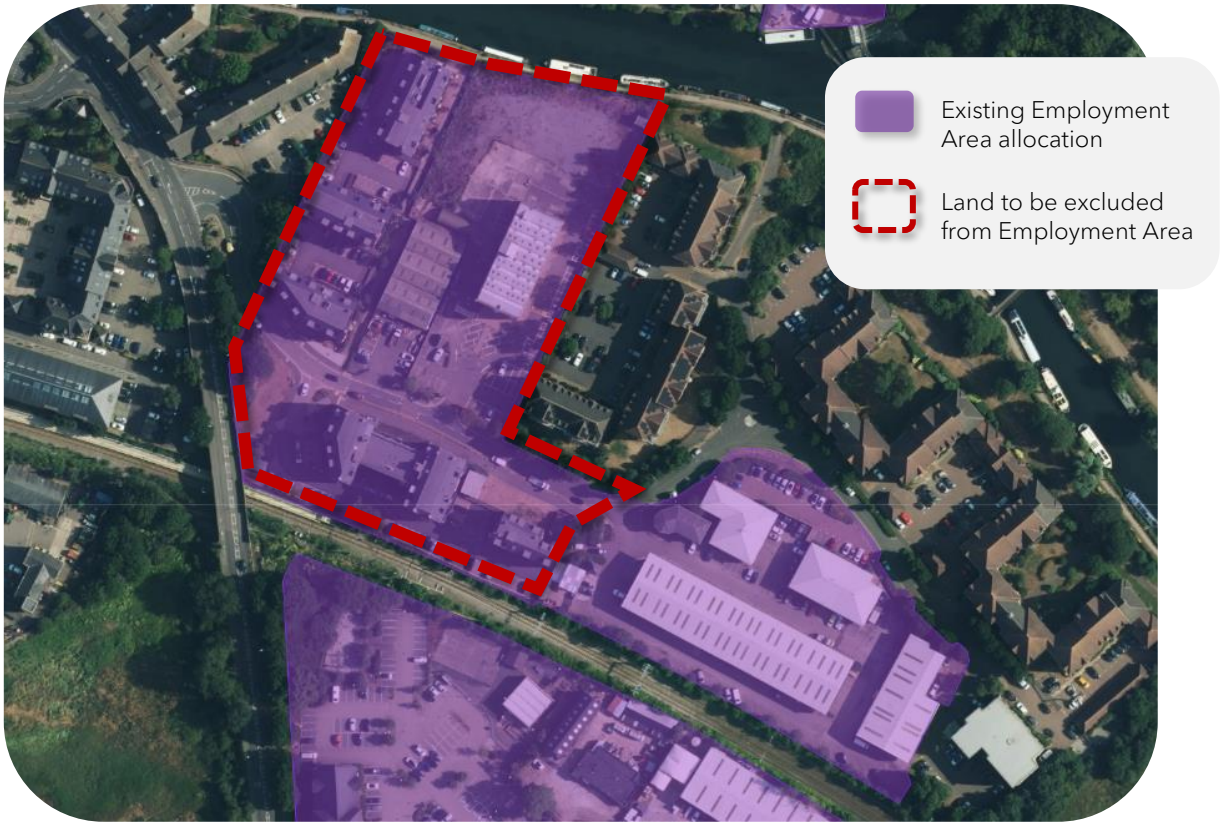
Image 5.10: Existing Employment Area allocation

Image 5.11: Recommended Employment Area amendments

5.6.6. Crane Mead (WA02):

Image 5.12: Existing Employment Area allocation

Image 5.13: Recommended Employment Area amendments



5.6.7. Marsh Lane (WA04):

Image 5.14: Existing Employment Area allocation

Image 5.15: Recommended Employment Area amendments

5.6.8. Oakley Horseboxes, High Cross (VI02):

Image 5.16: Existing Employment Area allocation

Image 5.17: Recommended Employment Area amendments

East Herts Council Report

Executive

Date of meeting: Tuesday, 2 June 2026

Report by: Councillor Vicky Glover-Ward– Executive Member for Planning and Growth

Report title: Bishop's Stortford Employment Study

Ward(s) affected: Bishop's Stortford All Saints; Bishop's Stortford Central; Bishop's Stortford North; Bishop's Stortford Parsonage; Bishop's Stortford South; Bishop's Stortford Thorley Manor;

Summary

- Members have agreed to prepare a new Local Plan including an update of the evidence documents needed to support the new Plan. The Bishop's Stortford Employment Study provides an updated assessment of the employment market in the town and makes recommendations about the type of jobs and employment land likely to be required, which will help shape the economic strategy in the new Local Plan. This report summarises the key priorities of the Study and seeks agreement to use the document as part of the new Local Plan evidence base, and to inform Development Management decisions.

- This report was considered at the District Planning Executive Panel on 19 May 2026.

RECOMMENDATIONS FOR EXECUTIVE:

(A) The Bishop's Stortford Employment Study, attached as Appendix A, be agreed as part of the evidence base to inform the new East Herts Local Plan and as a material consideration for Development Management purposes in the determination of planning applications.

1.0 Proposal(s)

1.1 The purpose of this report is to advise Members of the completion of the Bishop's Stortford Employment Study, and to agree it can be used as part of the evidence base for the new Local Plan and

as a material consideration in the determination of planning applications.

2.0 Background

2.1 Local planning authorities are required to complete a review of their local plans at least once every 5 years from the adoption date to ensure that plans remain relevant. In October 2023, the Council agreed that East Herts District Plan 2018 needs updating, and that work should commence on updating the technical studies and other preparatory work required to provide a robust evidence base. The intention to formally start plan-making is the subject of a separate paper on this agenda.

2.2 A clear, relevant and proportionate evidence base is essential for efficient and sound plan-making to ensure that all future planning policy and decisions are based on up-to-date information. The National Planning Policy Framework (NPPF, 2024) sets out the requirement for the preparation and review of all policies to be, ‘underpinned by relevant and up-to-date evidence’ (paragraph 32).

2.3 The evidence base consists of supporting documents that will help inform the future policies and site allocations in the new Local Plan. It will cover a range of social, economic, and environmental topics and help identify local needs, constraints and opportunities.

2.4 The evidence base will be developed throughout the preparation of the new Local Plan and the planning policy team will seek agreement from Executive via the District Plan Executive Panel to include relevant studies as part of the evidence base. Because of the nature of the Bishop’s Stortford Employment Study and its potential to influence policy formulation, it is considered appropriate to include it within the Council’s evidence base.

2.5 A previous employment study for Bishop’s Stortford was published in 2013 to inform the policies and development strategy in the adopted District Plan. It provided information about the local employment market and advice on the economic development of the town and employment site requirements.

2.6 The current Bishop's Stortford Employment Study updates this work. The Council commissioned consultant Aecom to produce the study, using desktop research, officers' employment site visits and feedback from local agents. It forms part of a series of employment studies for each of the towns in East Herts. Buntingford Employment Study was published last year and Hertford & Ware and Sawbridgeworth studies with be finalised in the coming months.

3.0 Reason(s)

3.1 The relationship between jobs and housing is a key consideration in the delivery of sustainable development. There has been significant growth in Bishop's Stortford over the last ten years. District Plan strategic site allocations have been developed across the town, delivering new dwellings, facilities and a new employment site at Bishop's Stortford South. A number of these sites are still being delivered, which will further change the housing, services and employment opportunities in the town.

3.2 In addition, major societal changes have occurred, including the Covid pandemic and Brexit, which have shaped the way business and industry both structures itself and operates. The purpose of this Study is to provide an updated assessment of the employment market in Bishop's Stortford, to consider these changes in the local context and provide robust evidence that can inform the emerging Local Plan. The study explores the relationship between people living in the town and local jobs; the function of existing employment sites and the changing role of the town centre as a location for offices. It provides an essential understanding of employment land-use requirements in Bishop's Stortford, which will help shape the economic strategy in the new Local Plan. The focus on offices in the town centre will also contribute to wider evidence about the function and character of the town centre, which will be explored in more detail in the forthcoming retail and towns centres study.

3.3 The main focus of the Study is the town of Bishop's Stortford but given the importance of Stansted Airport to Bishop's Stortford, both in terms of its ability to generate employment opportunities for local residents and influence demand for employment in the town, a wider area comprising Bishop's Stortford and Stansted

Airport is included in the analysis.

3.4 The Bishop's Stortford Employment Study is attached to this report at **Appendix A.**

3.5 The Study comprises of the following sections:

- **Introduction and strategic context** – sets out the approach of the study; describes the local content and the national and local policy framework.
- **Socio-economic profile** – presents the socio-economic characteristics of Bishop's Stortford and the wider Stansted Airport study area, compared against the district and wider geographies.
- **Property market assessment** – provides a review of office and industrial floorspace, with information on building stock, vacancy, rental values and demand. Explores external factors that could influence employment floorspace in the town in the coming years, such as Stansted Airport expansion, the proposed introduction of minimum energy efficiency standards and the continued influence of changing space requirements for office and knowledge work following the Covid-19 pandemic.
- **Existing employment sites** – sets out the relative characteristics (including uses, vacancy, unit size and type, rental rates, access, amenity) of the existing employment sites in the town, informed by economic data and information from the Employment Land Review.
- **Land for employment development** – examines the indicative potential of the District Plan allocations in Bishop's Stortford with employment floorspace still to come forward: including vacant land in the eastern neighbourhood at Bishop's Stortford North and the mixed-use allocations at Old River Lane and The Goods Yard.
- **Conclusions and recommendations** –sets out evidence-based conclusions and recommendations and outlines a potential strategy for the development of employment land in Bishop's Stortford.

Study conclusions and recommendations

3.6 Based on the analysis of the preceding sections, section 8 presents the conclusions and recommendations of the Study, framed around three questions.

Is it desirable to increase the number of jobs in Bishop's Stortford?

3.7 Future population growth associated with existing housing commitments suggests the need to deliver jobs in order to support sustainable development. This need could be increased if further housing growth is allocated in the new Local Plan, although there is no guarantee that providing more jobs in the town will reduce out-commuting as people commute to jobs for numerous reasons. It is important that residential development is balanced with an appropriate quantum of employment land to support opportunities for local residents. This is a particular consideration given the lack of spare capacity in the local property market.

What sort of jobs could be attracted or developed in Bishop's Stortford?

3.8 Bishop's Stortford has a high proportion of employment in knowledge intensive business services such as professional, scientific and technical, information & communication, financial and insurance. Its position as part of the UK Innovation Corridor could attract occupiers across the health, life sciences and pharmaceuticals, advanced engineering and aerospace sectors. Stansted expansion could increase interest from transport and storage companies; with warehousing and storage also vital for other sectors across the economy including advanced manufacturing and life sciences.

3.9 The analysis demonstrates that additional employment space is required in Bishop's Stortford to meet identified demand for industrial needs and the lack of spare capacity in the market. Demand is more muted for office space; however, the age and quality profile of stock presents potential future challenges in retaining occupants and safeguarding stock given future minimum energy efficiency standards. Overall, it is viewed that future office development would likely be of a smaller scale and be best suited in proximity to the town centre. Sufficient parking was raised by agents as a factor influencing demand so business parks were

also identified as potentially suitable locations.

What actions need to be taken to achieve the desired outcomes?

3.10 To ensure a strong, responsive and competitive economy in Bishop's Stortford, the Study recommends that the Council prioritise the following actions:

- Protect existing employment sites and encourage completion of existing permissions. Whereupon existing employment land is lost to residential or other uses, or permissions including employment space do not come forward, or are developed in whole or in part for different uses than have currently been consented, this land or floorspace should be re-provided to a similar or improved quantity and quality specification.
- Seek to provide a mix of unit sizes to accommodate a range of potential occupiers across light industrial (E(g)(iii), general industrial (B2) and warehouse and storage (B8) uses. Consider potential to allocate employment land to accommodate industrial demand.
- Delivery of small and medium-sized premises (under 2,000 sqm) should be encouraged reflecting the current mix of provision in the town (and generally the district) across both office and industrial.
- Review opportunities to work with landlords and occupiers to improve office properties is the town centre before they become non-compliant with minimum energy efficiency standards. Also consider the role of more innovative office spaces, for example co-working offices.
- Work with applicants of the allocated sites to encourage the delivery of employment floorspace.
- Continue to regularly monitor changes to existing and newly delivered employment space to identify evolving occupier/developer patterns and inform any policy responses that will be required. This is particularly important where there is flexibility for E (g) uses (e.g. office and light industrial) to later change to non-employment uses classes within the E Use Class.
- Should the wider new Local Plan evidence base support the need for additional employment land at the district level, the evidence presented in this study suggests a potential

requirement for additional employment land in Bishop's Stortford. In considering additional employment land, or whether the existing supply of employment land is fit for purpose, a number of criteria should be considered including accessibility, sustainable transport links, infrastructure provision, site constraints and ownership.

3.11 These recommendations can usefully inform policy and strategy decisions about future employment land-use within Bishop's Stortford in the emerging Local Plan and in planning application decisions. The Study provides a robust and up-to-date understanding of the local employment market which refreshes the study carried out in 2013. When considered alongside other studies within the evidence base, including a district-wide employment demand assessment and land supply assessments, it will effectively support decisions about the future economic strategy for the town. Therefore, it is recommended the study is agreed as part of the new Local Plan evidence base and as a material consideration in the determination of planning applications.

4.0 Options

4.1 The Council could choose not to agree to endorse the Bishop's Stortford Employment Study as part of the new Local Plan evidence base. This would mean that the Local Plan would not be able to rely on this evidence to inform emerging policy and strategy, and it could compromise the progression of the plan. It would also likely cause difficulties during the plan-making process, particularly when the Council defends its strategy at the Examination stage.

5.0 Risks

5.1 If the Bishop's Stortford Employment Study is not agreed as part of the evidence base, it may be considered as having reduced weight in informing the new Local Plan and planning application decisions. It would mean the Council would not have a current understanding of the employment market in Bishop's Stortford. This is contrary to Government policy to have an up-to-date evidence base and could undermine the Council's position in terms of successfully bringing forward the new Local Plan.

6.0 Implications/Consultations

6.1 As part of their research, the consultants consulted three property market agents active in the Bishop's Stortford market. The study will be made available on the website, in the Local Plan Evidence base section, and be subject to a number of statutory public consultations as part of the production of the new Local Plan.

Community Safety
There are no community safety implications arising from this report.

Data Protection
There are no data protection implications arising from this report.

Equalities
There are no direct equality, diversity, or inclusion implications in this report. An Equalities Impact Assessment (EqIA) will be carried out of the new Local Plan in accordance with The Equality Act 2010.

Environmental Sustainability
The purpose of the planning system is to contribute to the achievement of sustainable development. Evidence to support provision and location of employment land has a range of implications for environmental sustainability including how people choose to travel to work and how far they need to travel, the impact of noise and other disturbance from employment uses on other uses and the ability of communities to find the services and facilities they need in the places they live.

Financial
There are no financial implications arising from this report.

Health and Safety
There are no health and safety implications arising from this report.

Human Resources
There are no human resources implications arising from this report.

Human Rights
There are no human rights implications arising from this report.

Legal
There are no legal implications arising from this report.

Specific Wards
Yes - Bishop's Stortford All Saints; Bishop's Stortford Central; Bishop's Stortford North; Bishop's Stortford Parsonage; Bishop's Stortford South; Bishop's Stortford Thorley Manor;

7.0 Background papers, appendices and other relevant material

7.1 **Appendix A**: Bishop's Stortford Employment Study

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FINAL REPORT

Bishop's Stortford Employment Study

East Hertfordshire District Council

April 2026

Delivering a better world

Prepared for:

East Hertfordshire District Council

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1. Executive Summary

1.1 Study context

1.1.1 AECOM was commissioned by East Herts District Council to deliver an Employment Study for Bishop's Stortford. The Employment Study forms part of the evidence base to underpin the review of the new East Herts Local Plan) and will support with determining future planning applications. Additional consideration of the area surrounding London Stansted Airport is provided, given its strategic importance (hereafter referred to as 'Bishop's Stortford + Stansted').

1.2 Policy and strategic context

1.2.1 The National Planning Policy Framework (NPPF) provides overarching guidance on the Government's development aims and describes the Government's vision for building a strong, competitive economy. It emphasises that Local Plans should present robust evidence to support clearly defined designations and allocations of land for employment uses. Furthermore, the need for an evidence base to assist in understanding existing business needs, local circumstances and market conditions is also emphasised in the national Planning Practice Guidance (PPG). Whilst this Study is not an economic needs assessment and therefore does not need to align with this guidance, it is relevant for consideration in the context of understanding employment needs in Bishop's Stortford.

1.2.2 At the local level, the current District Plan identifies Bishop's Stortford as a Strategic Opportunity Site within the UK Innovation Corridor. This corridor is outlined as one of the engines of UK growth, with world class industries, businesses, and knowledge-based economy. Policy BISH1 identifies that new employment floorspace will be delivered primarily within Bishop's Stortford town centre and the strategic allocations of Bishop's Stortford North and Bishop's Stortford South. Policy BISH3 and Policy BISH5 identify new Employment Areas within these strategic allocations respectively. Additional employment opportunities will come forward through mixed-use schemes at The Goods Yard (Policy BISH7) and Old River Lane (Policy BISH8).

1.3 Socioeconomic profile

1.3.1 The socio-economic baseline analysis has identified that Bishop's Stortford performs relatively strongly compared to East Herts and the regional and national picture, with its resident population more economically active and skilled than the comparator areas.

1.3.2 The employment profile of Bishop's Stortford is broadly comparable to East Herts and the regional and national picture. It registers sizable proportions of employment in the retail and education sectors. In relation to the sectors driving office-based employment, the proportion of the professional, scientific and technical and business administration and support services sectors in Bishop's Stortford are lower than East Herts but greater than the regional and national average.

1.3.3 Since 2015, Bishop's Stortford has seen most notable growth in the education sector, with other increases in employment registered in business administration and support services, accommodation and food services, and financial and insurance sectors. Conversely, there has been a fall in employment in retail, health, and wholesale sectors.

1.3.4 The majority of businesses in Bishop's Stortford are classed as micro (0-9 employees). This is higher than the rates in East Herts, East of England, and England. Bishop's Stortford has a lower proportion of small and medium- -sized businesses than the comparator areas, and has no large businesses.

1.3.5 Outward commuter movements from both Bishop's Stortford exceed inward commuter movements by 6,027. The local authorities of significance for both study areas include Uttlesford, East Herts, Harlow, and the City of London.

1.3.6 Population growth was significantly higher in both Bishop's Stortford between 2015 and 2024 than in East Herts, the East of England, and England. Population projections are not available at the Bishop's Stortford level. However, the current housing trajectory, detailing the known commitments, suggests the potential for between 1,023 – 2,118 new homes to be delivered in Bishop's Stortford. With an average household size of 2.37 in East Herts, this indicatively suggests the potential for 2,425 – 5,020 additional residents, of which 1,186 – 2,456 would be expected to be aged 16 and over and economically active.

1.4 Property market and existing employment sites

Office Market

1.4.1 Bishop's Stortford represents a significant share of the East Herts office market, accounting for 32.8% of office properties. However, overall, the size of the market is relatively small, as evidenced by the wider Bishop's Stortford + Stansted area offering more than double the amount of floorspace (108,472 square metres (sqm)) compared with Bishop's Stortford alone (54,006 sqm).

1.4.2 Bishop's Stortford's office market is dominated by smaller units, and the office stock in Bishop's Stortford is relatively old, with 35.9% of offices being built before 1960, higher than East Herts, the East of England, and England. Modern office development is limited, accounting for 5.3% of stock, below regional and national averages.

1.4.3 Vacancy levels have fluctuated over time, mirroring wider economic and structural changes in office demand, however vacancy rates currently stand at 3.1%, indicating comparatively strong occupancy.

1.4.4 Bishop's Stortford attracts lower market rental values for office use classes than the wider Bishop's Stortford + Stansted area and regional and national averages. This is reflective of the small size of the market and the age, size and quality profile of office stock in the town.

Industrial Market

1.4.5 The industrial market comprises 133,239 sqm of floorspace in Bishop's Stortford, ~80% of which is warehousing and storage. The vacancy rate for industrial floorspace in Bishop's Stortford is below the regional and national average, reflecting a lack of spare capacity. Warehousing and storage uses have the highest vacancy rate, across all comparator areas, albeit this is broadly in line with accepted frictional vacancy rates.

1.4.6 Bishop's Stortford attracts higher market rental values for industrial property types than the East of England and England, however the highest industrial market rents are found in East Herts. For warehousing and storage, the market rental values in Bishop's Stortford are in line with the national average but lower than observed in Bishop's Stortford + Stansted, East of England and East Herts.

1.4.7 Between 2014 and 2025, market rental values for all use classes exhibited an overall increase. However, the increase in market rental values is greater in Bishop's Stortford + Stansted than Bishop's Stortford, potentially reflecting the higher quality stock in proximity to the airport.

Influences on Demand

1.4.8 There are a number of external factors which could influence the demand for employment floorspace in Bishop's Stortford over the coming years. These include the future expansion of Stansted Airport, with passenger capacity set to increase to between 48 and 51 million people per year by 2040. This could attract businesses that rely on "just-in-time" deliveries, such as high-tech manufacturing, pharmaceuticals, and perishable goods, fostering the development of surrounding logistics parks and industrial estates and the development of

office and commercial space to attract firms seeking connectivity or the proximity to the airport. It would be anticipated that much of the demand could be met through sites in proximity to the airport, however some could spill over into Bishop's Stortford.

1.4.9 Other considerations include the proposed introduction of minimum energy efficiency standards which, while providing a strong incentive for the modernisation and upgrading of privately let business floorspace, could also present challenges for office stock in Bishop's Stortford, which includes a relatively high proportion of older buildings and conversions rather than purpose-built office space. Similarly, the evolution of changing space requirements for office and knowledge work following the Covid-19 pandemic has,and will continue to influence the demand for employment floorspace in Bishop's Stortford.

Existing Employment Sites

1.4.10 There are eight key employment sites in Bishop's Stortford, providing 32.3 ha of allocated employment land and 170,946 sqm of employment generating floorspace. These sites include: Raynham Road / Dunmow Road Industrial Estate, Haslemere Estate, Twyford Road, Stansted Road, Woodside, Millside Industrial Estate, Southmill Trading Estate, and Thorley Fields Business Park. Through these sites Bishop's Stortford offers a varied and flexible stock of employment floorspace, comprised of some larger sites which incorporate multiple adjacent industrial estates, and some very small sites which accommodate smaller-scale businesses and services.

1.4.11 In addition, Bishop's Stortford town centre plays a vital role in providing office space in East Herts, linked to its strong connectivity and amenities which are key attractors for office occupiers. The town centre comprises 75 office properties, providing access to a range of office spaces ranging from 13 sqm to 3,690 sqm.

1.5 Land available for development

1.5.1 It is relevant to the development of policy for Bishop's Stortford to know how many jobs could be created should vacant land through undeveloped allocations and applications in the planning pipeline come forward for development.

1.5.2 Analysis suggests that there are three potential sources of land available for development: the 4 hectares within the development at Bishop's Stortford North (BISH3), as outlined in the East Herts District Plan (2018); the potential for some employment development to come forward as part of the mixed use development at The Goods Yard (BISH7) (3/22/1613/OUT and 3/24/1707/FUL) and; as part of mixed-use development at a 1.27 hectare parcel of land At Old River Lane (BISH8) (3/25/1949/FUL).

1.5.3 Taken together, the analysis suggests that the development of Bishop's Stortford North, The Goods Yard and Old River Lane could result in the generation of between 223 and 725 FTE jobs across the employment land use classes.

Site	Floorspace (sqm)		FTE Jobs	
	Low	High	Low	High
Bishop's Stortford North	8,325	10,638	164	465
The Goods Yard	570	1,899	44	146
Old River Lane	197	1,480	15	114
Total	9,092	14,017	223	725

1.5.4 If delivered, these jobs would represent growth of 2-5% on current workplace employment in Bishop's Stortford. However, it should be recognised that additional jobs could also be delivered across non-employment uses such as retail, food and beverage and healthcare.

1.6 Conclusions and recommendations

1.6.1 The Conclusions and Recommendations of this Study are summarised below.

Topic	Conclusion/Recommendation
Is it desirable to increase the number of jobs in Bishop's Stortford?	• The analysis has demonstrated that additional employment land is required in Bishop's Stortford to meet identified demand for industrial needs and the lack of spare capacity in the market. • Demand is more muted for office space; however, the age and quality profile of stock presents potential future challenges in retaining occupants and safeguarding stock given future minimum energy efficiency standards. • Future population growth associated with the current commitments in the housing trajectory for Bishop's Stortford suggests the need to deliver jobs in order to support sustainable development.
What sort of jobs could be attracted or developed in Bishop's Stortford? Why?	• Bishop's Stortford has a high proportion of employment in knowledge intensive business services such as professional, scientific and technical, information & communication, financial and insurance. • Its position as part of the UK Innovation Corridor Core Area could attract occupiers across the health, life sciences and pharmaceuticals, advanced engineering and aerospace sectors. • Conditions to harness opportunities related to AI and data centre development could be realised if appropriate sites exist. • Stansted expansion could increase interest from transport and storage companies; with warehousing and storage also vital for sectors across the economy including advanced manufacturing and life sciences.
What actions need to be taken to achieve the desired outcomes?	• There is a need to provide choice in order to accommodate a range of potential occupiers across light industrial (E(g)(iii), general industrial (B2) and warehousing and storage (B8) uses. • Delivery of small and medium-sized premises (under 2,000 sqm) should be encouraged reflecting the current mix of provision in the town (and generally the District) across both office and industrial. • The Council should safeguard existing sites where possible. • The Council should continue to work proactively with the applicants at Old River Lane and The Goods Yard to encourage the delivery of some modern office floorspace on site, subject to viability. • The Council should continue to work proactively with the applicant at Bishop's Stortford North to encourage the delivery of employment floorspace on the site. • The Council should consider the role of more innovative office supply options should applications arise, for instance the colocation of office space alongside other more novel uses and co-working spaces. • The Council should consider the potential for the allocation of additional employment land in Bishop's Stortford to accommodate identified industrial demand. In considering additional employment land, or whether the existing supply of employment land is fit for purpose, a number of criteria should be considered, including those set out in Section 8.4.8. • The Council should continue to regularly monitor changes to existing and newly delivered employment space to identify evolving occupier/developer patterns and inform any policy responses that will be required. This is important given that some newly delivered employment space may come forward within the E Use class where there is flexibility for space assigned to E(g) use to later switch to other, non-employment land, uses. • The Council should review the opportunities to work with landlords and occupiers to improve office properties in Bishop's Stortford town centre before they become non-compliant with minimum energy efficiency standards. • Should existing employment land be lost to other uses, or permissions including employment space do not come forward, or are developed for different uses than have been consented, this land or floorspace should be re-provided to a similar or improved quantity and quality specification.

2. Introduction

2.1 Study context

2.1.1 East Herts District Council has commissioned AECOM to deliver an Employment Study for Bishop's Stortford.

2.1.2 In 2023, the Council agreed to undertake a review of East Herts District Plan (2018). Formal work to update the Plan commenced at the end of 2025 and the Council is currently updating its evidence base to support the new Local Plan. In line with this, an update of the Bishop's Stortford Employment Study is required as part of this evidence base and to support with determining future planning applications.

2.1.3 Bishop's Stortford has seen considerable development over recent years, driven by the two strategic allocations at Bishop's Stortford North and South. The town's location and strategic transport links to London and Cambridge – alongside increasing national demand for housing, infrastructure, industry, and employment opportunities – could place pressure on Bishop's Stortford to accommodate growth. Furthermore, Bishop's Stortford is in close proximity to London Stansted Airport and the East Herts district accounts for the highest percentage share (18.4%) of the 12,200 employees at the airport. The airport has significant expansion plans over the coming years which could influence demand for employment floorspace in Bishop's Stortford. This report provides additional consideration of the wider area surrounding London Stansted Airport (hereafter referred to as 'Bishop's Stortford + Stansted') given this context.

2.1.4 This Study builds on previous analysis undertaken for Bishop's Stortford, which informed the employment strategy for the town set out in the District Plan (2018). The Town Wide Employment Study for Bishop's Stortford, delivered in 2013, also established an overall vision and objectives for employment growth in Bishop's Stortford, considering the likely growth in the resident population and workforce of the town over the local plan period, the need for employment land to provide local employment opportunities and how this might be achieved.

2.1.5 In this Study, employment land is defined as land with business activities falling under the E(g), B2, and B8 use classes as per the Use Classes Order 1987 (as amended). These include:

- E(g) i) office ii) the research and development of products or processes or iii) any industrial process, (which can be carried out in any residential area without causing detriment to the amenity of the area);
- B2 – general industrial; and
- B8 – storage and distribution.

2.2 Approach

2.2.1 In order to develop an evidence base to determine the need to support employment in Bishop's Stortford, our approach includes a number of key elements:

- Understand the existing situation:
  - Analysis of socioeconomic conditions
  - Assessment of the local commercial property market, informed by desktop research using the CoStar database and conversations with 3 local property market agents;
  - A supply-side assessment of the town's current employment sites informed by desktop research and field surveys undertaken by the Council.
- Estimate future requirements:

  - Understand the likely future demand for employment space in the town, including through the agent conversations and discussions with Council officers;
  - Identify what level of employment could be supported on existing vacant land and commitments within approved planning applications.
- Conclusions and recommendations:
  - Set out evidence-based conclusions and recommendations for supporting employment in Bishop's Stortford.

2.3 Report structure

2.3.1 This report is structured as follows:

- Section 3 sets out the policy and strategic context.
- Section 4 presents the socio-economic characteristics of Bishop's Stortford, compared against the local authority area, regional and national geographies.
- Section 5 outlines a review of activity in the commercial property market compared against the local authority area, regional and national geographies, with specific consideration of the office stock in Bishop's Stortford town centre.
- Section 6 provides an overview of the existing employment sites in Bishop's Stortford.
- Section 7 identifies the potential employment supported by the land available for employment development in Bishop's Stortford.
- Section 8 brings together the findings of each task to provide recommendations and conclusions and outline an overall strategy for development of employment land in Bishop's Stortford.

3. Strategic Context

3.1 Introduction

3.1.1 The following section provides an overview of the local area and the relevant policy and strategic context to employment and employment land in Bishop's Stortford at the national, sub-regional, local authority and neighbourhood level.

3.2 Background context

3.2.1 Bishop's Stortford is a growing market town of approximately 44,000 residents, located 3 km west of London Stansted Airport, in the east of the East Herts District. Despite its relatively modest size, it functions as the largest settlement in the district and has experienced sustained growth due to its strong transport connections linkages to economic centres such as London and Cambridge. The town is surrounded by a predominantly rural landscape, enabling it to retain much of its historic character while continuing to serve as a key service centre for the wider area.

3.2.2 London Stansted Airport, located adjacent to Bishop's Stortford in neighbouring Uttlesford, is a major international airport serving the south-east of England. As London's third-busiest airport, it connects more than 29 million passengers to over 40 countries annually and supports more than 12,000 on-site jobs[1]. The airport also benefits from direct rail links to central London in 47 minutes[2]. Stansted Airport is currently working on a £1.1bn expansion, approved by the government in 2023, to increase capacity at the airport from up to 35 million passenger per annum to 43 million passenger per annum. The airport's owner, Manchester Airports Group, has subsequently received approval, subject to Section 106 agreement, to increase passenger capacity at the airport to between 48 and 51 million people per year by 2040.

3.2.3 Bishop's Stortford benefits from strong transport connectivity. Bishop's Stortford Railway Station is located in close proximity to the town centre and sits on the West Anglia Main Line, with Greater Anglia services providing direct connections to London Liverpool Street, Stratford, and Cambridge. Road connectivity is also strong, with the M11 motorway running to the east of the town via Junction 8, providing access north to Cambridge and south-west to Harlow and London. Additional key routes include the A120, which links the town to Stansted Airport, the A10 to the west, and several local routes such as the A1060, A1184, A1250, and B1383. Several bus services also operate in Bishop's Stortford (e.g. 309, 509, 510, 511, and 723), comprising local routes serving the town and connections to Stansted Airport, Harlow, Hertford, and Stevenage. As a result, employment opportunities for residents of Bishop's Stortford are primarily located in Uttlesford, other areas of East Herts, Harlow, and the City of London, with approximately 27.9% of residents working and living in Bishop's Stortford[3].

3.2.4 The town is also relatively well-served by active travel routes, with the National Cycle Network Route 11 (currently incomplete) running through the town centre and National Cycle Network Route 16 passing to the north-east of Bishop's Stortford.

3.3 National planning policy and guidance

National Planning Policy Framework (2024)

3.3.1 The National Planning Policy Framework[4] (NPPF), published in 2024, consolidates the Government's economic, environmental, and social planning policies for England and provides overarching guidance on the Government's development aims. At the heart of the

[1] London Stansted Airport (2026) About Us. Available at: https://www.stanstedairport.com/about-us/ [Accessed: 14/01/26].
[2] London Stansted Airport (2026) Facts and figures. Available at: https://www.stanstedairport.com/about-us/london-stansted-airport-and-mag/facts-and-figures/ [Accessed: 14/01/25].
[3] Office for National Statistics (ONS) (2012) Census 2011
[4] Ministry of Housing, Communities & Local Government (2024) National Planning Policy Framework

NPPF is a presumption in favour of sustainable development, which the Government states should be seen as a common theme running through plan-making and decision-taking.

3.3.2 In relation to the economy and employment land, the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand, and adapt. They should support economic growth and productivity, considering both local business needs and wider opportunities for development. Decisions should also allow an area to build on its strengths, counter any weaknesses, and address any challenges of the future.

3.3.3 In addition, the NPPF aims to identify strategic sites for local and inward investment, address potential barriers to investment, allow for new and flexible working practices, and enable a rapid response to changes in economic circumstances.

3.3.4 The NPPF has introduced a number of reformed policies. Chapter 6: 'Building a strong, competitive economy' sets out that planning policies and decisions should "*pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics'.* Locational requirements of sectors are highlighted and with regard to clusters of knowledge and data-driven, creative or high technology industries that *"new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries'* are made provision for in planning policies. Provision should also be made for the '*expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience."*

Draft National Planning Policy Framework (2025)

3.3.5 The Government has recently consulted on an updated draft of the NPPF, published in December 2025[5]. It sets out proposed policy changes to unlock more homes and further support commercial development required to drive growth.

3.3.6 Chapter 7: 'Building a strong, effective economy' is proposed to replace Chapter 6 of the current NPPF[6]. Key changes include a requirement for decision-makers to give substantial weight to the economic benefits of proposals for commercial development, particularly those supporting improvements in freight and logistics. The chapter also sets out that plans should avoid overly prescriptive requirements on acceptable employment uses, enabling greater flexibility to respond to changing commercial property demands. An updated NPPF is expected to be published in summer 2026.

Planning Practice Guidance (2019)

3.3.7 Planning Practice Guidance (PPG)[7] supports the NPPF and includes guidance on housing and economic needs assessments and housing and economic land availability assessments.

3.3.8 Whilst this Study is not an economic needs assessment and therefore does not need to align with this guidance, it is relevant for consideration in the context of understanding employment needs in Bishop's Stortford.

3.3.9 Guidance on housing and economic needs assessments states that authorities need to prepare an evidence base to understand existing business needs, which will have to reflect local circumstances and market conditions. This includes assessing the best fit functional economic market area (FEMA), existing stock of land for employment uses within the area,

[5] Ministry of Housing, Communities and Local Government (2025) National Planning Policy Framework: Plan-making and national decision-making policies. Available at: https://assets.publishing.service.gov.uk/media/697b71c52ff8d10a830d5d4a/Draft_NPPF_December_2025.pdf [Accessed: 03/02/26].
[6] Ministry of Housing, Communities and Local Government (2025) Proposed reforms to the National Planning Policy Framework and other changes to the planning system. Available at: https://assets.publishing.service.gov.uk/media/697b6bc6aacd0dc9777b4fd2/December_2025_NPPF_Consultation.pdf [Accessed: 03/02/26].
[7] Ministry of Housing, Communities and Local Government (2019). Planning Practice Guidance

recent pattern of employment land supply and loss, market demand and failure, and wider market signals relating to economic growth.

3.3.10 For housing and economic land availability assessments, PPG requires local planning authorities to work with other local authorities within the functional economic market area when assessing availability of land. A wide range of sites should be considered including existing sites that could be improved, intensified or changed.

The UK's Modern Industrial Strategy (2025)

3.3.11 The UK's Modern Industrial Strategy 2025[8], published in June 2026 by the Department for Business and Trade, sets out the UK Government's 10-year plan to make the UK the best country to invest in anywhere in the world. It is focused on long-term sustainable growth in the highest potential growth driving sectors which are best placed to create the wealth, jobs, and higher wages needed by communities across the UK.

3.3.12 In regard to these highest potential growth driving sectors, eight sectors have been identified that will create the greatest opportunity for the economy and businesses based on existing and emerging strengths. These are: Advanced Manufacturing, Clean Energy, Defence, Digital and Technologies, Creative Industries, Financial Services, Life Sciences, and Professional and Business Services. The resilience of these eight key sectors will be strengthened by supporting the foundational industries and their supply chains which provide vital materials and parts, from steel to chemicals, or manage essential infrastructure, from ports to electricity networks.

3.3.13 Bishop's Stortford could benefit from the national focus on these sectors driving economic resilience and innovation. With the UK's shift toward Net Zero and digital transformation, aligning local policies with national priorities can attract investment and support high-value job creation. Strengthening infrastructure, workforce development, and industry partnerships will position the region as a competitive hub for growth. Notably, Bishop's Stortford lies within the UK Innovation Corridor Core Area, which prioritises Life Sciences alongside Advanced Engineering and Manufacturing[9].

3.4 Local planning policy and guidance

East Herts District Plan (2018)

3.4.1 The East Herts District Plan (adopted in 2018)[10] establishes how development will be planned and delivered across East Herts over the period from 2011 to 2033. It sets out the strategy and policies for delivering growth and identifies appropriate areas and sites for development. These policies are then used to shape decisions on planning applications in the district.

3.4.2 The District Plan highlights 10 strategic objectives to form the basis of the policies, relating to climate change, community, housing, design, education and employment, accessibility, provision of facilities, health and wellbeing, biodiversity and infrastructure.

3.4.3 Objectives relevant to Bishop's Stortford and employment land within Bishop's Stortford include:

- Objective 5 – "*To foster entrepreneurial endeavour through educational attainment and encourage small and medium enterprises through maximising existing employment opportunities and clusters*";

[8] Department for Business and Trade (2025). The UK's Modern Industrial Strategy. Available at: https://assets.publishing.service.gov.uk/media/68595e56db8e139f95652dc6/industrial_strategy_policy_paper.pdf [Accessed: 30/01/26].
[9] Hertfordshire Futures (2025) Hertfordshire Local Enterprise Partnership Building Our Industrial Strategy: Our response. Available at: https://www.hertfordshirefutures.co.uk/media/nvxctfww/hertfordshire-lep-is-report-interactive.pdf [Accessed: 11/02/26].
[10] East Herts Council (2018). East Herts District Plan 2018.

- Objective 6 – "*To improve access opportunities, minimise the need to travel, and encourage necessary journeys to be made by sustainable means to ease congestion and help reduce East Herts' carbon footprint*"; and
- Objective 10 – "*To ensure that development occurs in parallel with provision of the necessary infrastructure, including enhancement and provision of green infrastructure*."

3.4.4 Section 2.6 of the District Plan identifies Bishop's Stortford as a Strategic Opportunity Site within the LSCC Core Area, comprising the districts of Broxbourne, East Herts, Epping Forest, Harlow and Uttlesford. The Corridor is described as a major engine of UK economic growth, characterised by globally competitive industries and a strong knowledge-based economy.

3.4.5 Relevant areas of the vision to Bishop's Stortford's employment land are set out in the following:

"*The Core Area will build on its key strengths including its skilled workforce in sectors such as health, life sciences and pharmaceuticals, advanced engineering and aerospace, its high quality environment and educational opportunities. Together with Stansted Airport, the local authorities will delivery sustainable growth which supports the economic ambitions of the LSCC and the UK through: […]*

- *Capitalising on existing economic sectors and promoting growth of expanding industries including in the food production, life sciences, pharmaceuticals and technology sectors; tourism including hotels, Stansted's expansion […];*
- *Working with partners to secure investment in major infrastructure including increasing rail capacity on the West Anglia Mainline and maximising the opportunities that Crossrail 2 can deliver, together with road improvements including a new junction on the M11 at 7A and improvements to junctions 7 and 8, and to the A414, A120, A10 and M25; and delivery of superfast broadband;*
- *Supporting the delivery of new jobs in the Harlow Enterprise Zone, and the north side of Stansted Airport, Broxbourne Park Blaza, Brookfield and Bishop's Stortford – all identified as Strategic Opportunity Sites within the corridor […]*

The Core Area supports the development and sustainable growth of Greater Harlow and key growth locations at Broxbourne, Brookfield and Bishop's Stortford together with Stansted Airport growing to its full permitted capacity and as a business growth hub. These centres, with proportionate growth throughout the wider area, and the right investment, would create an economic powerhouse".

3.4.6 Chapter 5 of the District Plan sets out the development strategy for Bishop's Stortford, identifying economic development as a key growth area. The town is designated as the Principal Town Centre in East Herts, with a strong retail and leisure offer, and is positioned as an attractive location for businesses and new employment opportunities given its proximity to the M11 motorway and Stansted Airport.

3.4.7 Policy BISH11 'Employment in Bishop's Stortford' designates the following locations as Employment Areas:

- *"(a) Raynham Road/Dunmow Road Industrial Estate (incorporating Stortford Hall Industrial Estate, The Links Business Centre, Raynham Road/Myson Way, Raynham Road West, and Raynham Road East between The Links Business Centre and Raynham Close);*
- *(b) Haslemere Estate;*
- *(c) Twyford Road;*
- *(d) Stansted Road (incorporating Goodlife Park, Stort Valley Industrial Estate, and Birchanger Industrial Estate);*
- *(e) Woodside;*
- *(f) Millside Industrial Estate; and*

- *(g) Southmill Trading Estate".*

3.4.8 Policy BISH1 identifies that new employment and retail floorspace will be delivered primarily within the town centre and the strategic allocations of Bishop's Stortford North and Bishop's Stortford South. Policy BISH3 and Policy BISH5 identify new Employment Areas within these strategic allocations respectively. Additional employment opportunities will come forward through mixed-use schemes at the Goods Yard (Policy BISH7) and Old River Lane (Policy BISH8). The Mill Site (Policy BISH9) is also a designated Employment Area until it becomes available for redevelopment.

3.4.9 Policy DPS1 commits East Herts District Council to providing a minimum of 10,800 new jobs, 19,020 hectares of new employment land for a mix of B class uses, and an additional 7,100 square metres (sqm) of convenience and 5,700 sqm of comparison retail floor space.

3.4.10 Other policies in the East Herts District Plan of relevance to Bishop's Stortford and employment land include:

- Policy BISH1 'Development in Bishop's Stortford' – A minimum of 4,426 homes will be delivered across the plan period, with sites allocated in Policy BISH3, Policy BISH4, Policy BISH5, Policy BISH6, Policy BISH7, Policy BISH8, Policy BISH9, and Policy BISH10.
- Policy DPS2 'The Development Strategy 2011-2033' – Sets out the strategy to deliver sustainable development in accordance with sites within urban areas, including Bishop's Stortford, Buntingford, Hertford, Sawbridgeworth and Ware;
- Policy ED1 'Employment' – Allocates land for industry within designated employment areas, comprising a mix of use classes (e.g. B1 (now E(g)), B2 and B8). The provision of new employment uses should be flexible in design, able to respond to the changing needs, be energy efficient, have fully integrated communications technology and be accessed by sustainable transport modes; and
- Policy ED2 'Rural Economy' – Supports proposals for creating new employment generating uses or supporting the sustainable growth and expansion of existing businesses in rural areas where they are appropriately and sustainably located and do not conflict with other policies within the District Plan.

New Local Plan

3.4.11 In October 2023, the Council agreed that East Herts District Plan 2018 needs updating and that work should commence on updating the technical studies and other preparatory work required to provide a robust evidence base. Now the Government has published the Local Planning Regulations (2026), the Council will commence formal work on the new Local Plan this year. This Study will provide an updated assessment of the employment market in Bishop's Stortford, to consider changes in the local context and provide robust evidence that can inform the emerging Local Plan.

Uttlesford Local Plan 2021-2041 (2026)

3.4.12 Uttlesford Local Plan 2021-2041 (adopted in 2026)[11] establishes how development will be planned and delivered across Uttlesford over the period from 2021 to 2041. It sets out the strategy and policies for delivering growth and identifies appropriate areas and sites for development. These policies are then used to shape decisions on planning applications in the district.

3.4.13 The Local Plan highlights three strategic objectives to form the basis of the policies, relating to minimising environmental impact, recognising and supporting economic opportunities, and providing adequate and timely infrastructure to support development.

[11] Uttlesford District Council (2026) Uttlesford Local Plan 2021-2041. Available at: https://www.uttlesford.gov.uk/local-plan [Accessed: 22/04/26].

3.4.14 Policies relevant to Bishop's Stortford, recognising the role of Stansted Airport to the town, include:

- Core Policy 4 'Meeting Business and Employment Needs' – Sets out the employment allocations in the district across research and development, industrial, storage and distribution, and office uses;
- Core Policy 10 'South Uttlesford Area Strategy' – Allocates 36 hectares (ha) of employment land within the South Uttlesford Area;
- Core Policy 11 'London Stansted Airport' – Supports the continued operation and planned expansion of Stansted Airport;
- Core Policy 12 'Stansted Airport Countryside Protection Zone' (CPZ) – Defines the CPZ around the airport to conserve and enhance the rural character of the area. by setting out the conditions in which development may be permitted;
- Core Policy 45 'Protection of Existing Employment Space' – Safeguards existing employment spaces including offices, warehouses, and industrial uses, and sets out the requirements for proposals that result in the loss of permanent jobs or employment floorspace;
- Core Policy 46: 'Development at Allocated Employment Sites' – Safeguards strategic allocations for employment-generating uses; and
- Core Policy 48 'New Employment Development on Unallocated Sites' – Supports new employment proposals on appropriate unallocated sites identified through the policy criteria.

3.4.15 Chapter 4 of the Local Plan sets out the Spatial Strategy for Uttlesford and identifies the appropriate locations for development, including the amount of employment land required. It highlights that there is a limited supply of industrial land within Uttlesford and within 10 miles of Bishop's Stortford.

3.4.16 Chapter 6 of the Local Plan sets out the South Uttlesford Area Strategy, which spans the east-west corridor between the M11 motorway, Stansted Airport, and Great Dunmow. The chapter highlights the strategic importance of the employment and transport corridor, with significant economic importance placed on activity generated by Stansted Airport. The strategy identifies the need for a mix of employment uses within the area, including both large scale commercial sites and smaller employment unites, as well as office space. This includes the Northside scheme adjoining the airport, with consent for 195,000 sqm of industrial (B1) floorspace.

3.4.17 Chapter 7 of the Local Plan sets out the Stansted Mountfitchet and Elsenham Area Strategy, located to the north-east of Bishop's Stortford. The chapter highlights the reliance on nearby settlements for employment opportunities at Stansted Airport, Bishop's Stortford, and London. The strategy protects existing employment and sets out the provision of 5.5 ha of new employment land in Elsenham (Water Circle Estate, Gaunt's End).

Neighbourhood Plan for Silverleys and Meads Wards 2021-2033

3.4.18 The Bishop's Stortford Town Council Neighbourhood Plan for Silverleys and Meads Wards 2021-2033[12] set out planning policies to provide a vision for the future of these areas.

3.4.19 The Neighbourhood Plan provides an overview of the current situation in the Silverleys and Meads wards in Bishop's Stortford in terms of business and employment. It notes that there is an "*inadequate supply of modern business space to accommodate the potential for employment growth but relatively low unemployment*". It also highlights the tension between those wishing to see local employment opportunities expand and those concerned that

[12] Bishop's Stortford Town Council (2021) Bishop's Stortford Town Council Neighbourhood Plan for Silverleys and Meads Wards (1st Revision) 2021-2033. Available at: https://www.bishopsstortfordtc.gov.uk/sites/default/files/basic_pages/Silverleys%20and%20Meads%20Neighbourhood%20Plan%201st%20Revision.pdf [Accessed: 14/01/26].

expansion might damage the town's character. The Neighbourhood Plan sets out the following objectives relating to business and employment:

- *"Create new employment opportunities for local residents while protecting amenities for residents;*
- *Create a welcoming, prosperous and dynamic town centre through attractive, integrated refurbishment and development; and*
- *Support development in the town and commercial areas to ensure sustainable employment diversity".*

3.4.20 The Neighbourhood Plan sets a number of policies for business and employment including the following:

- Policy BP1 'Provision of a business incubation centre' – Supports the provision of a business incubation sector appropriate for the needs of small start-up type business activity;
- Policy BP4 'Mixed developments' – Supports proposals which seek to enhance the employment opportunities in the town by providing a diverse mix of retail and commercial facilities; and
- BP5 'Edge of town development' – Supports the development of new industrial and/or commercial business uses at the edge of the town and the (re)location of current industrial areas within the town to the edge of town with access from the key transport routes.

Neighbourhood Plan for All Saints, Central, South and Part of Thorley 2021-2033

3.4.21 The Bishop's Stortford Town Council Neighbourhood Plan for All Saints, Central, South and part of Thorley 2021-2033[13] set out planning policies to provide a vision for the future of these areas.

3.4.22 The Neighbourhood Plan provides an overview of the current situation in the All Saints, Central, South wards and part of Thorley in Bishop's Stortford in terms of business and employment, consistent with the issues identified in paragraph 3.4.17. The Neighbourhood Plan sets out the following objectives relating to business and employment:

- *"Create new employment opportunities for local residents while protecting amenities for residents; and*
- *Support development in the town and commercial areas to ensure sustainable employment diversity".*

3.4.23 The Neighbourhood Plan sets a number of policies for business and employment consistent with those outlined in paragraph 3.4.18.

Hertfordshire Economic Strategy

3.4.24 The Hertfordshire Economic Strategy 2026-2036[14], published by Hertfordshire Futures in March 2026, aims to focus on the residents and businesses of Hertfordshire to build a resilient, productive, inclusive and sustainable economy over the next 10 years. The strategy identifies six key sectors across Hertfordshire as central to driving growth across the county, including advanced manufacturing (defence and aerospace), life sciences, agritech, professional and business services, creative (film and TV production), and digital and technology.

[13] Bishop's Stortford Town Council (2021) Bishop's Stortford Town Council Neighbourhood Plan for All Saints, Central, South and part of Thorley (1st Revision) 2021-2033. Available at: https://eastherts.fra1.digitaloceanspaces.com/s3fs-public/2022-07/All%20Saints%20Central%20South%20and%20Parts%20of%20Thorley%20Neighbourhood%20Plan-%201st%20Revision.pdf [Accessed: 22/04/26].
[14] Hertfordshire Futures (2026) Hertfordshire Economic Strategy 2026-2036. Available at: https://www.hertfordshirefutures.co.uk/media/bm1jncz4/hertfordshire-economic-strategy-2026-2036.pdf [Accessed: 22/04/26].

3.4.25 Five priorities are established, including, of most relevance, Priority 4 'Places and communities thrive', which seeks to ensure the provision of employment space that meets the need of Hertfordshire's key sectors. This emphasises the importance of an adequate and appropriate supply of land for both commercial and residential uses.

3.4.26 The strategy highlights the historic loss of employment floorspace between 2008/9 and 2017/8, alongside a continued post-pandemic decline in office space. However, it identifies growing demand for industrial and logistics floorspace despite current capacity constraints. Overall, these shifts in Hertfordshire's commercial property market are recognised as posing risks to future economic growth.

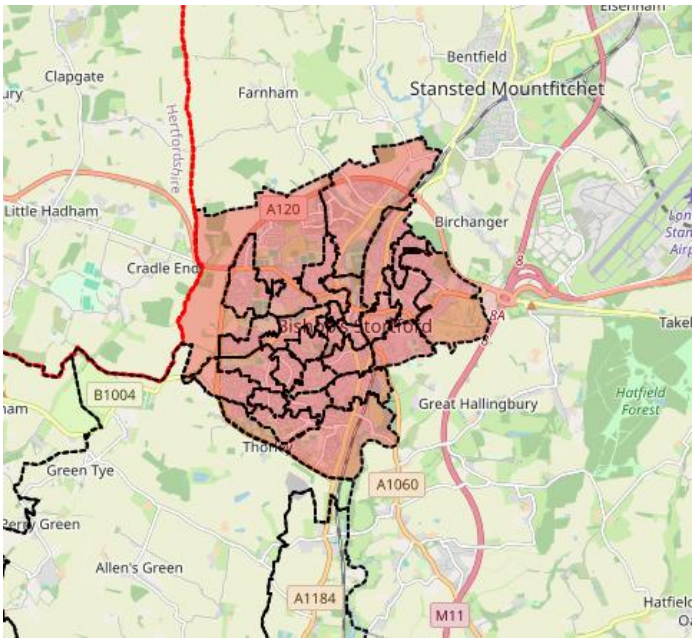
4. Socio-economic Profile

4.1 Introduction

4.1.1 This section of the report sets out an assessment of Bishop's Stortford's socio-economic profile, including an analysis of economic performance over time, in order to understand the impact of changes on likely employment space needs.

4.1.2 The geographical area of Bishop's Stortford has been defined by Office for National Statistics (ONS) Lower Super Output Areas[15] (LSOAs) and is set out in Figure 4-1. LSOAs are a statistical measure for small areas comprising between 400 and 1,200 households and have a usual resident population of between 1,000 and 3,000 persons. This study area will hereafter be referred to as 'Bishop's Stortford'.

Figure 4-1 Map of LSOAs to define 'Bishop's Stortford'



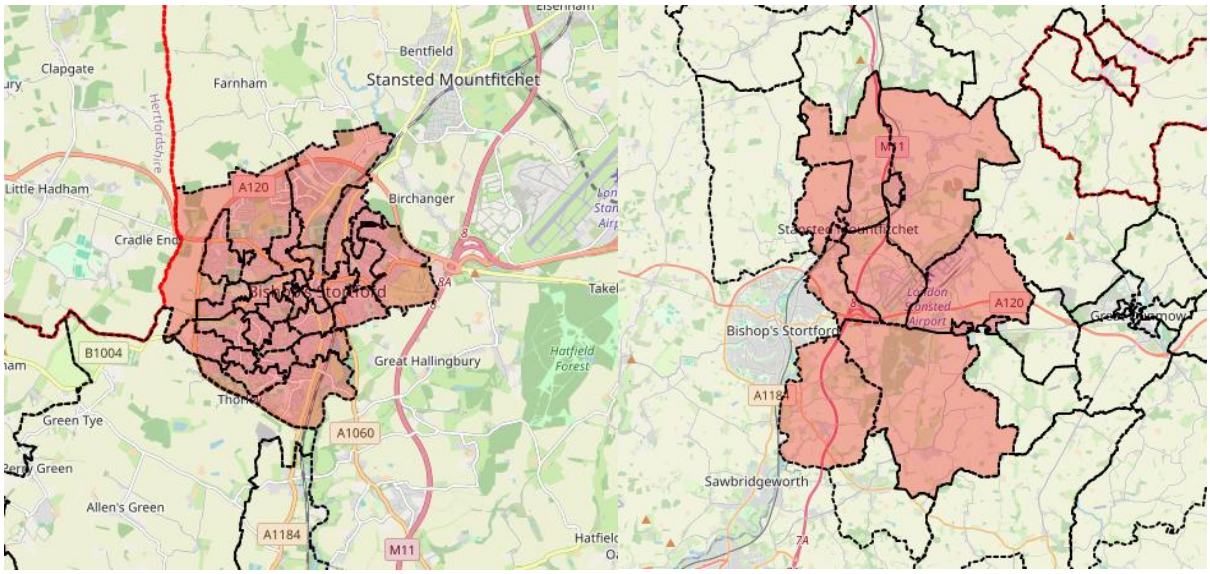
Source: NOMIS (2026).

4.1.3 Given the importance of Stansted Airport to Bishop's Stortford, both in terms of its ability to generate employment opportunities for local residents and influence demand for employment land in the town, a wider area comprising Bishop's Stortford and Stansted Airport is included in the analysis. The combined LSOAs[16] which define this area, referred to as 'Bishop's Stortford + Stansted', are set out in Figure 4-2.

[15] East Hertfordshire 003A, East Hertfordshire 003B, East Hertfordshire 003C, East Hertfordshire 003D, East Hertfordshire 004A, East Hertfordshire 004C, East Hertfordshire 004D, East Hertfordshire 004E, East Hertfordshire 005A, East Hertfordshire 005B, East Hertfordshire 005C, East Hertfordshire 005D, East Hertfordshire 005E, East Hertfordshire 007A, East Hertfordshire 007B, East Hertfordshire 007C, East Hertfordshire 007E, East Hertfordshire 007F, East Hertfordshire 007G, East Hertfordshire 007H, East Hertfordshire 008A, East Hertfordshire 008B, East Hertfordshire 008C, East Hertfordshire 008D, East Hertfordshire 008E, and East Hertfordshire 008F.

[16] East Hertfordshire 003A, East Hertfordshire 003B, East Hertfordshire 003C, East Hertfordshire 003D, East Hertfordshire 004A, East Hertfordshire 004C, East Hertfordshire 004D, East Hertfordshire 004E, East Hertfordshire 005A, East Hertfordshire 005B, East Hertfordshire 005C, East Hertfordshire 005D, East Hertfordshire 005E, East Hertfordshire 007A, East Hertfordshire 007B, East Hertfordshire 007C, East Hertfordshire 007E, East Hertfordshire 007F, East Hertfordshire 007G, East Hertfordshire 007H, East Hertfordshire 008A, East Hertfordshire 008B, East Hertfordshire 008C, East Hertfordshire 008D, East Hertfordshire 008E, East Hertfordshire 008F, Uttlesford 005A, Uttlesford 005B, Uttlesford 005C, Uttlesford 005D, Uttlesford 005E, Uttlesford 005F, Uttlesford 006A, Uttlesford 006E, Uttlesford 006F, Uttlesford 006G, Uttlesford 009A, and Uttlesford 009B.

Figure 4-2 Map of LSOAs to define 'Bishop's Stortford + Stansted'



Source: NOMIS (2026).

4.1.4 Comparison of these two areas' performance is provided with East Herts district, the East of England region, and England.

4.2 Population, labour force and skills

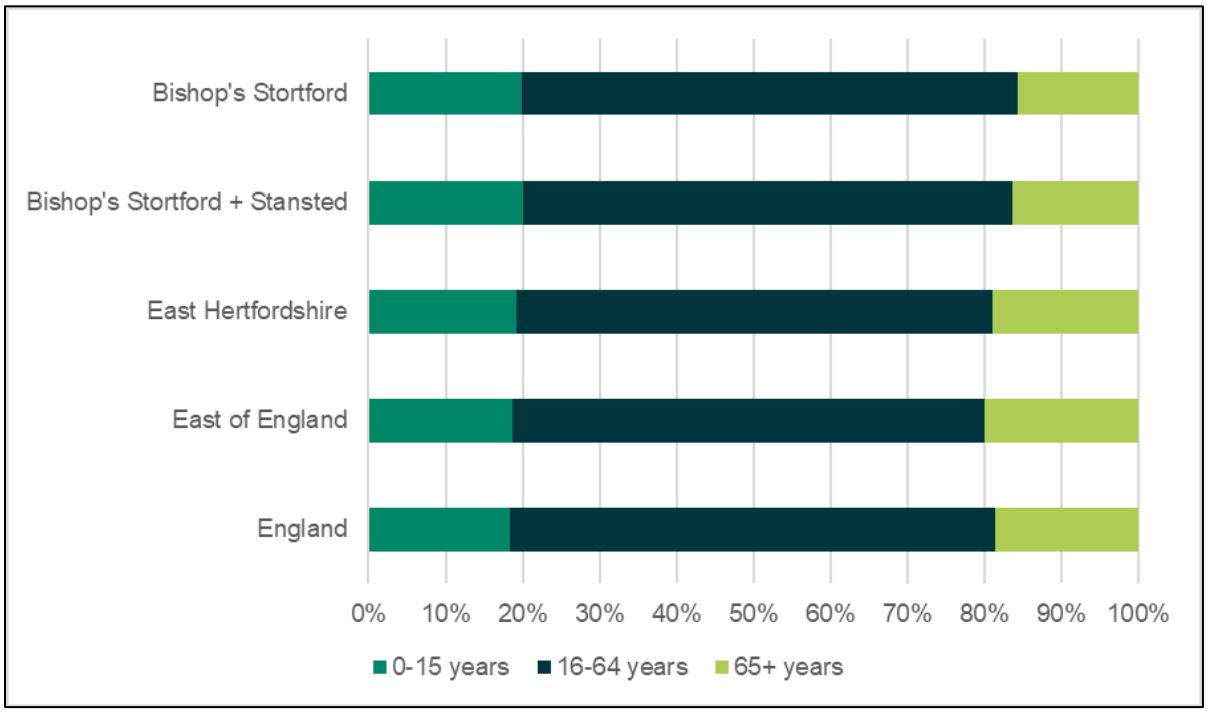
4.2.1 ONS Population Estimates[17] for 2024, the most recent year available, show that the resident population of Bishop's Stortford stood at 44,390 in 2024. The population has increased from 39,129 in 2015, representing an increase of 13.4%. The population of Bishop's Stortford + Stansted in 2024 stood at 68,627, increasing from 59,534 in 2015, representing an increase of 15.3%. The growth for both study areas is considerably higher than that recorded for East Herts (8.3%), the East of England (6.7%), and England (6.0%) over the same time period.

4.2.2 The increase in the population likely reflects the residential development that has taken place in Bishop's Stortford since the previous Employment Study. The East Herts District Plan[18] allocated a minimum of 4,426 residential dwellings development in Bishop's Stortford, primarily driven by developments at Bishop's Stortford North (2,529 dwellings), Bishop's Stortford South (750 dwellings), and The Goods Yard (600 dwellings), alongside several smaller allocations, all of which are at varying stages of completion. The Uttlesford Local Plan also outlines the residential development within Bishop's Stortford + Stansted, setting out the provision of a minimum of 15,211 dwellings across the district by 2041, with c.1,940 dwellings in Bishop's Stortford + Stansted.

4.2.3 Figure 4-3 shows the age breakdown of the population in Bishop's Stortford, Bishop's Stortford + Stansted, and the comparator areas.

[17] ONS (2026) Population Estimates 2024.
[18] East Herts District Council (2018) East Herts District Plan.

Figure 4-3 Population breakdown by age (2024)



Source: ONS Population Estimates 2024.

4.2.4 Figure 4-3 outlines that in 2024, 64.4% of Bishop's Stortford residents and 63.5% of Bishop's Stortford + Stansted residents were of working age (16 to 64 years), greater than the proportion of residents in East Herts (61.9%), the East of England (61.3%), and England (62.9%). The proportion of the working age population in Bishop's Stortford has decreased slightly over the period from 2015 to 2024, from 64.5% to 64.4%. Similarly, the proportion of the working age population in Bishop's Stortford + Stansted decreased over this period, albeit by a slightly greater amount, from 64.0% to 63.5%. The working age population in East Herts, the East of England, and England also fell across from 2015 to 2024, by 1.1%, 0.5%, 0.7% respectively.

4.2.5 In 2024, older residents (aged 65 and over) comprised 15.7% of the population in Bishop's Stortford and 16.4% in Bishop's Stortford + Stansted, indicating a relatively younger population profile compared to East Herts (18.9%), the East of England (20.0%), and England (18.7%). Between 2015 and 2024, the proportion of residents aged 65 and over in Bishop's Stortford increased from 14.9% in 2015 to 15.7% in 2024, while in Bishop's Stortford + Stansted it rose from 15.6% to 16.4%, reflecting a percentage point increase across both areas. In contrast, there has been more noticeable growth in this age group in the comparator areas, with increases of 1.4% in East Herts and 0.9% in both the East of England and England.

4.2.6 The proportion of the population aged 0 to 15 years old in Bishop's Stortford declined from 20.7% in 2015 to 19.9% in 2024. A similar, although more modest, decrease was observed in Bishop's Stortford + Stansted, from 20.5% to 20.1% over the same period. The younger population in East Herts, the East of England, and England also decreased across the period, by 0.3%, 0.1%, and 0.5% respectively. However, Bishop's Stortford and Bishop's Stortford + Stansted continue to have a higher proportion of residents aged 0–15 (19.9% and 20.1% respectively) than East Herts (19.2%), the East of England (18.8%), and England (18.4%).

4.2.7 Population projections are not available at the Bishop's Stortford level. The current housing trajectory suggests the potential for 1,023 new homes associated with approved planning applications. With an average household size of 2.37 in East Herts[19], this indicatively

[19] ONS (2022) Census (2021) Household size, local authorities in England and Wales,

suggests the potential for an additional 2,425 residents in Bishop's Stortford, of which 1,186 would be expected to be aged 16 and over and economically active.

4.2.8 Moreover, there are a number of planning applications for the allocated sites, yet to be determined, that could result in further increases in the resident population. Taking these into consideration would suggest the potential for 2,118 new homes, and an additional population of 5,020 residents, of which 2,456 would be expected to be aged 16 and over and economically active.

4.2.9 As shown in Table 4-1, the economic activity rate[20] for residents aged 16 and over (excluding students) in 2021 was 66.6% in both Bishop's Stortford and Bishop's Stortford + Stansted. This is higher than East Herts (65.7%), the East of England (61.8%), and England (60.9%). The employment rate[21] in Bishop's Stortford (64.0%) and Bishop's Stortford + Stansted (64.1%) also exceed that in East Herts (63.2%), the East of England (58.8%), and England (60.9%).

4.2.10 The unemployment rate in Bishop's Stortford was 2.6%, slightly greater than in Bishop's Stortford + Stansted (2.5%), and in line with East Herts (2.5%). Both study areas perform more strongly than the East of England and England, with unemployment rates of 3.0% and 3.5% respectively.

4.2.11 Overall, Bishop's Stortford and Bishop's Stortford + Stansted are characterised by high levels of economic activity and employment and low unemployment. Further detail regarding economic activity and inactivity can be found in Table 4-1.

Table 4-1 Economic activity and inactivity (16+, excluding full-time students) (2021)

	Bishop's Stortford		Bishop's Stortford + Stansted		East Herts (%)	East of England (%)	England (%)
	Number	%	Number	%			
Economically active	22,027	66.6	34,216	66.6	65.7	61.8	60.9
Employment	21,177	64.0	32,915	64.1	63.2	58.8	57.4
Unemployment	850	2.6	1,301	2.5	2.5	3.0	3.5
Economic inactivity	10,540	31.9	16,460	31.8	34.3	40.2	41.4

Source: ONS Census 2021.

4.2.12 Since the previous Census in 2011, the economic activity rate in Bishop's Stortford and Bishop's Stortford + Stansted has fallen to 66.6% in 2021, from 77.0% and 76.5% respectively. As shown in Table 4-2, this decline has been driven primarily driven by an increase in the retired population, growing by 3,353 in Bishop's Stortford and 4,985 in Bishop's Stortford + Stansted. All comparator geographies registered a similar decline in economic activity levels between the two censuses.

4.2.13 Despite the fall in the proportion of economically active residents between 2011 and 2021, the absolute number of economically active residents increased by 864 in Bishop's Stortford and by 1,913 in Bishop's Stortford + Stansted, reflecting overall population growth over the past decade. Notably, the number of students in both Bishop's Stortford and Bishop's Stortford + Stansted decreased by 233 and 316 respectively.

[20] The Census defines economic activity rate as the proportion of the population aged 16+ who, during the week before the 2021 Census, were either in employment or unemployed but actively seeking and available for work (or waiting to start a job already offered and accepted).
[21] The Census defines employment rate as the proportion of the population aged 16+ who were in paid work for at least one hour in the week before the 2021 Census, or were temporarily away from a job (e.g. on holiday, sick leave or maternity leave).

Table 4-2 Change in economic activity between 2011 and 2021 in Bishop's Stortford and Bishop's Stortford + Stansted

Economic activity status	Bishop's Stortford			Bishop's Stortford + Stansted		
	2011	2021	Change (2011 to 2021)	2011	2021	Change (2011 to 2021)
Total economically active	**21,163**	**22,027**	**864**	**32,303**	**34,216**	**1,913**
Full time	12,622	13,151	529	18,822	20,119	1,297
Part time	4,176	4,677	501	6,194	7,015	821
Self employed	2,824	3,349	525	4,956	5,781	825
Unemployed	801	850	49	1,231	1,301	70
Students	740	507	-233	1,100	784	-316
Total economically inactive	**6,245**	**10,540**	**4,295**	**9,853**	**16,460**	**6,607**
Retired	2,882	6,235	3,353	4,824	9,809	4,985
Student	1,339	1,480	141	1,861	2,197	336
Looking after family	1,209	1,440	231	1,899	2,275	376
Long-term sick or disabled	509	605	96	747	999	252
Other	306	780	474	522	1,180	658

Source: ONS Census 2021 and Census 2011.

4.2.14 According to the 2021 Census, the latest available data at the LSOA level, 87.3% and 87.2% of residents aged 16 and over in Bishop's Stortford and Bishop's Stortford + Stansted respectively held some form of qualification, above the rate in East Herts (86.2%), the East of England (81.9%), and England (81.9%). In addition, the proportion of the population holding a qualification in Bishop's Stortford and Bishop's Stortford + Stansted increased since 2011, from 85.6% and 84.6% respectively, demonstrating that the population was more skilled in 2021.

4.2.15 Among residents of Bishop's Stortford and Bishop's Stortford + Stansted, 40.8% and 38.8% respectively held a degree level or equivalent qualification (National Vocational Qualification (NVQ) Level 4+), which is greater than in East Herts (38.6%), and notably above the East of England (31.6%), and England (33.9%) averages. Table 4-3 sets out the qualification level of the study areas and comparator geographies.

Table 4-3 Qualification level of residents aged 16 years and over

	Bishop's Stortford (%)	Bishop's Stortford + Stansted (%)	East Herts (%)	East of England (%)	England (%)
% with NVQ4+	40.8	38.8	38.6	31.6	33.9
% with NVQ3+	16.4	17.2	16.8	16.8	16.9
% with NVQ2+	14.2	14.7	14.4	14.4	13.3
% with NVQ1+	9.0	9.4	9.4	10.8	9.7
% with other qualifications	2.6	2.5	7.0	8.3	8.1
% with no qualifications	12.7	12.8	13.8	18.1	18.1

Source: ONS Census 2021.

4.3 Local employment

4.3.1 Bishop's Stortford and Bishop's Stortford + Stansted each have a distinct workplace employment profile, as shown in Table 4-4. This section focuses on the sectors that are likely to drive demand across the employment land use classes (E(g)/B).

4.3.2 In relation to the sectors driving office-based employment, Bishop's Stortford shows a moderate representation of employment in the professional, scientific and technical and business administration and support services, accounting for 9.8% and 9.9% of employment respectively. In Bishop's Stortford, employment in the professional, scientific and technical sector is greater than the East of England (7.9%) and England (9.4%) averages, but lower than in East Herts (10.8%). In terms of business administration and support services, employment in Bishop's Stortford is notably lower than in East Herts (15.8%) and lower than the East of England (10.8%), but greater than the national average (9.1%).

4.3.3 Bishop's Stortford + Stansted also shows a moderate representation of employment in these sectors driving office-based employment. The professional, scientific and technical sector in Bishop's Stortford + Stansted accounts for 6.7% of employment, notably lower than Bishop's Stortford and the comparator geographies of East Herts (10.8%), the East of England (7.9%), and England (9.4%). Employment in business administration and support services comprises 15.1% of employment in Bishop's Stortford + Stansted, in line with East Herts (15.8%), and greater than the regional and national average (10.8% and 9.1% respectively).

4.3.4 In Bishop's Stortford + Stansted, the largest industry is transport and storage (including postal) at 21.7%, comprising a significantly larger share of jobs compared to Bishop's Stortford (2.6%) as well as East Herts (1.6%), the East of England (5.5%), and England (5.1%). This is particularly concentrated in Uttlesford 006E LSOA (comprising the south east of Stansted airport), with 7,000 employees in the LSOA employed in the sector.

4.3.5 Manufacturing in both Bishop's Stortford (4.5%) and Bishop's Stortford + Stansted (4.6%) comprise a similar share of employment by industry, which is lower than East Herts (6.1%), the East of England (7.3%), and England (7.4%).

4.3.6 In Bishop's Stortford, employment in the education industry accounts for the largest share of jobs at 13.8%, greater than Bishop's Stortford + Stansted (7.0%) as well as East Herts (10.1%), the East of England (8.4%), and England (8.3%). This is linked to the presence of several schools in the town, including The Bishop's Stortford High School, The Hertfordshire and Essex High School, Birchwood High School, and St Mary's Catholic High School. However, this would be unlikely to drive demand for E(g)/B class employment space, with schools falling under Use Class F1.

Table 4-4 Employment by industry (2024)

	Bishop's Stortford		Bishop's Stortford + Stansted		East Herts	East of England	England
	Number	%	Number	%	%	%	%
Agriculture, forestry & fishing	30	0.2	30	0.1	1.2	1.7	1.2
Mining, quarrying & utilities	50	0.3	190	0.5	0.9	1.0	1.1
Manufacturing	720	4.5	1,770	4.6	6.1	7.3	7.4
Construction	785	4.9	2,335	6.0	7.9	6.9	4.9
Motor trades	630	3.9	880	2.3	2.3	2.3	1.8
Wholesale	750	4.7	1,545	4.0	3.6	4.3	3.8
Retail	2,115	13.3	2,845	7.3	7.9	8.8	8.4
Transport & storage (including postal)	415	2.6	8,425	21.7	1.6	5.5	5.1
Accommodation & food services	1,415	8.9	3,615	9.3	8.6	7.9	7.9

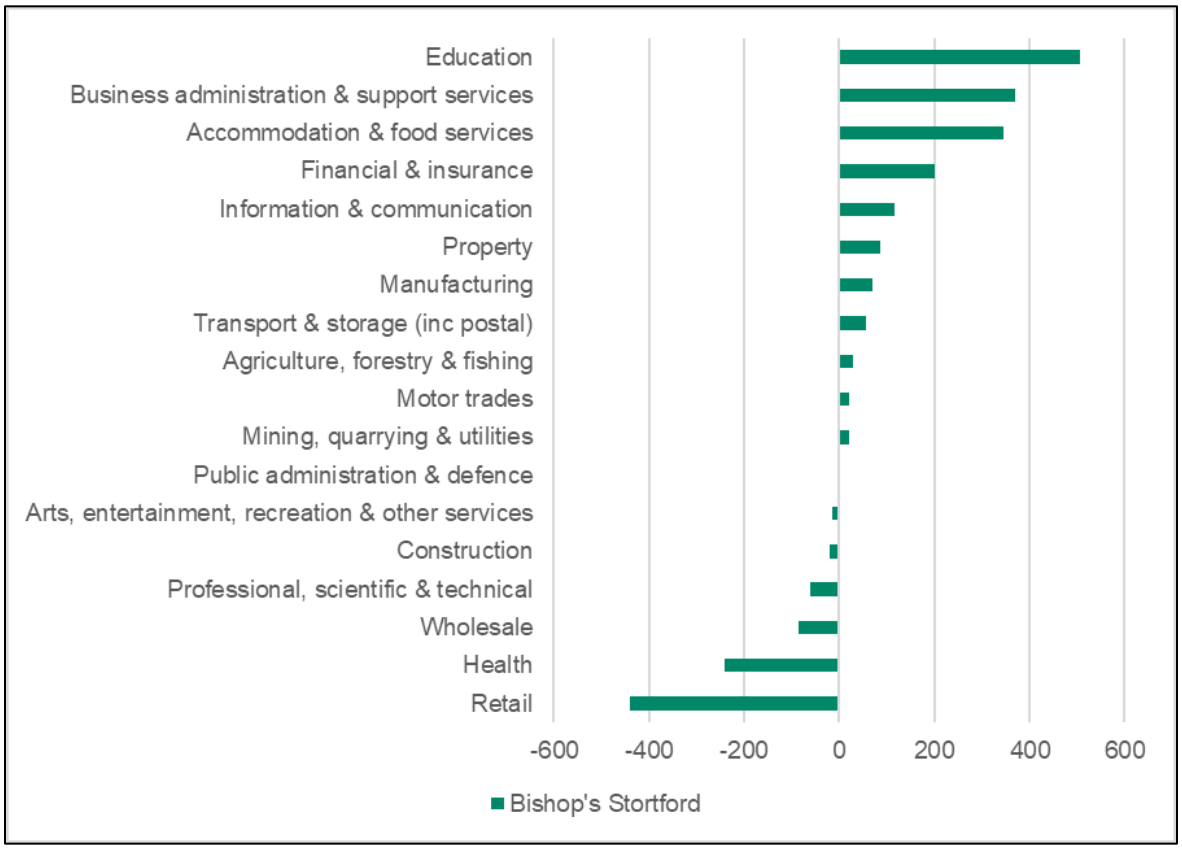
	Bishop's Stortford		Bishop's Stortford + Stansted		East Herts	East of England	England
	Number	%	Number	%	%	%	%
Information & communication	685	4.3	975	2.5	3.4	3.5	4.7
Financial & insurance	620	3.9	670	1.7	1.4	2.0	3.3
Property	345	2.2	665	1.7	2.0	1.9	2.0
Professional, scientific & technical	1,565	9.8	2,595	6.7	10.8	7.9	9.4
Business administration & support services	1,580	9.9	5,860	15.1	15.8	10.8	9.1
Public administration & defence	110	0.7	740	1.9	2.2	3.4	4.2
Education	2,195	13.8	2,715	7.0	10.1	8.4	8.3
Health	1,160	7.3	1,855	4.8	9.4	12.1	12.9
Arts, entertainment, recreation & other services	785	4.9	1,045	2.7	4.7	4.0	4.4
Total	**15,955**		**38,756**				

Source: ONS BRES 2026.

4.3.7 Over the period 2015 to 2024, workplace employment in Bishop's Stortford increased by 955 jobs, and by 6,961 jobs in Bishop's Stortford + Stansted. There has been a significant increase in employment in the education industry in Bishop's Stortford and in the business administration and support services industry in Bishop's Stortford + Stansted, which registered an increase of 505 and 3,455 workers respectively over this period. This is reflected in the proportion of employment in the education sector rising from 11.3% in 2015 to 13.8% in 2024 in Bishop's Stortford, and from 7.6% to 15.1% in the business administration and support services sector in Bishop's Stortford + Stansted. Other notable increases in employment have been registered in the business administration and support services and accommodation and food services sectors in Bishop's Stortford, and in the transport and storage sector in Bishop's Stortford + Stansted, the latter in particular reflecting the role of Stansted Airport in driving employment.

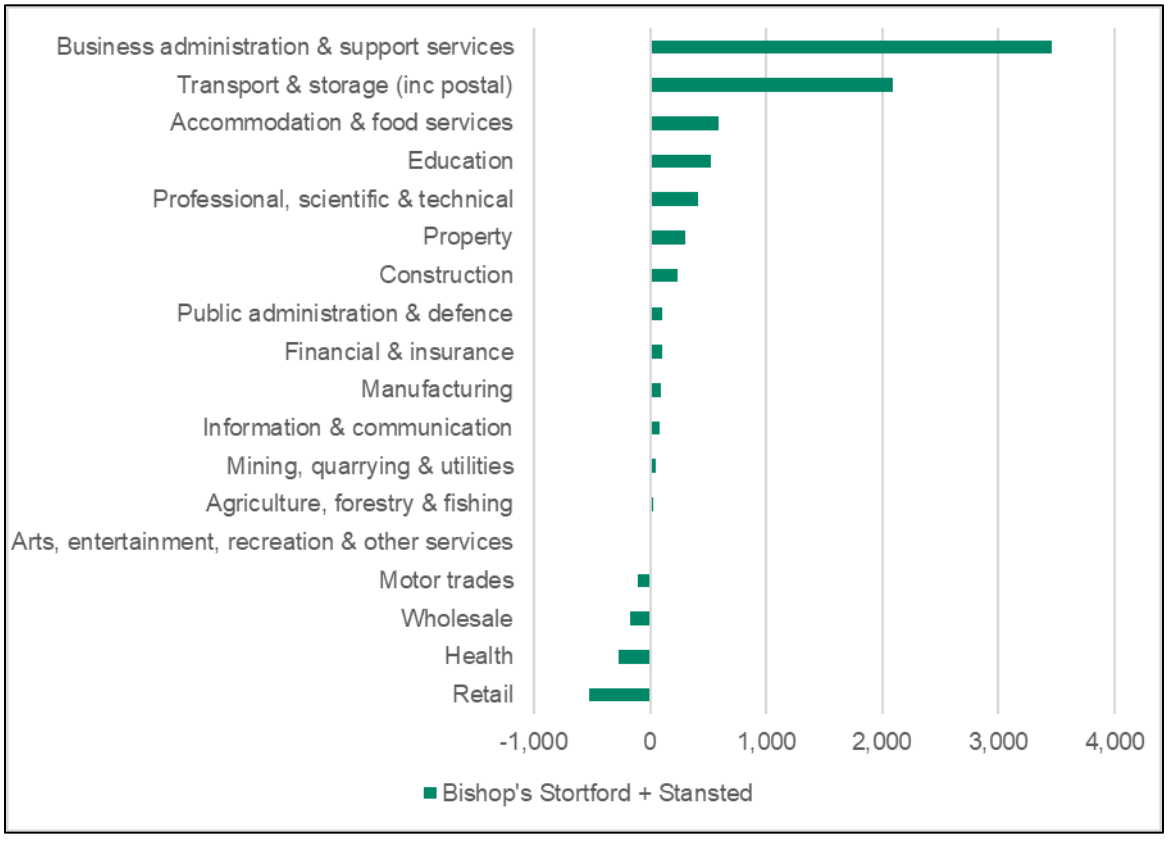
4.3.8 Conversely, there has been a notable fall in employment in the retail sector in both Bishop's Stortford and Bishop's Stortford + Stansted, which has fallen from 2,555 to 2,115 workers and from 3,370 to 2,845 workers in the respective areas. This is reflected in the proportion of employment in the sector, which fell from 17.0% in 2015 to 13.3% in 2024 in Bishop's Stortford and from 10.6% to 7.3% in Bishop's Stortford + Stansted. Other sectors to register a decline in employment over the period in both study areas include health and wholesale. The fall in employment in the retail sector in Bishop's Stortford and Bishop's Stortford + Stansted is consistent with regional and national trends over the same period, whilst in the wholesale and health sectors, employment has in contrast grown both regionally and nationally. The health and retail sectors would be unlikely to drive any signficant demand for E(g) / B class employment space. The changes in employment over this period in Bishop's Stortford and Bishop's Stortford + Stansted are set out in Figure 4-4 and Figure 4-5 respectively.

Figure 4-4 Change in employment in Bishop's Stortford 2015-2024



Source: ONS (2025) BRES 2024, ONS (2012) BRES 2015.

Figure 4-5 Change in employment in Bishop's Stortford + Stansted 2015-2024



Source: ONS (2025) BRES 2024, ONS (2012) BRES 2015.

4.3.9 Employment by occupation in Bishop's Stortford and Bishop's Stortford + Stansted is broadly comparable to East Herts, as shown in Table 4-5. In general, Bishop's Stortford, Bishop's Stortford + Stansted and East Herts outperform the regional and national comparators in traditionally higher skilled occupations, while the proportions of employment in traditionally lower skilled occupations are lower than the regional and national average.

4.3.10 The largest occupation category in both Bishop's Stortford and Bishop's Stortford + Stansted is professional occupations (22.7% and 21.6% respectively), higher than the regional (19.6%) and national (20.3%) average, albeit in line with the East Herts average (22.3%). This is followed by managers, directors and senior officials, with the proportion in both Bishop's Stortford and Bishop's Stortford + Stansted (16.0% and 17.1% respectively) being lower than East Herts (18.2%), but greater than the East of England (13.7%) and England (12.9%).

4.3.11 Conversely, Bishop's Stortford, Bishop's Stortford + Stansted, and East Herts have lower proportions of people working in elementary occupations – which consist mainly of simple and routine tasks often requiring the use of hand-held tools and some physical effort – accounting for 7.6%, 7.4%, and 6.8% respectively, than the East of England (9.9%) and England (10.5%).

Table 4-5 Occupation of residents aged 16 years and over

	Bishop's Stortford (%)	Bishop's Stortford + Stansted (%)	East Herts (%)	East of England (%)	England (%)
Managers, directors and senior officials	16.0	17.1	18.2	13.7	12.9
Professional occupations	22.7	21.6	22.3	19.6	20.3
Associate professional and technical occupations	15.5	15.4	15.8	13.3	13.3
Administrative and secretarial occupations	9.4	9.7	10.1	9.8	9.3
Skilled trades occupations	7.8	8.5	9.3	10.7	10.2
Caring, leisure and other service occupations	9.4	9.0	7.7	9.1	9.3
Sales and customer service occupations	6.8	6.4	5.4	7.0	7.5
Process plant and machine operatives	4.8	4.9	4.5	6.9	6.9
Elementary occupations	7.6	7.4	6.8	9.9	10.5

Source: ONS Census 2021.

4.3.12 According to Census data, since 2011 the proportion of the population in Bishop's Stortford working in traditionally higher skilled occupations has increased[22]. The proportion of the population working as managers, directors and senior officials has increased from 13.6% to 16.0% in Bishop's Stortford and from 14.1% to 17.1% in Bishop's Stortford + Stansted over the 2011-2021 period. The proportion of the population working in professional occupations has increased from 20.3% to 22.7% in Bishop's Stortford and 19.1% to 21.6% in Bishop's Stortford + Stansted. This notable increase in the proportion of higher skilled occupations has also occurred in East Herts, the East of England, and across England as a whole.

4.4 Business demography

4.4.1 ONS UK Business Counts data, as shown in Table 4-6, indicates that the vast majority of businesses in Bishop's Stortford and Bishop's Stortford + Stansted[23] are classed as micro

[22] ONS (2012) 2011 Census.
[23] Note: Data on business counts is only available at the medium level super output area, and therefore a broader definition of the study areas are adopted for this analysis. The MSOAs comprising the Bishop's Stortford area comprise: East Hertfordshire 003, East Hertfordshire 004, East Hertfordshire 005, East Hertfordshire 007, and East Hertfordshire 008. The MSOAs comprising the Bishop's Stortford + Stansted area comprise: East Hertfordshire 003, East Hertfordshire 004, East Hertfordshire 005, East Hertfordshire 007, East Hertfordshire 008, Uttlesford 005, Uttlesford 006, and Uttlesford 009.

(defined as companies employing up to nine employees), comprising 92.8% and 91.5% of local units respectively. This is higher than the rates in East Herts (87.7%), the East of England (85.3%) and England (84.6%). Conversely, both Bishop's Stortford and Bishop's Stortford + Stansted have notably lower proportions of small and medium-sized businesses than the comparator areas. Bishop's Stortford has no large businesses, with these businesses comprising 0.1% of the total businesses in Bishop's Stortford + Stansted.

Table 4-6 Business counts by employment size band

	Micro (0-9)	Small (10 to 49)	Medium (50 to 249)	Large (250+)
Bishop's Stortford (%)	92.8	7.0	0.2	0.0
Bishop's Stortford + Stansted (%)	91.5	7.8	0.6	0.1
East Herts (%)	87.7	10.1	2.0	0.3
East of England (%)	85.3	11.9	2.5	0.3
England (%)	84.6	12.4	2.6	0.4

Source: ONS UK Business Counts 2025.

4.4.2 The change in business counts from 2016 to 2025 is presented in Table 4-7 and shows that construction has had the greatest increase in Bishop's Stortford and Bishop's Stortford + Stansted, by 65 and 200 units respectively. Other sectors to record increases in business counts include arts, entertainment, recreation and other services, and property.

4.4.3 Conversely, the information and communication sector registered the greatest fall in business counts over the period in both Bishop's Stortford and Bishop's Stortford + Stansted, by 70 and 95 units respectively. The professional, scientific and technical sector also registered a large fall in business counts in both study areas. This could reflect the increasing hybrid working patterns following Covid-19.

Table 4-7 Change in business counts (2016 to 2025)

Economic activity status	Bishop's Stortford			Bishop's Stortford + Stansted		
	2016	2025	Change (2016 to 2025)	2016	2025	Change (2016 to 2025)
Agriculture, forestry & fishing	25	30	5	150	150	0
Mining, quarrying & utilities	0	10	10	15	20	5
Manufacturing	80	80	0	195	185	-10
Construction	255	320	65	585	785	200
Motor trades	60	55	-5	145	130	-15
Wholesale	105	85	-20	210	180	-30
Retail	120	130	10	220	225	5
Transport & storage (inc postal)	65	55	-10	170	160	-10
Accommodation & food services	80	95	15	165	170	5
Information & communication	235	165	-70	380	285	-95
Financial & insurance	40	40	0	75	75	0
Property	95	110	15	175	225	50
Professional, scientific & technical	525	460	-65	900	850	-50
Business administration & support services	195	190	-5	365	390	25
Public administration & defence	5	0	-5	15	25	10
Education	45	40	-5	85	75	-10

Economic activity status	Bishop's Stortford			Bishop's Stortford + Stansted		
	2016	2025	Change (2016 to 2025)	2016	2025	Change (2016 to 2025)
Health	65	70	5	115	115	0
Arts, entertainment, recreation & other services	130	145	15	220	265	45
Total	**2,130**	**2,080**	**-50**	**4,165**	**4,310**	**145**

Source: ONS UK Business Counts 2025.

4.5 Commuter trends

4.5.1 Data from the 2011 Census[24] showing the location of usual residence and place of work by age is the most recently available data regarding commuter trends for small areas.

4.5.2 While the ONS 2021 Census Origin-Destination data has been released, Census 2021 took place during the Covid-19 pandemic, a period of unparalleled and rapid change; the national lockdown, associated guidance and furlough measures will have affected the origin-destination data. Therefore, using this data for planning and policy purposes is cautioned, with Census 2011 likely to be a truer reflection of travel to work patterns, albeit the frequency of journeys may have reduced following the pandemic and the resultant increase in hybrid working.

4.5.3 At the time of the Census 2011, there were 18,024 people in work who lived in Bishop's Stortford, and 5,037 individuals that both lived and worked within the town. This reflects a self-containment rate of 27.9%. As would be expected for a smaller settlement, this is below the self-containment rate of East Herts (49.3%). Commuter outflows from Bishop's Stortford totalled 12,987, with key destinations for work including Uttlesford (2,780), other areas in East Herts (1,610), the City of London (1,609), and Harlow (1,444).

4.5.4 Conversely, Bishop's Stortford registered 6,960 commuter inflows for work, with the highest inflows coming from Uttlesford (2,235), other areas in East Hertfordshire (1,078), Harlow (934), Braintree (453), and Epping Forest (341). Therefore, outward commuter movements from Bishop's Stortford (12,987) exceed inward commuter movements (6,960) by 6,027.

4.5.5 In 2011, there were 28,625 people in work who lived in Bishop's Stortford + Stansted, and 11,243 individuals that both lived and worked within the area, reflecting a self-containment rate of 39.3%. This is above the self-containment rate of Bishop's Stortford but, as would be expected for a smaller area, below the self-containment rate of East Herts (49.3%). Commuter outflows from Bishop's Stortford + Stansted totalled 17,382, with key destinations for work including other areas in East Herts (3,475), the City of London (2,398), Harlow (2,312), and Epping Forest (884).

4.5.6 Bishop's Stortford + Stansted registered 15,591 commuter inflows for work, with the highest inflows coming from other areas in East Herts (3,955), Braintree (2,585), Harlow (1,807), and Epping Forest (720). Therefore, outward commuter movements from Bishop's Stortford + Stansted (17,382) exceed inward commuter movements (15,591) by 1,791.

4.5.7 It would be anticipated that, since the 2011 Census, the number of those living and working in Bishop's Stortford (5,037) and Bishop's Stortford + Stansted (11,243) would have now increased, given the increase in hybrid working accelerated by trends associated with the Covid-19 pandemic.

4.6 Summary

4.6.1 In summary, a number of trends and characteristics are apparent with respect to the socio-economic profile in Bishop's Stortford:

[24] ONS, (2012); Census 2011.

- Population growth was significantly higher in both Bishop's Stortford and Bishop's Stortford + Stansted between 2015 and 2024 than in East Herts, the East of England, and England. Bishop's Stortford + Stansted had a greater growth in population than Bishop's Stortford over this period. Both Bishop's Stortford and Bishop's Stortford + Stansted have a higher proportion of the population of younger and working age residents compared with the comparator areas.
- Population projections are not available at the Bishop's Stortford level. The current housing trajectory of allocated or permitted sites suggests the potential for between 1,023 – 2,118 new homes to be delivered in Bishop's Stortford. With an average household size of 2.37 in East Herts, this indicatively suggests the potential for 2,425 – 5,020 additional residents, of which 1,186 – 2,456 would be expected to be aged 16 and over and economically active.
- Bishop's Stortford and Bishop's Stortford + Stansted both have a higher economic activity rate and employment rate than East Herts, the East of England, and England. The unemployment rate is broadly in line with East Herts, and lower than the East of England, and England as a whole. However, the economic activity rate in both study areas has fallen significantly since 2011, at 31.9% and 32.0% in 2021 in Bishop's Stortford and Bishop's Stortford + Stansted respectively, and 22.8% and 23.4% in 2011, primarily driven by an increase in retirement.
- A greater proportion of the population of both Bishop's Stortford and Bishop's Stortford + Stansted is educated to degree-level of equivalent compared to East Herts, the East of England, and England as a whole. Both areas also have a lower proportion of residents with no qualifications compared to all other comparator areas.
- The employment profile of Bishop's Stortford is broadly comparable to East Herts and the regional and national picture. It registers sizable proportions of employment in the retail and education sectors, well above the comparator areas. In relation to the sectors driving office-based employment, the proportion of the professional, scientific and technical and business administration and support services sectors in Bishop's Stortford are lower than East Herts but greater than the regional and national average.
- The employment profile of Bishop's Stortford + Stansted differs from the comparator areas, with a significant proportion of the population employed in transport and storage (21.7%). For office-based employment, Bishop's Stortford + Stansted has a lower proportion of professional, scientific and technical sector employment compared to all comparator areas, but a more sizable business administration and support services sector, slightly lower than East Herts, but greater than the regional and national average.
- Since 2015, Bishop's Stortford has seen most notable growth in the education sector, with other increases in employment registered in business administration and support services, accommodation and food services, and financial and insurance sectors. In Bishop's Stortford + Stansted, there has been a notable growth in the business administration and support services and transport and storage sectors. Conversely, there has been a fall in employment in retail, health, and wholesale sectors for both study areas.
- The majority of businesses in Bishop's Stortford and Bishop's Stortford + Stansted are classed as micro. This is higher than the rates in East Herts, East of England, and England. Both study areas have a lower proportion of small, medium, and large-sized businesses than the comparator areas, with Bishop's Stortford having no large businesses.
- Outward commuter movements from both Bishop's Stortford and Bishop's Stortford + Stansted exceed inward commuter movements by 6,027 and 1,791 respectively, showing that the rate of outward commuter movements in Bishop's Stortford is significantly greater than in Bishop's Stortford + Stansted. The local authorities of significance for both study areas include Uttlesford, East Herts, Harlow, and the City of London. At the time of the 2011 Census, Bishop's Stortford had a self-containment rate of 27.9% and Bishop's Stortford + Stansted 39.3%, though it would be anticipated that

this number would have now increased, given the increase in hybrid working accelerated by trends associated with the Covid-19 pandemic.

5. Property Market Assessment

5.1 Introduction

5.1.1 This section provides a review of property market indicators in Bishop's Stortford and Bishop's Stortford + Stansted. Reference is also made to comparator geographies, including the wider local authority, regional, and national data. This reflects the fact that the commercial property market in Bishop's Stortford is not self-contained and forms part of a much wider market area encompassing the whole of East Herts and neighbouring authorities to some extent, varying somewhat by type of floorspace.

5.1.2 Data presented in this section is derived from the most recent available information on CoStar (2026)[25] which represents a comprehensive database of up-to-date property market data. Trends are presented where applicable.

5.1.3 Commercial properties considered include office (E(g)(i))[26], industrial (light industrial (E(g)(iii)), general industrial (B2)), and warehousing and storage (B8) types. It is recognised that there are other property types which may contribute to employment, but these will not be analysed for the purposes of this evidence base.

5.1.4 The section is divided into two sub-sections covering the office market (E(g)(i)) and the industrial market (E(g)(iii); B2; B8); providing an assessment of local and sub-regional floorspace by analysing key property market indicators.

5.2 Office Market

5.2.1 This section presents the findings relating to the office property market in Bishop's Stortford, is comparison with Bishop's Stortford + Stansted, East Herts, the East of England, and England. Bishop's Stortford accounts for 32.7% of office properties within East Herts, with other notable office locations including Hertford and Ware. Within Bishop's Stortford, office properties are predominantly concentrated within and immediately adjacent to the town centre boundary, as defined in the East Herts District Plan. Additional clusters are located to the south of Hockerill in close proximity to London Road, and to the east of the town, in close proximity to Dunmow Road, Parsonage Lane, and Raynham Road. It should be noted that Charringtons House, the largest office premises in Bishop's Stortford has recently been vacated awaiting redevelopment and is not included in data in this section reflecting this.

Buildings and Floorspace

5.2.2 According to CoStar and shown in Table 5-1, there are 130 office properties in Bishop's Stortford, comprising approximately 54,006 sqm of floorspace. There are 397 office properties in East Herts, comprising around 199,723 sqm of floorspace. Therefore, office properties in Bishop's Stortford comprise of 32.7% of the office properties in East Herts and 29.0% of the floorspace.

5.2.3 The larger Bishop's Stortford + Stansted area comprises 191 properties, providing 108,472 sqm of floorspace. This reflects an average property size of 568 sqm, compared with 415 sqm in Bishop's Stortford alone. This reflects the larger, purpose built office stock in proximity to Stansted Airport at sites such as Thremhall Park, Weston Business Centre and Endeavour House.

[25] CoStar (2026). Available at: https://www.costar.com/news/gb [Accessed: 16/02/26].
[26] Note that E(g)(ii) is not covered in this section as CoStar does not return any entries for this use class in Bishop's Stortford.

Table 5-1 Office properties – buildings and floorspace

	Bishop's Stortford	Bishop's Stortford + Stansted	East Herts	East of England	England
Number of properties	130	191	397	11,169	111,150
Floorspace (square metres)	54,006	108,472	199,723	10,000,000	117,000,000

Source: CoStar (2026).

5.2.4 Historically towns and cities have provided a wide range of business accommodation, facilitating different types of work and production. These places for work have evolved in line with economic requirements alongside wider infrastructure to support the needs of the community, such as housing, religious buildings, public houses and schools. The economic and cultural ecology of work and employment is constantly evolving. Today the availability of suitable space in many towns and cities to establish and grow businesses is diminishing and there is an ongoing need to build strategic plans that provide suitable spaces to support business retention and growth[27].

5.2.5 Against this wider context, the following analysis narrows its focus to Bishop's Stortford town centre. This section of the analysis considers the breakdown of office building "typologies" in Bishop's Stortford that support employment in Bishop's Stortford and reflect the changing ecology of work and employment.

5.2.6 As shown in Figure 5-1, this analysis demonstrates that there is a limited supply of purpose built office stock in the town centre, including locations such as Basbow House and Ducketts Wharf. As such, much of the town centre stock is provided above retail units and through the conversion of existing buildings, which are often old (being built before 1960, shown in further detail in Figure 5-6) owing to the historic nature of the town centre.

[27] https://www.avisonyoung.co.uk/how-can-accessible-workspace-be-designed

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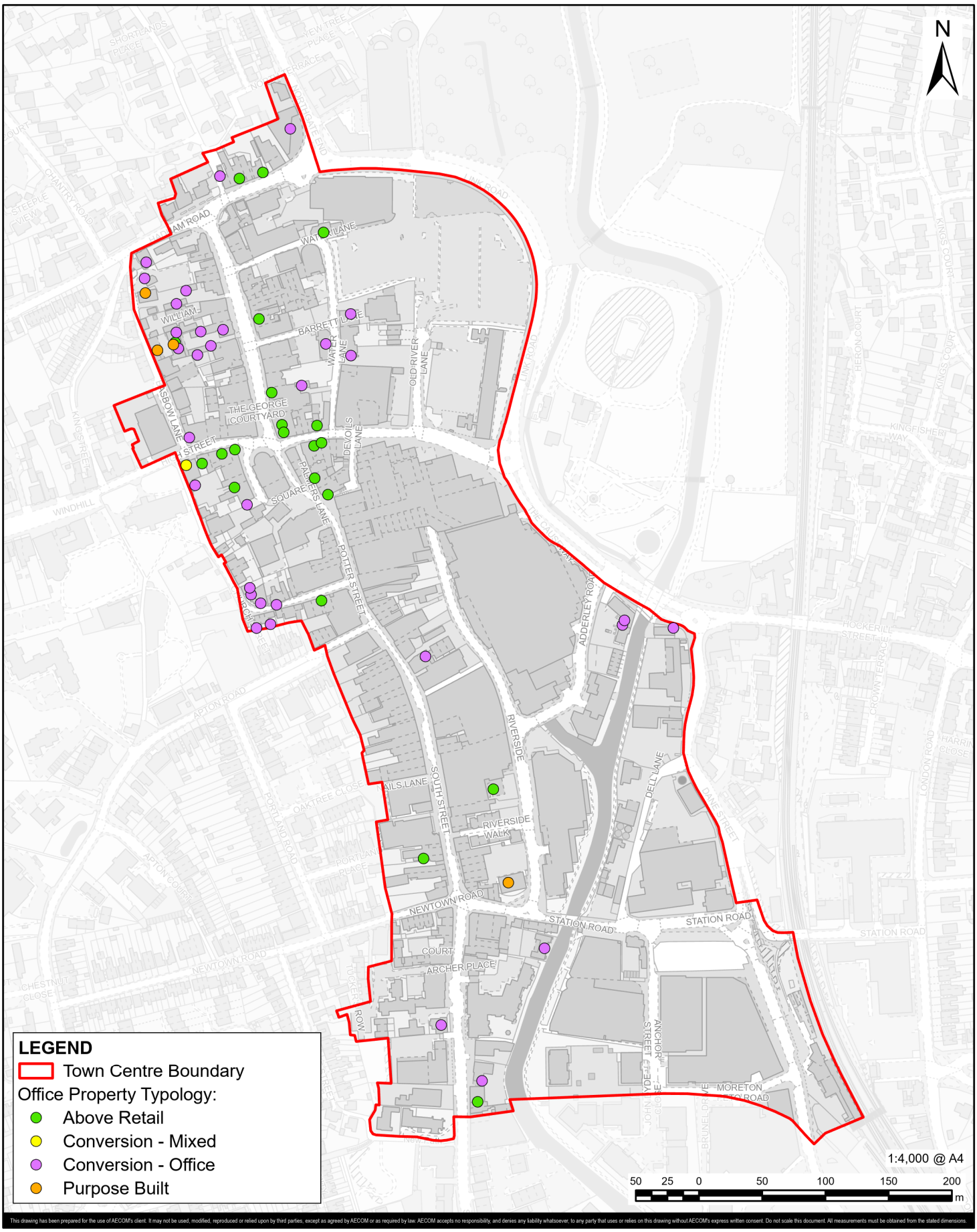

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FIGURE TITLE
Office Properties in Bishop's Stortford Town Centre by Typology

FIGURE NUMBER
Figure 1

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Vacancy

5.2.7 In 2025 Q4, the vacancy rate of office properties in Bishop's Stortford was lower than the Bishop's Stortford + Stansted area, East Herts, East of England, and England. As shown in Table 5-2, East Herts has the greatest vacancy rate of office properties at 13.1%, followed by England (8.8%), the East of England (6.4%), and Bishop's Stortford (3.1%). It is noted that the East Herts figure reflects a significant deviation from the previous quarter, when it stood at 3.1% however the recent vacating of County Hall largely accounts for the entirety of this uptick which should be borne in mind in any interpretation of this trend.

5.2.8 The office floorspace vacancy rate for Bishop's Stortford, is lower than the optimal frictional level of 5-8%, which indicates a balanced market in terms of supply and demand. This suggests potential supply constraints within the local market, whereas the regional and national market is broadly in balance. However, consultation with local agents highlighted that demand was relatively muted in Bishop's Stortford, and therefore low vacancy may reflect flexibility from landlords in agreeing short-term let arrangements and concessions to retain occupiers. Furthermore, it was reflected that one area of more robust demand was for co-working office spaces which afford businesses with flexible access to higher specification space without tying them down to relatively long-term leases for office space, with examples in and around Bishop's Stortford including Launchpad (Link Road), The Residency at Wickham Hall, and Ducketts Wharf.

Table 5-2 Office properties – vacancy (2025 Q4)

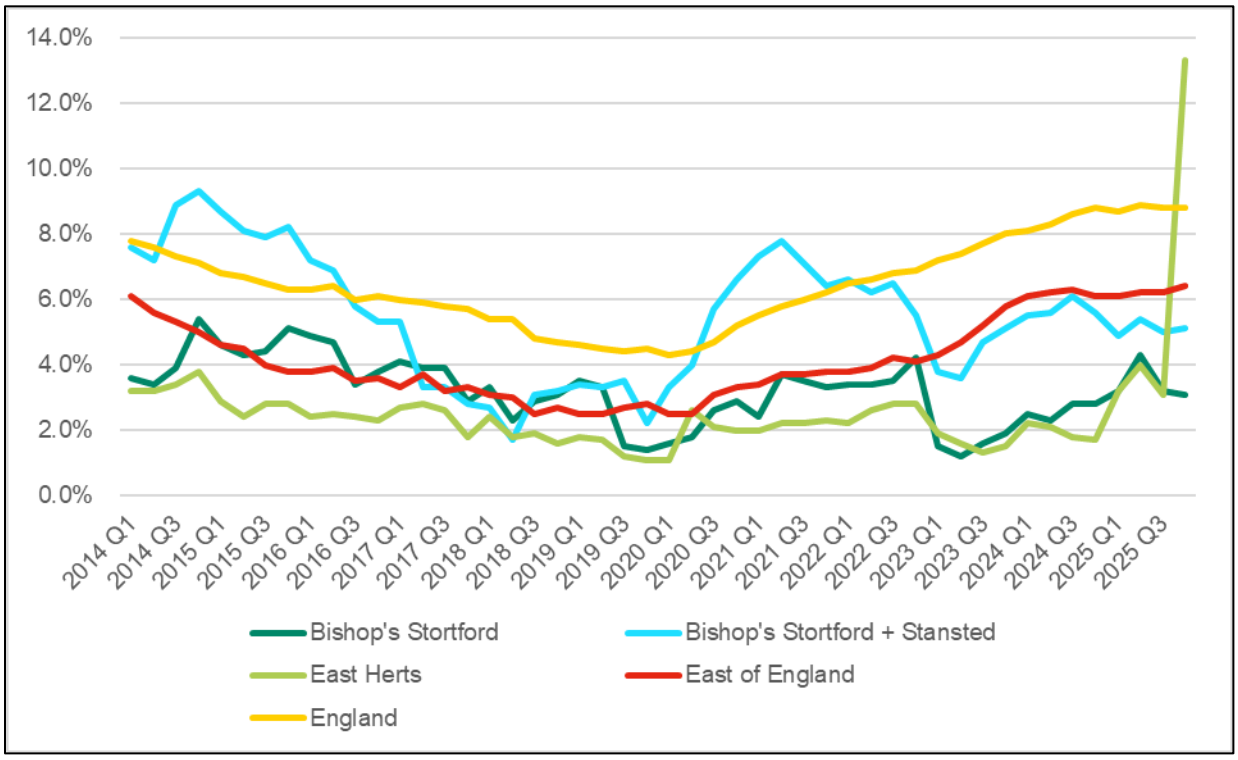
	Bishop's Stortford	Bishop's Stortford + Stansted	East Herts	East of England	England
Vacancy rate (%)	3.1	5.1	13.1	6.4	8.8
Vacant floorspace (sqm)	1,813	5,713	25,390	632,776	10,254,308

Source: CoStar (2026).

5.2.9 Figure 5-2 compares office vacancy rates in Bishop's Stortford with Bishop's Stortford + Stansted, East Herts, the East of England, and England overall from 2009 Q1 to 2025 Q4.

5.2.10 Vacancy rates in Bishop's Stortford displayed a relatively volatile trend at the start of the last decade, peaking sharply in 2012 Q4. Bishop's Stortford + Stansted followed a broadly similar pattern, with both local areas temporarily exceeding regional and national averages at this time. However, from 2013 onward, vacancy rates broadly fell steadily across all geographies, and by 2020 Bishop's Stortford, Bishop's Stortford + Stansted and East Herts recorded lower vacancy levels than both the East of England and England. Some volatility has followed, likely driven by the Covid-19 pandemic, however vacancy rates in Bishop's Stortford have remained low over this period, averaging 2.4% since Q1 2020. In Bishop's Stortford town centre, vacancy levels were recorded at 5.0% in 2025 Q4, representing an increase from a low of 0.9% in 2015 Q1, but remaining well below peak levels observed in 2012 Q4 (13.9%).

Figure 5-2 Office properties – vacancy rate (2014 Q1 to 2025 Q4)



Source: CoStar (2026).

Size

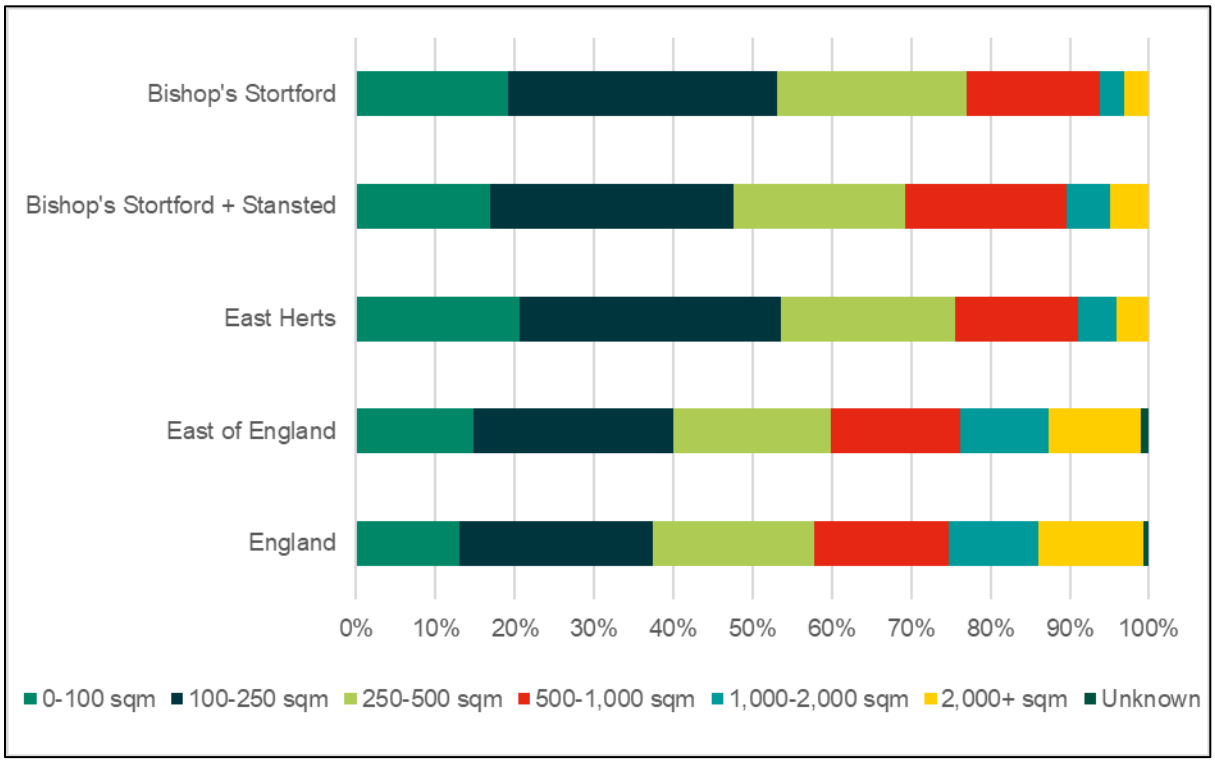
5.2.11 Office properties in Bishop's Stortford range in size from 13 sqm to 3,690 sqm. In general, office properties in both Bishop's Stortford and East Herts tend towards the smaller sizes, with the greatest proportion of properties being between 250 and 500 sqm in size, followed by 250-500 sqm, and 0-100 sqm. In Bishop's Stortford, 33.8% of office properties are 100-250 sqm, as shown in Figure 5-3 in line with East Herts (32.9%) and greater than the regional (25.1%) and national (24.4%) averages.

5.2.12 Conversely, the Bishop's Stortford + Stansted area comprises a greater proportion of larger properties, with 30.7% of properties offering 500 sqm or above, compared with 23.1% in Bishop's Stortford, owing to the greater amount of purpose built stock offering larger floorspace near the airport.

5.2.13 Larger office properties in Bishop's Stortford (1,000-2,000 sqm and 2,000+ sqm) comprise 6.9% of the total number of office properties, lower than Bishop's Stortford + Stansted and East Herts (9.9% and 9.3% respectively), and considerably lower than the East of England and England averages (22.6%, and 24.5% respectively).

5.2.14 Conversations with agents reflected the view that Bishop's Stortford tends to house smaller companies, and that demand for larger office space in the area would tend to be accommodated in London and Cambridge. While there is some evidence of larger suites in proximity to Stansted Airport, this was viewed to be aimed at businesses linked, and requiring immediate proximity to, the airport, with little prospect of this demand being met in Bishop's Stortford.

Figure 5-3 Office properties – building stock size



Source: CoStar (2026).

5.2.15 Figure 5-4 shows the spatial distribution of office properties by size in Bishop's Stortford town centre. This highlights that the vast majority of office properties are clustered in the north west of the town centre and, overall, properties tend to be less than 500 sqm in size. There are some notable outliers such as 95 London Road at 3,735 sqm.

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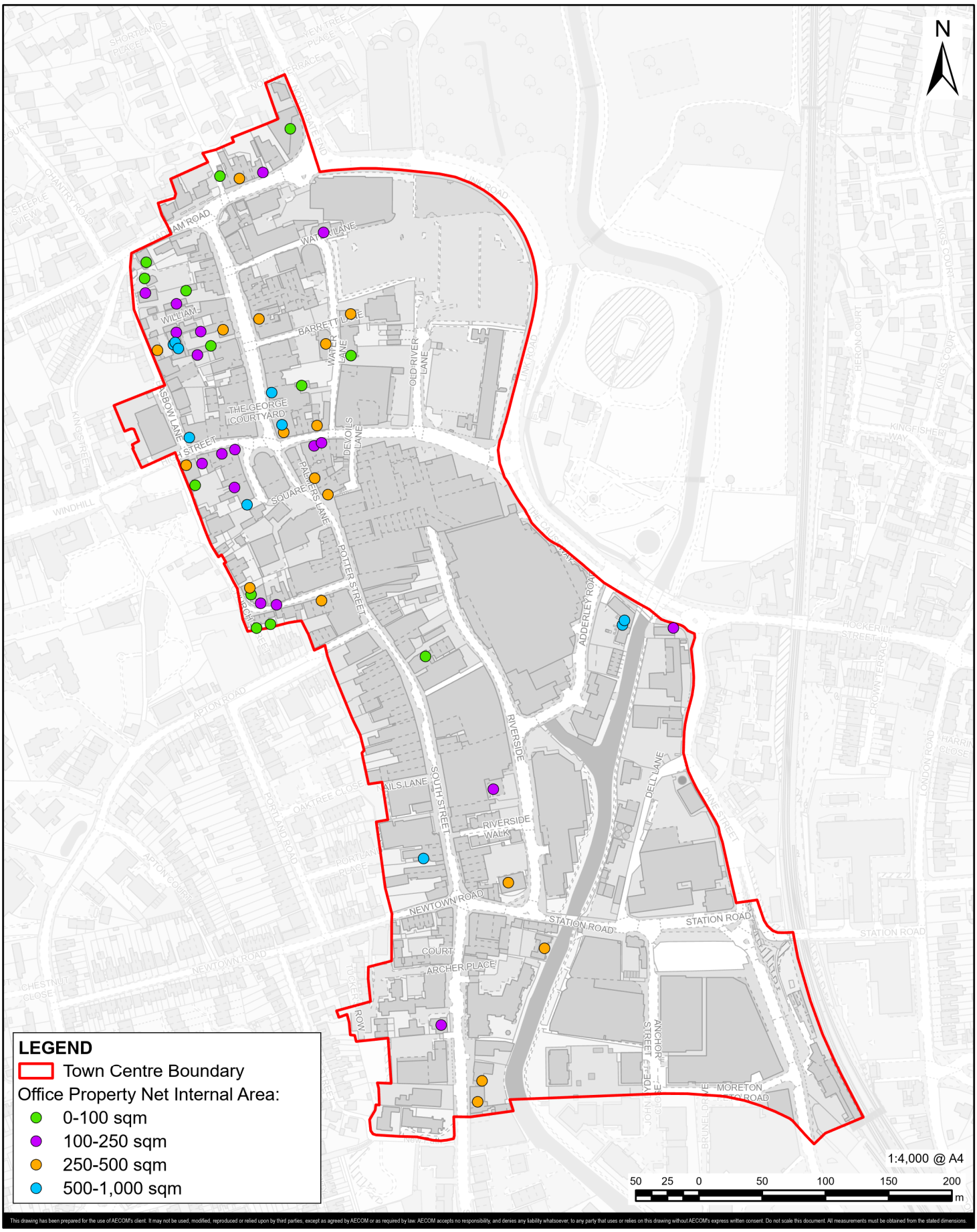

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FIGURE TITLE
Office Properties in Bishop's Stortford Town Centre by Size

FIGURE NUMBER
Figure 1

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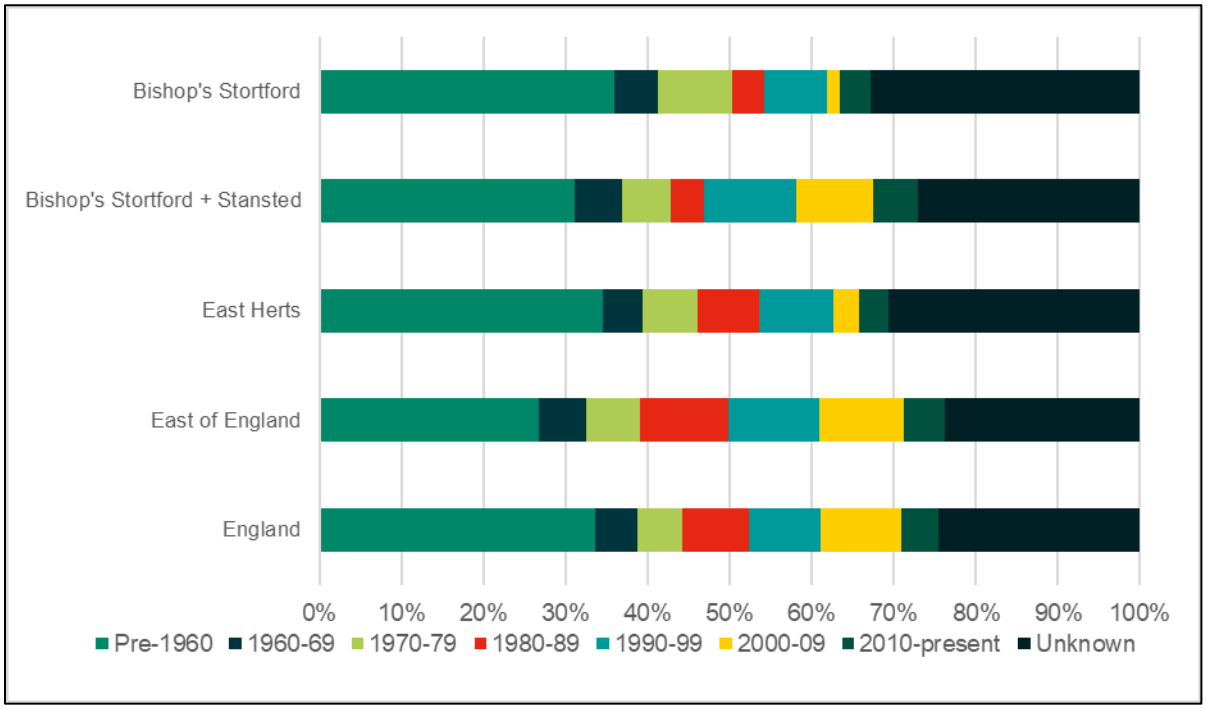
Age

5.2.16 As shown in Figure 5-5, office properties in Bishop's Stortford tend to be old in nature, with 35.9% of offices being built before 1960, greater than in Bishop's Stortford + Stansted (31.0%), East Herts (34.5%), East of England (26.8%) and England (33.6%). In comparison, modern office development is limited, with only seven properties in Bishop's Stortford being built since 2000, accounting for 5.3% of the total number of properties. This is below the average in East Herts (6.7%), and significantly lower than recorded for the Bishop's Stortford + Stansted area (14.8%), East of England (15.3%) and England (14.3%).

Figure 5-5 Office properties – building stock age



Source: CoStar (2026).

5.2.17 Floorspace patterns broadly mirror these trends, with 20.3% of floorspace in Bishop's Stortford being built before 1960, compared to 12.0% after 2010. However, Bishop's Stortford has a lower proportion of floorspace built before 1960, and a greater proportion of floorspace built after 2010, than East Herts (27.6% and 6.2% respectively). This suggests that in Bishop's Stortford, office properties built before 1960 tend to be smaller in size than more modern developments.

5.2.18 Figure 5-6 shows the spatial distribution of office properties by age in Bishop's Stortford town centre. While the age of some properties is unknown, the vast majority of properties were constructed before 1960, reflecting the historic nature of the town centre. Just 4 office properties have been delivered from 1990 onwards.

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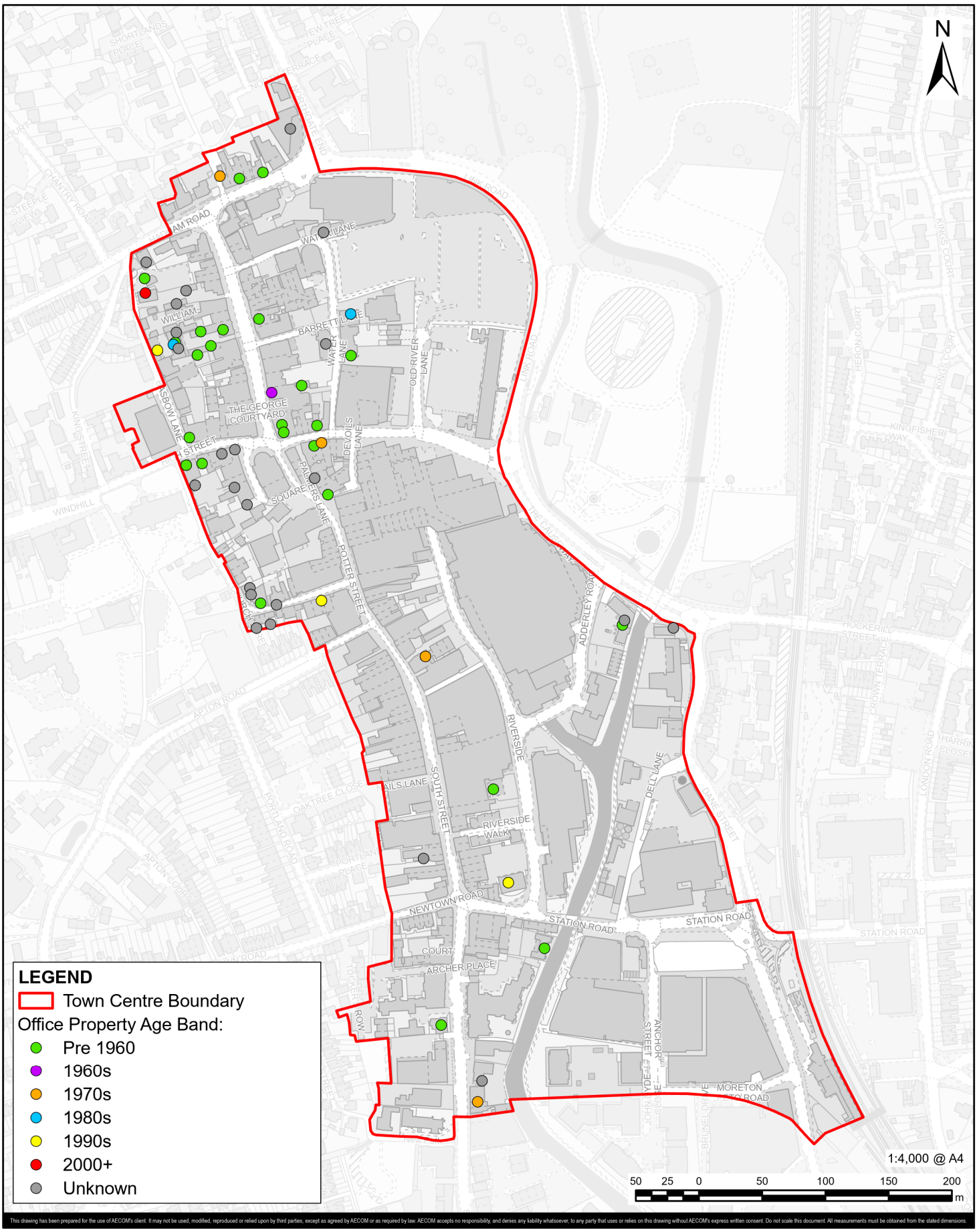

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FIGURE TITLE
Office Properties in Bishop's Stortford Town Centre by Age

FIGURE NUMBER
Figure 1

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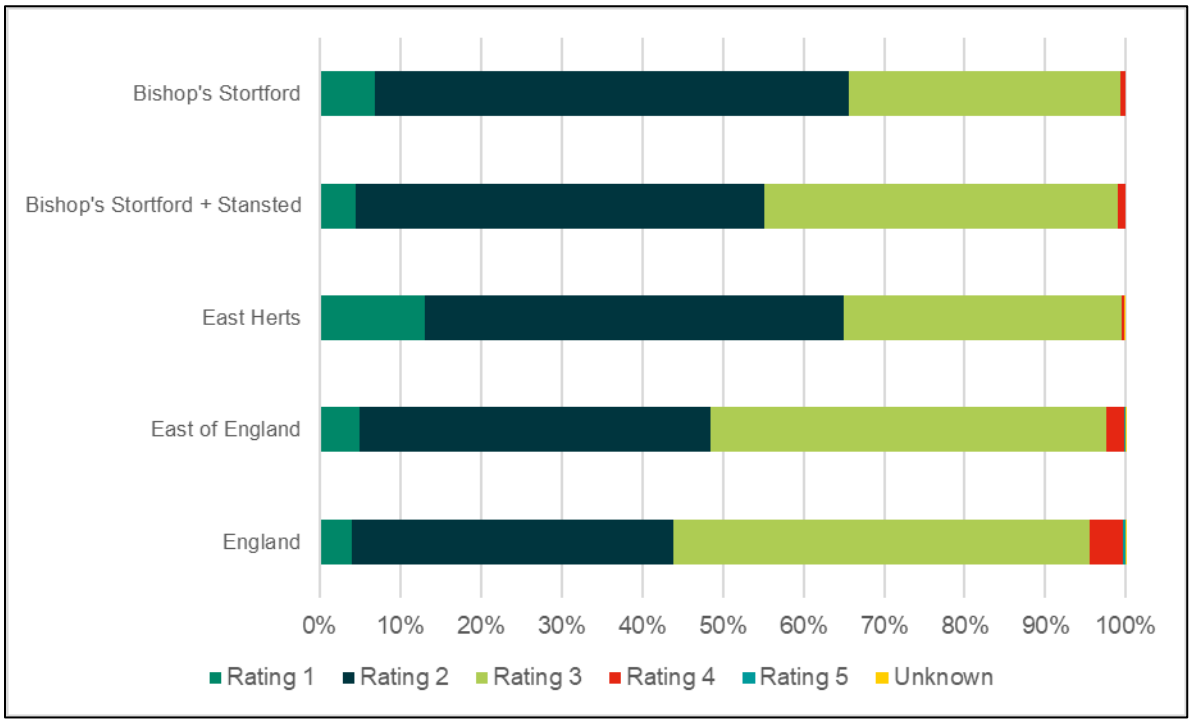
Condition

5.2.19 As shown in Figure 5-7, the condition of office properties in Bishop's Stortford broadly aligns with that of East Herts, with ~65% of properties receiving a quality score of 1 or 2[28]. Conversely, the Bishop's Stortford + Stansted area performs more strongly, driven by a higher proportion of properties receiving a quality score of 3, which likely reflects the greater presence of more modern, purpose built stock in proximity to the airport.

5.2.20 The East of England and England perform more strongly in terms of the condition of office stock, with a greater proportion of office stock receiving a score of 3 or above – 51.5% and 56% respectively – compared with Bishop's Stortford (34.4%), Bishop's Stortford + Stansted (44.8%) and East Herts (34.7%).

5.2.21 In both Bishop's Stortford and East Herts, there is one building rated 4 – Innovation House, London Road – and none rated 5 (best), showing a lower proportion of office properties with a good condition rating compared to the East of England and England.

Figure 5-7 Office properties – CoStar building quality score



Source: CoStar (2026)

Rental Values

5.2.22 As set out in Table 5-3, office rental values average £189.53/sqm in Bishop's Stortford. Rental values for office space are 15% lower than in Bishop's Stortford + Stansted (£223.02/sqm), reflecting the age and condition of stock set out above. Rental values in Bishop's Stortford are also lower than recorded across East Herts (£210.39/sqm), East of England (£240.44/sqm) and England (£345.97/sqm).

[28] The CoStar Quality Score is a measure of the average condition of building stock according to the CoStar scoring system. The overall average score is according to the average of buildings for which data is available and weighted based on the floorspace of each property. Building stock is rated, based on a number of indicators of quality and amenity, on a scale between 1 (worst quality) and 5 (best quality).

Table 5-3 Office Rental Values (£/sqm) (2025 Q4)

Property Type	Bishop's Stortford	Bishop's Stortford + Stansted	East Herts	East of England	England
Office	189.53	223.02	210.39	240.44	345.87

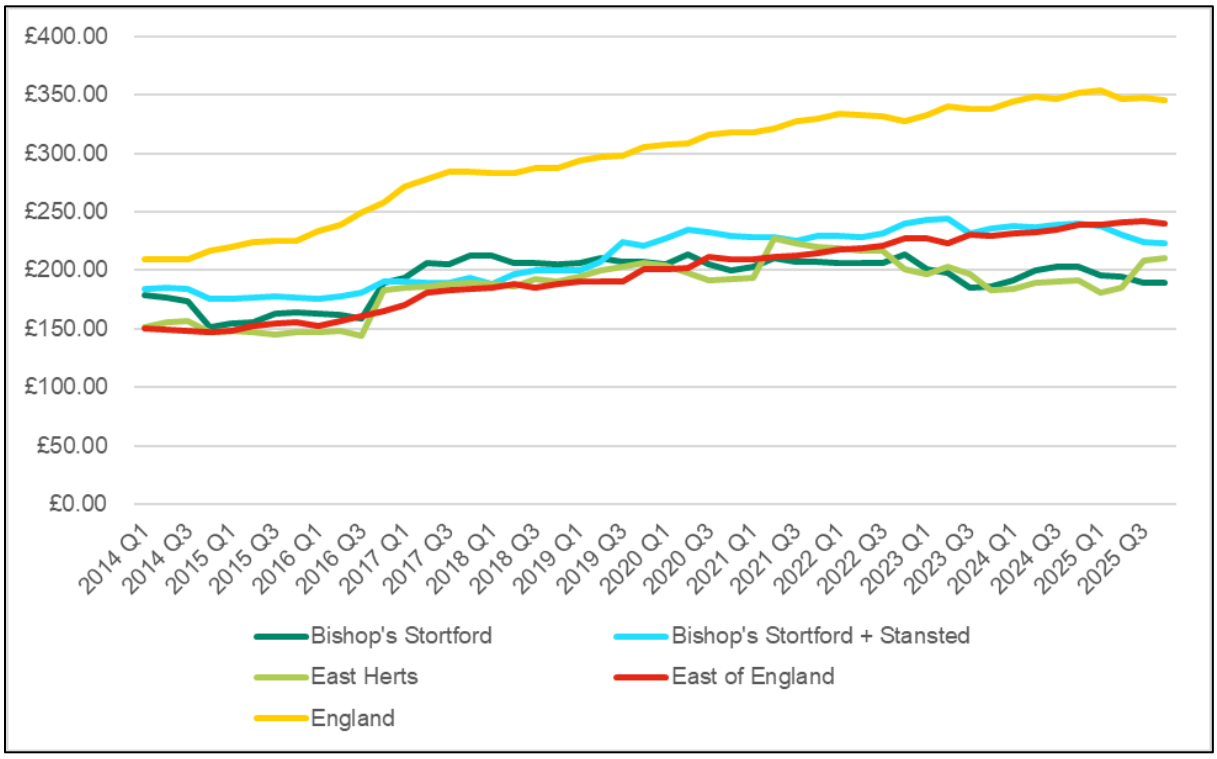
Source: CoStar (2026)

5.2.23 Figure 5-8 presents the change in rental values in Bishop's Stortford, Bishop's Stortford + Stansted, East Herts, East of England and England between 2014 and 2025.

5.2.24 Office rental values in Bishop's Stortford have broadly plateaued since 2017, a trend reflected in East Herts. The broader Bishop's Stortford + Stansted area has performed slightly more strongly; however rental values have been stagnant since the Covid-19 pandemic. Conversely, both the East of England and England as a whole have seen office rental values increase broadly linearly over the 2014-2025 period, albeit England has seen the higher growth.

5.2.25 Conversations with agents undertaken in support of this study highlighted the challenges in Bishop's Stortford associated with low rental values for office space. Agents reflected that the development of new office space is subject to significant viability challenges, as achievable rental values do not reflect the cost of developing new office floorspace. As such, it was viewed that the delivery of new office space in Bishop's Stortford could be challenging for the market to deliver, particularly at larger scales, without public sector intervention, such as through grant funding or conditions as part of Section 106 agreements. Furthermore, it was noted that there has been interest in the conversion of office stock to residential in Bishop's Stortford town centre owing to achievable values and the associated demand profiles for these uses.

Figure 5-8 Market rent (£/sqm) in Bishop's Stortford



Source: CoStar (2026).

Net Absorption

5.2.26 Net absorption provides another angle on demand. The measure expresses the change in the overall quantum of occupied floorspace, typically recorded year on year. Positive annual net absorption means that a greater amount of space has been occupied from a given year to the next. Net absorption is not the reverse of vacancy, as vacancy is an expression of the level of non-occupancy against total stock. In office markets where stock may be in decline, for example due to the conversion of offices to residential use, vacancy may reduce but net absorption would be negative.

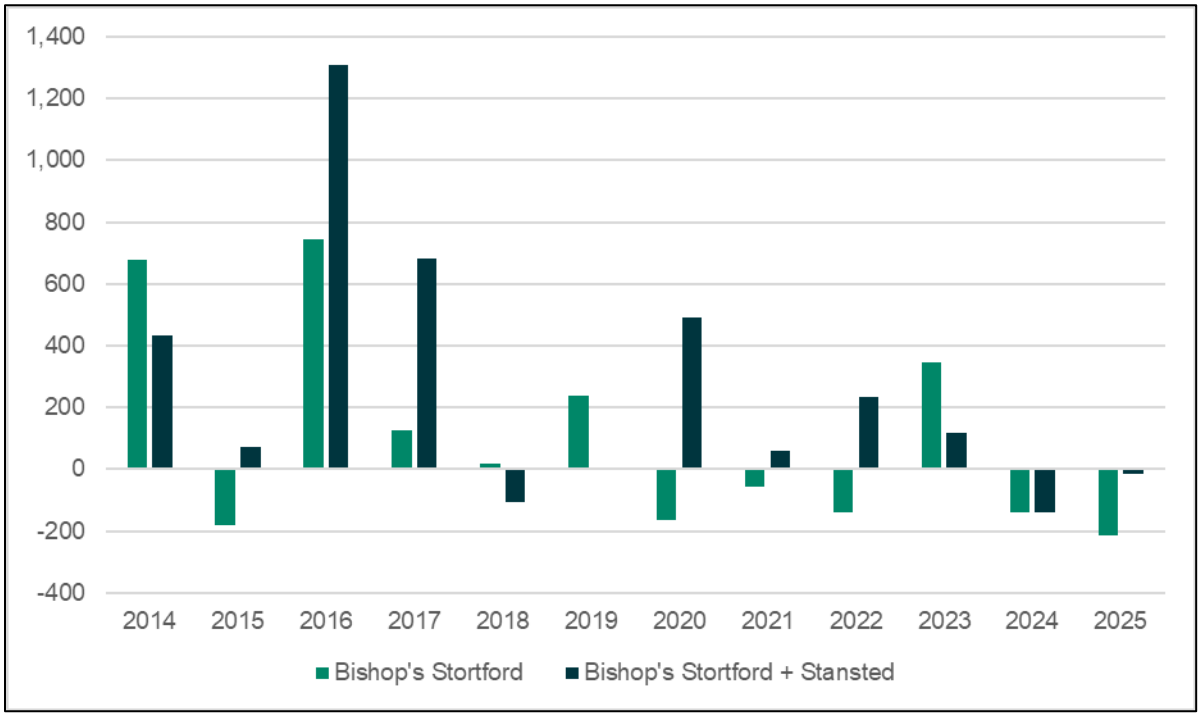
5.2.27 Figure 5-9 presents the net absorption of office floorspace in Bishop's Stortford and Bishop's Stortford + Stansted.

5.2.28 Net absorption in Bishop's Stortford between 2014 and 2019 was generally positive, albeit with fluctuations, rising from 678 sqm in 2014 to a peak of 743 sqm in 2016, with 2015 exhibiting a negative net absorption (-179 sqm). From 2020 to 2025, all years have had a negative net absorption, apart from 2023 with 345 sqm. Net absorption in 2025 represented the lowest level across the period, at -212 sqm.

5.2.29 Similarly, net absorption across Bishop's Stortford + Stansted was generally positive, increasing from 434 sqm in 2014 to a peak of 1,308 sqm in 2016, while 2018 recorded a negative net absorption (-105 sqm). From 2020 to 2023, net absorption remained positive but fluctuated in scale, ranging from 60 sqm in 2021 to 491 sqm in 2020. In 2024 and 2025, net absorption turned negative, falling to its lowest of -137 sqm in 2024.

5.2.30 Trends in net absorption observed in both areas are indicative of a decline in demand for floorspace which is more prolonged in Bishop's Stortford than across Bishop's Stortford + Stansted. Changes in work models and increased economic uncertainty are likely key contributing factors in falling demand, or fluctuating demand in the case of the latter area. Sectors and occupiers in Bishop's Stortford can potentially be considered as being more influenced by these changes than across the wider area, but other indicators such as type and quality of space and fit with current market requirements will also play a part such that it is not possible to be definitive in assigning reasons behind the trends.

Figure 5-9 Historic net absorption of office floorspace in Bishop's Stortford and Bishop's Stortford + Stansted (2014-2025, sqm)



Source: CoStar (2026). Note: Historic data on CoStar is subject to change.

Summary

5.2.31 In summary, a number of trends and characteristics are apparent with respect to the office property in Bishop's Stortford:

- Bishop's Stortford represents a significant share of the East Herts office market, accounting for 32.7% of office properties. However, overall, the size of the market is relatively small, as evidenced by the wider Bishop's Stortford + Stansted area offering more than double the amount of floorspace (108,472 sqm) compared with Bishop's Stortford alone (54,006 sqm).
- Vacancy levels have fluctuated over time, mirroring wider economic and structural changes in office demand. Vacancy peaked in 2012 at 13.4%, with the lowest vacancy rates reported in 2023. In 2025 Q4, vacancy in Bishop's Stortford (3.1%) remained below East Herts, the East of England and England, indicating comparatively strong occupancy. This is tempered by an enduring negative net absorption rate recorded since 2020 which indicates that reductions in supply due to falls in demand are likely occurring, little to no new stock is being developed, which may be suppressing levels of vacancy that might prevail in the absence of such conditions.
- Bishop's Stortford's office market is dominated by smaller units, with the largest share of properties falling between 100–250 sqm (33.6%), broadly consistent with East Herts but higher than regional and national averages. Larger offices (1,000–2,000 sqm and 2,000+ sqm) represent only 6.9% of properties, below district, regional and national averages.
- The office stock in Bishop's Stortford is relatively old, with 35.9% of offices being built before 1960, higher than East Herts, the East of England, and England. Modern office development is limited, accounting for 5.3% of stock, below regional and national averages. Floorspace trends reflect this, although Bishop's Stortford has a slightly higher proportion of post-2010 floorspace than East Herts, suggesting newer buildings tend to be larger.
- While in line with East Herts, building condition is relatively worse in Bishop's Stortford compared with the wider Bishop's Stortford + Stansted area, East of England and England.
- Bishop's Stortford attracts lower market rental values for office use classes than the wider Bishop's Stortford + Stansted area and regional and national averages. This is reflective of the small size of the market and the age, size and quality profile of office stock in the town.

5.3 Industrial Market

5.3.1 This section presents findings related to the industrial (E(g)(iii); B2 and B8 uses) property market in Bishop's Stortford, benchmarked against East Herts, the East of England, and England. Within Bishop's Stortford, industrial properties are primarily concentrated in key employment sites such as Raynham Road / Dunmow Road Industrial Estate, Woodside and Stansted Road.

Buildings and Floorspace

5.3.2 According to CoStar and shown in Table 5-4, there are 24 industrial properties in Bishop's Stortford, comprising approximately 23,113 sqm of floorspace. There are 102 industrial properties in East Herts, comprising around 197,327 sqm of floorspace. Therefore, industrial properties in Bishop's Stortford comprise of 23.5% of the industrial properties in East Herts and 11.7% of the floorspace, suggesting that properties are, on average, smaller in Bishop's Stortford than found more generally across the local authority area.

5.3.3 Bishop's Stortford is home to 50 warehousing and storage properties, providing 11,126 sqm of floorspace – approximately 38.2% of warehousing and storage floorspace across East Herts, potentially reflecting Bishop's Stortford's strategic location near Junction 8 of the M11 and in proximity to Stansted Airport.

5.3.4 The larger Bishop's Stortford + Stansted area provides more than double the amount of industrial and warehousing and storage floorspace than Bishop's Stortford alone, reflecting the importance of the airport as a driver for industrial demand and development.

Table 5-4 Industrial properties – buildings and floorspace

	Bishop's Stortford	Bishop's Stortford + Stansted	East Herts	East of England	England
Industrial [E(g)(iii) / B2]					
Number of properties	24	59	102	6,464	61,477
Floorspace (sqm)	23,113	56,575	197,327	8,832,380	100,732,804
Warehousing and Storage [B8]					
Number of properties	50	86	121	6,224	57,595
Floorspace (sqm)	110,126	247,259	288,611	21,320,269	202,041,746

Source: CoStar (2026).

Vacancy

5.3.5 The vacancy rate of industrial and warehousing and storage floorspace as of 2025 Q4 is shown in Table 5-5.

5.3.6 For industrial floorspace, vacancy rates are consistently low across all areas, particularly Bishop's Stortford + Stansted, which has a vacancy rate of 1.4%, in line with East Herts but lower than the East of England (3.5%) and England (2.8%). Industrial vacancy rates in Bishop's Stortford (2.9%) are also lower than the East of England and England, but greater than East Herts.

5.3.7 Bishop's Stortford shows a relatively high vacancy rate (8.7%) for warehousing and storage compared to other comparator geographies. In comparison, Bishop's Stortford + Stansted (6.8%) is broadly in line with the East of England (6.9%), greater than East Herts (6.5%), and lower than England (7.3%).

5.3.8 As reflected in the previous section, a frictional vacancy rate of 5-8% is generally viewed to represent a property market in balance, and with sufficient capacity to support move-ins and move-outs. The vacancy rate for industrial space in Bishop's Stortford falls below this level, which could indicate a lack of spare capacity in the market, while the higher vacancy rate recorded for warehousing and storage suggests a more balanced position. However, consultation with local agents reflected a perceived lack of spare capacity for both industrial and warehousing and storage floorspace, given Bishop's Stortford's strategic location and potential growth associated with the expansion of Stansted Airport (see Section 5.4 for further detail).

Table 5-5 Industrial properties – Vacancy Rate (2025 Q4)

Property Type	Bishop's Stortford (%)	Bishop's Stortford + Stansted (%)	East Herts (%)	East of England (%)	England (%)
Industrial	2.9	1.4	1.4	3.5	2.8
Warehousing and storage	8.7	6.8	6.5	6.9	7.3

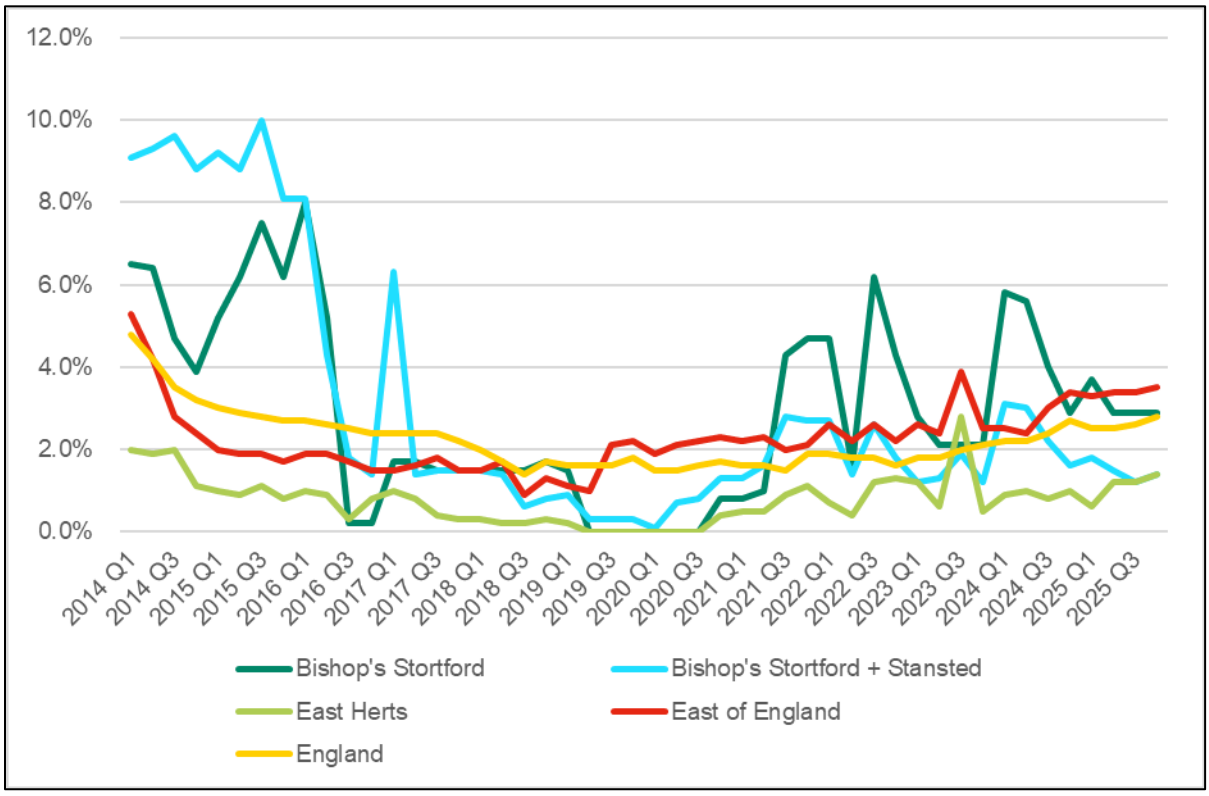
Source: CoStar (2026)

5.3.9 As shown in Figure 5-10, the trend in the industrial vacancy rate in Bishop's Stortford has demonstrated volatility over the period 2014 Q1 to 2025 Q4. Having been relatively elevated over the period 2014-2016 – peaking at 8.0% in 2016 Q1 – the vacancy rate fell markedly and remained below 2% until 2021, following which it has once again shown volatility over the past 4 years. However, it should be reflected that this volatility could reflect the relatively small amount of industrial stock, with just 24 properties of this use class. A similar picture is evident in the Bishop's Stortford + Stansted area, however vacancy levels have remained

muted following the 2021, whereas in Bishop's Stortford alone there has been more volatility.

5.3.10 Conversely, in East Herts, East of England and England as a whole, vacancy rates have been consistently low over the past decade. However, it should be reflected that larger markets are generally less prone to significant fluctuations/volatility as observed in the smaller markets noted above.

Figure 5-10 Industrial Vacancy Rate (2014 Q1 to 2025 Q4)



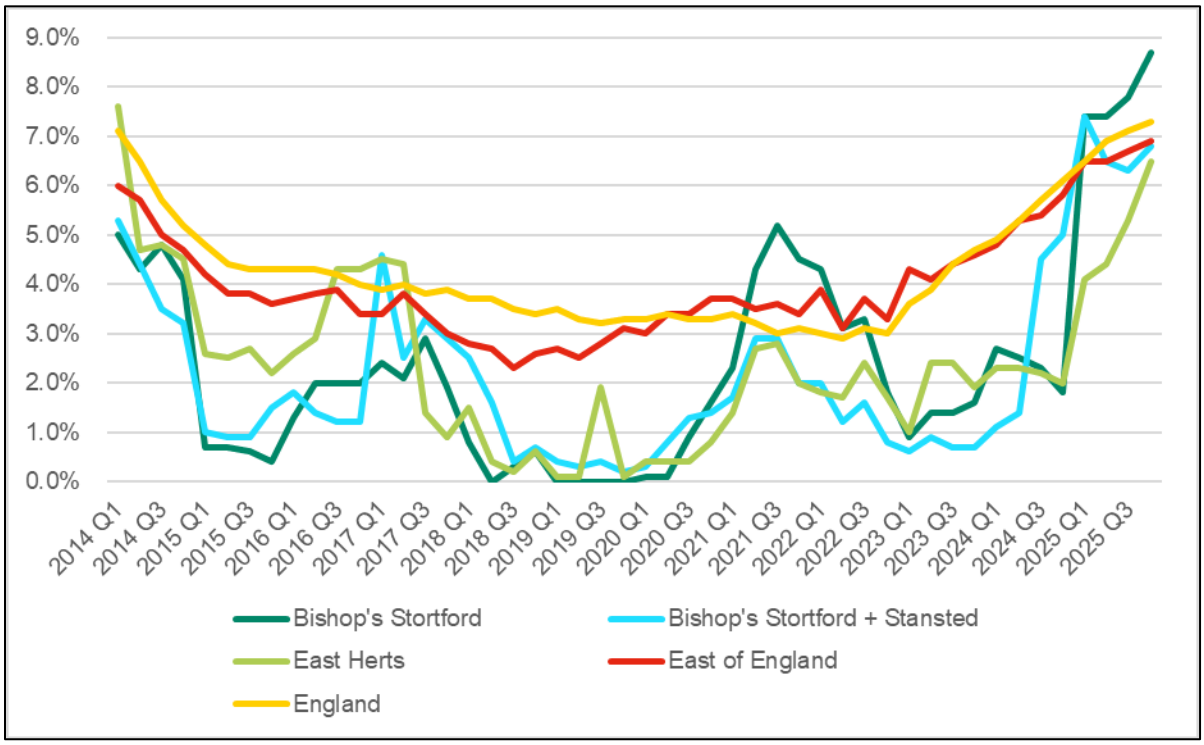
Source: CoStar (2026).

5.3.11 As shown in Figure 5-11, warehousing and storage vacancy rates have been more volatile than industrial vacancy rates over the past decade. In Bishop's Stortford, vacancy rates for warehousing and storage floorspace peaked at 8.7% in 2025 Q4, having previously stood at 0.0% from Q1 2019 to Q4 2019. However, this could be linked to the delivery of new warehousing and storage floorspace in Thorley Fields Business Park in 2024 Q3 and 2025 Q1, which is yet to be fully occupied. Up to 2025, overall warehousing and storage rates generally remained below 5%.

5.3.12 A similar picture is evident across the other comparator areas, with all areas seeing an uptick in vacancy rates over the past 2-3 years. This is consistent with the wider market, whereby the high level of logistics demand during the pandemic prompted a strong development response, with new floorspace completed subsequently as demand conditions normalised[29]. Wider economic uncertainty, including inflation and rising geopolitical tensions, have also been viewed as contributing factors to the increase in vacancy observed over recent years[30].

[29] Lambert Smith Hampton (2022) Research: Industrial & Logistics Surpasses all Records in 2021. Available at: https://www.lsh.co.uk/explore/research-and-views/research/2022/3/industrial-and-logistics-market-report-2022 [Accessed: 16/02/26].
[30] Savills (2024) Industrial & logistics take-up returns to normality, but remains 12% above pre-Covid average. Available at: https://www.savills.co.uk/insight-and-opinion/savills-news/355936-0/industrial-and-logistics-take-up-returns-to-normality--but-remains-12--above-pre-covid-average [Accessed: 16/02/26].

Figure 5-11 Warehousing and Storage Vacancy Rate (2014 Q1 to 2025 Q4)



Source: CoStar (2026).

Rental values

5.3.13 The market rental values per square metre for industrial and warehousing and storage floorspace are set out in Table 5-6.

5.3.14 Industrial properties in Bishop's Stortford (£137.73/sqm) and Bishop's Stortford + Stansted (£131.67/sqm) had a higher market rental value than the East of England and England averages, at £116.85/sqm and £99.02/sqm respectively. East Herts has the greatest industrial rental value out of all comparator geographies at £145.54/sqm.

5.3.15 In terms of warehousing and storage, the Bishop's Stortford (£99.63/sqm) rental value is in line with the national average of £100.94/sqm, but below that observed in Bishop's Stortford + Stansted (£111.32/sqm) and the East of England (£115.68/sqm). East Herts had the highest rental value of all geographies at £146.88/sqm.

5.3.16 Feedback from the market noted that the development of industrial space faces fewer viability constraints in comparison to the development of office space, owing to more robust demand profile, rental levels and the lower cost of development for industrial and warehousing and storage space.

Table 5-6 Market rental values – Industrial and Warehousing and Storage (£/sqm) (2025 Q4)

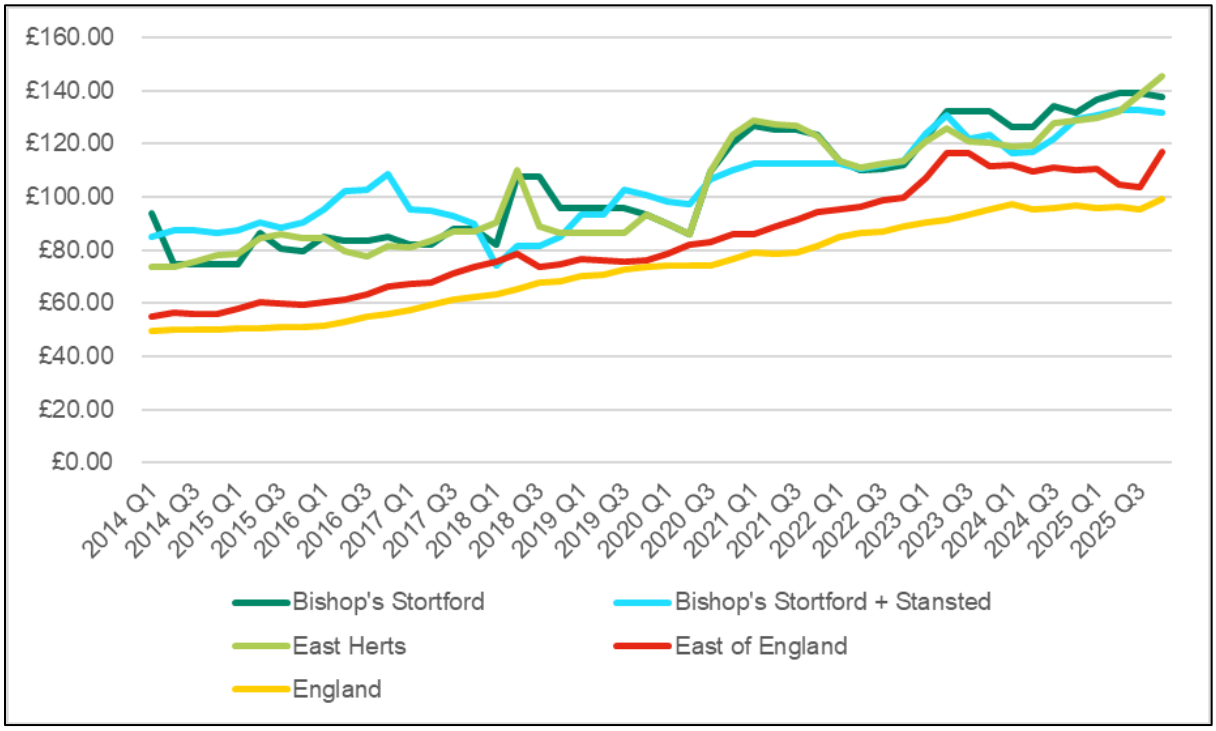
Property Type	Bishop's Stortford	Bishop's Stortford + Stansted	East Herts	East of England	England
Industrial	137.73	131.67	145.54	116.85	99.02
Warehousing and storage	99.63	111.32	146.88	115.68	100.94

Source: CoStar (2026).

5.3.17 As set out in Figure 5-12, industrial market rents in Bishop's Stortford, while fluctuating, in general demonstrated a steady upward trend, increasing by £43.98/sqm (from £93.75/sqm in 2014 Q1 to £137.73/sqm in 2025 Q4). A similar picture was evident in the wider Bishop's Stortford + Stansted area and across East Herts, with these areas sustaining higher rental values than the East of England and England as a whole over the past decade. That rental

values have remained a fairly consistent degree higher than in these wider geographies even when they have increased across the board is indicative of the underlying factors underpinning demand for space locally enduring over time and remaining strong.

Figure 5-12 Industrial Market rent Q1 2014 to Q4 2025 (£/sqm)



Source: CoStar (2026).

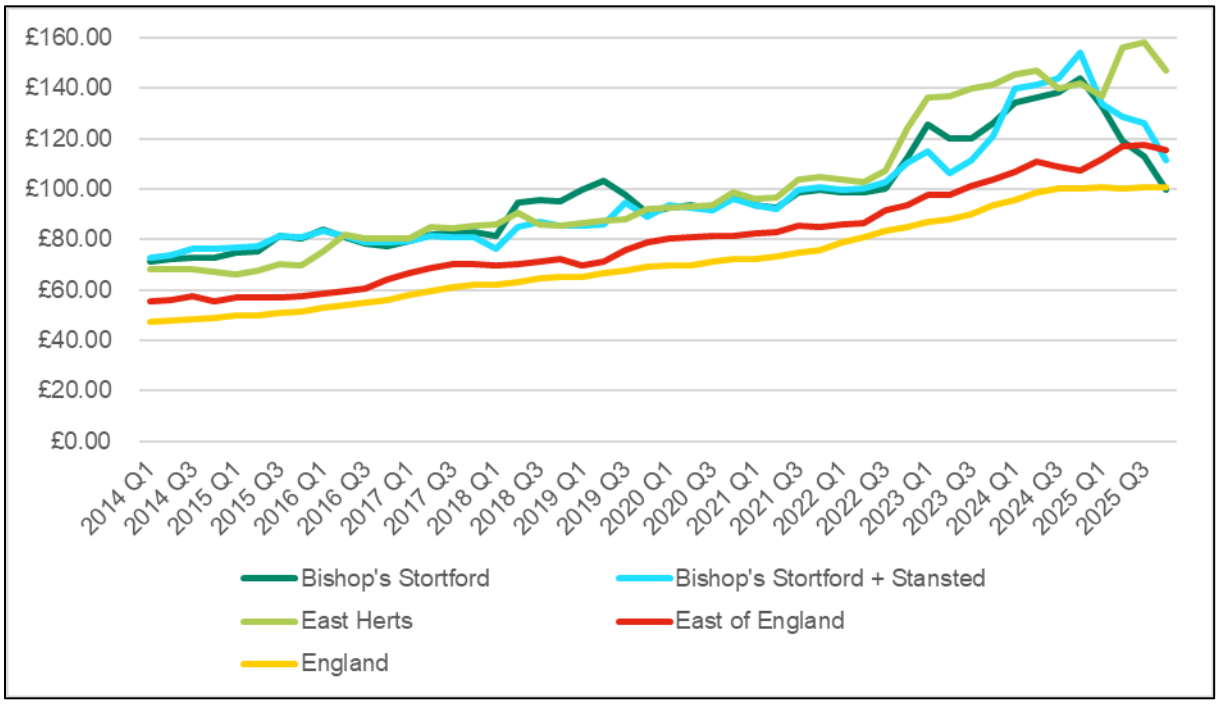
5.3.18 Between 2014 Q1 and 2025 Q4, warehousing and storage market rents in Bishop's Stortford registered growth, rising by £28.25/sqm (from £71.38/sqm in 2014 Q1 to £99.63/sqm in 2025 Q4), as shown in Figure 5-13. However, despite an uptick in the rate of growth between 2022 and 2024, market rents in this use class have exhibited a decline from 2025 Q1 onwards, having peaked at £144.05/sqm in 2024 Q4.

5.3.19 A similar trend has been observed in the wider Bishop's Stortford + Stansted area, whereas East Herts has managed to better sustain growth in rental values following the Covid-19 pandemic. Conversely, East of England and England have seen a more gradual trend over the past decade, with sustained growth and more limited volatility, albeit rental growth has levelled off from 2024 onwards.

5.3.20 The trends observed in Bishop's Stortford and Bishop's Stortford + Stansted broadly reflect overall market trends seen since the Covid-19 pandemic. The rise in warehousing and storage rents seen in 2022 to 2024 reflects the accelerated shift towards e-commerce linked to behavioural changes such as continued demand for rapid parcel deliveries[31], with the levelling off observed in line with a slowdown in the market linked to returns to more modest market rent levels following the pandemic due to more 'normal' demand patterns, wider economic and geopolitical uncertainty. A similar picture was seen in relation to vacancy levels.

[31] Knight Frank (2025) European Logistics Outlook 2026. Available at: https://www.knightfrank.co.uk/blog/2021/04/07/ecommerce-growth-driving-record-warehouse-development-in-2021 [Accessed: 16/02/26].

Figure 5-13 Warehousing and Storage Market rent Q1 2014 to Q4 2025 (£/sqm)



Source: CoStar (2026).

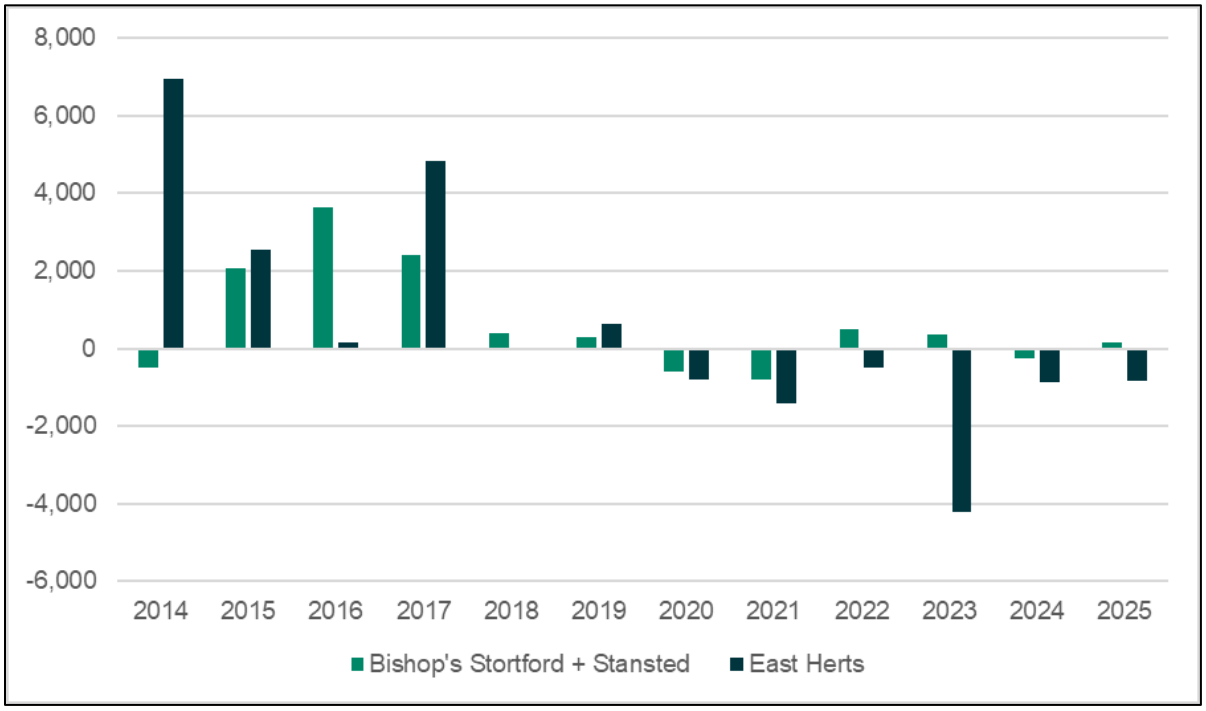
Net absorption

5.3.21 In the absence of suitable data for Bishop's Stortford given the size of the market resulting in limited activity, Figure 5-14 presents the net absorption for industrial floorspace in Bishop's Stortford + Stansted and East Herts.

5.3.22 With regard to industrial floorspace, net absorption in Bishop's Stortford + Stansted between 2014 and 2019 was generally positive, with a peak of 3,616 sqm in 2016 and further strong levels recorded in 2017 (2,419 sqm). From 2020 onwards, net absorption varied more, with negative net absorption in 2020 and 2021 (-583 sqm and -803 sqm respectively), followed by a recovery in 2022 and 2023 (510 sqm and 363 sqm respectively). In the most recent years, net absorption declined again to -240 sqm in 2024, before returning to a modest positive level in 2025 (145 sqm),

5.3.23 Net absorption in East Herts shows a volatile pattern between 2014 and 2025. Net absorption was strongly positive between 2014 and 2017, peaking in 2014 at 6,957 sqm. This was followed by more modest and fluctuating performance in 2018 (-48 sqm) and 2019 (629 sqm). From 2020 onwards, net absorption turned consistently negative, with 2023 representing the lowest net absorption in the period at -4,223 sqm.

Figure 5-14 Historic net absorption of industrial floorspace in Bishop's Stortford + Stansted and East Herts (2014-2025, sqm)



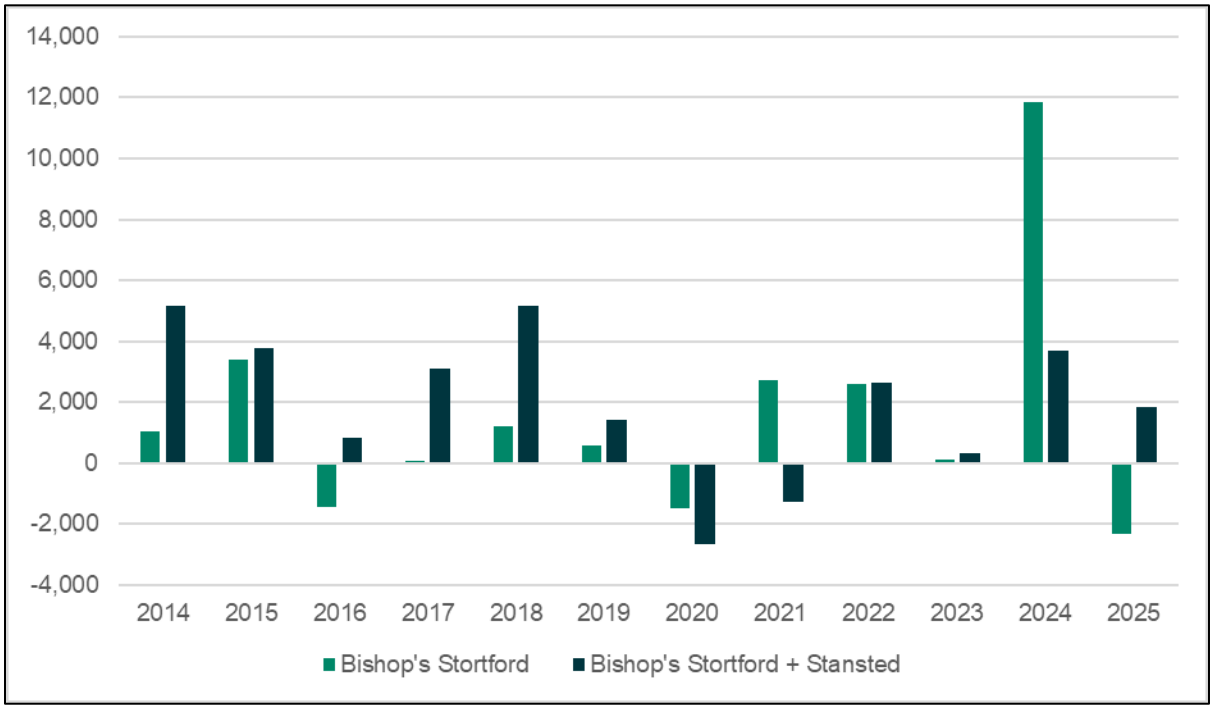
Source: CoStar (2026).

5.3.24 Net absorption for warehousing and storage uses in Bishop's Stortford between 2014 and 2019 was generally positive as shown in Figure 5-15, increasing from 1,106 sqm in 2014 to 3,406 sqm in 2015, before falling to a negative position in 2016 (-1,467 sqm). This was followed by positive net absorption from 2017 to 2019. From 2020 onwards, performance became more variable, with a decline in 2020 (-1,505 sqm), followed by a peak in net absorption in 2024 at 11,854 sqm, before the lowest level over the period in 2025 at -2,321 sqm.

5.3.25 In Bishop's Stortford + Stansted, net absorption was positive from 2014 to 2019, peaking in 2018 at 5,163 sqm. From 2020, net absorption was more variable, reaching its lowest in 2020 at -2,658 sqm, before rising from 2022 to 2025.

5.3.26 While there has been some volatility, in general the trend points to positive net absorption in Bishop's Stortford and Bishop's Stortford + Stansted over the past decade.

Figure 5-15 Historic net absorption of warehousing and storage floorspace in Bishop's Stortford, Bishop's Stortford + Stansted, and East Herts (2014-2025, sqm)



Source: CoStar (2026).

Summary

5.3.27 In summary, a number of trends and characteristics are apparent with respect to the industrial market in Bishop's Stortford:

- The industrial market comprises 133,239 sqm of floorspace in Bishop's Stortford, ~80% of which is warehousing and storage.
- The vacancy rate for industrial floorspace in Bishop's Stortford is below the regional and national average, reflecting a lack of spare capacity. Warehousing and storage uses have the highest vacancy rate, across all comparator areas, albeit this is broadly in line with accepted frictional vacancy rates.
- Bishop's Stortford and Bishop's Stortford + Stansted attract higher market rental values for industrial property types than the East of England and England, however the highest industrial market rents are in East Herts. For warehousing and storage, the market rental values in Bishop's Stortford are in line with the national average but lower than observed in Bishop's Stortford + Stansted, East of England and East Herts.
- Between 2014 and 2025, market rental values for all use classes exhibited an overall increase. However, the increase in market rental values is greater in Bishop's Stortford + Stansted than Bishop's Stortford, potentially reflecting the higher quality stock in proximity to the airport.
- Across Bishop's Stortford, Bishop's Stortford + Stansted, and East Herts, net absorption across use classes fluctuated between 2014 and 2025, with noticeable declines recorded around the Covid-19 pandemic period.

5.4 Influences on Demand

5.4.1 There are a number of external factors which could influence the demand for employment floorspace in Bishop's Stortford. Some key considerations are set out below.

Stansted Airport Expansion

5.4.2 Stansted Airport is currently working on a £1.1bn expansion approved by the government in 2023 to increase capacity at the airport from up to 35 million passenger per annum to 43 million passenger per annum, with aircraft movements increasing from 264,000 per annum to 274,000 per annum. The centrepiece of the investment stimulus is a £600m extension of the terminal, with 5,000 new jobs forecast to be created.

5.4.3 The airport's owner, Manchester Airports Group, has subsequently received approval – subject to Section 106 agreement – to increase passenger capacity at the airport to between 48 and 51 million people per year by 2040. This increase is expected to be driven by the airport accommodating larger aeroplanes, rather than an increase in the number of flights, which will remain at a limit of 274,000 per annum.

5.4.4 This would further increase the number of on-site jobs by 900 on top of the forecast under the previous consent, resulting in a total of 17,200 (16,000 FTE).

5.4.5 Evidence supporting the planning application notes that:

"The proposal is expected to deliver significant socio-economic benefits by boosting regional employment, skills, business growth, inward investment, tourism, connectivity and supply-chain opportunities, and strengthening long-term economic resilience across Essex, Hertfordshire, Suffolk, the wider East of England and the UK Innovation Corridor"

5.4.6 Airports can act as the catalyst for the development of employment land. They can attract businesses that rely on "just-in-time" deliveries, such as high-tech manufacturing, pharmaceuticals, and perishable goods, fostering the development of surrounding logistics parks and industrial estates. Moreover, they can support the development of office and commercial space to attract firms seeking connectivity or the proximity to the airport (i.e. to serve the airport or to access sector-specific opportunities).

5.4.7 The role of Stansted Airport in supporting indirect employment is evident through a number of developments in proximity to the Airport which accommodate B/E(g) uses such as Thremhall Park, Stansted Distribution Centre, Weston Business Centre and Endeavour House.

5.4.8 Increasing passenger or freight capacity at Stansted Airport could make it easier for businesses to operate in the local economy or region – for example, giving them easier access to customers and clients, business partners, or workers. This might make it more appealing to set up or expand near the airport or might make investments more viable (for example, investing in more productive manufacturing equipment knowing that there will be expanded cargo capacity nearby for exporting goods)[32]. Furthermore, complementary investments as part of the expansion – such as the proposed improvement scheme relating to junction eight of the M11 at the A120, could also support the wider functioning of the local economy and transport network.

5.4.9 As such, the expansion could support the development of employment land. However, it would be anticipated that much of the demand could be met through sites in proximity to the airport, such as the Stansted Northside permission[33], which will see the redevelopment of a 61.86 ha site to provide 195,100sqm commercial / employment development predominantly within Class B8 (95%) with Classes E(g), B2 (5%), with ancillary retail, food and beverage and nursery uses within Classes E (a), E(b) and E(f). Furthermore, the Uttlesford Local

[32] https://whatworksgrowth.org/insights/can-expanding-airports-help-local-growth-take-off/
[33] https://uttlesford.moderngov.co.uk/documents/s37160/8.+UTT-24-0897-DFO+UTT-24-0902-DFO+UTT-24-0904-DFO+Northside+Land+North+of+Stansted+Airport+Revised.pdf

Plan[34] includes further employment allocations in proximity to the airport such as Land North of Taylors Farm, Takeley Street (18 Ha of Employment Land) and Water Circle Estate, Gaunts End (5.5 Ha of Employment Land) which could also accommodate demand.

5.4.10 Conversations with property market agents in support of this study highlighted the view that the industrial market in Bishop's Stortford was viewed to be robust, and that additional supply of a suitable size and quality in well-connected locations (e.g. on the A120, providing access to Junction 8 of the M11) would be in demand, as evidenced by more recent industrial developments such as Thorley Fields Business Park, delivered as part of the development of Bishop's Stortford South. However, it was noted that, in relation to the airport, Bishop's Stortford is competing with other locations, with places such as Braintree - while further away from Stansted – able to offer faster journey times to Stansted, which is a key consideration for businesses in determining their preferred location.

Minimum Energy Efficiency Standards

5.4.11 The contribution of buildings to greenhouse gas emissions is increasingly recognised. This understanding presents both challenges and opportunities, given the potential for emissions savings to be made. It is estimated that buildings are responsible for between 17% and 31%[35,36] of national emissions.

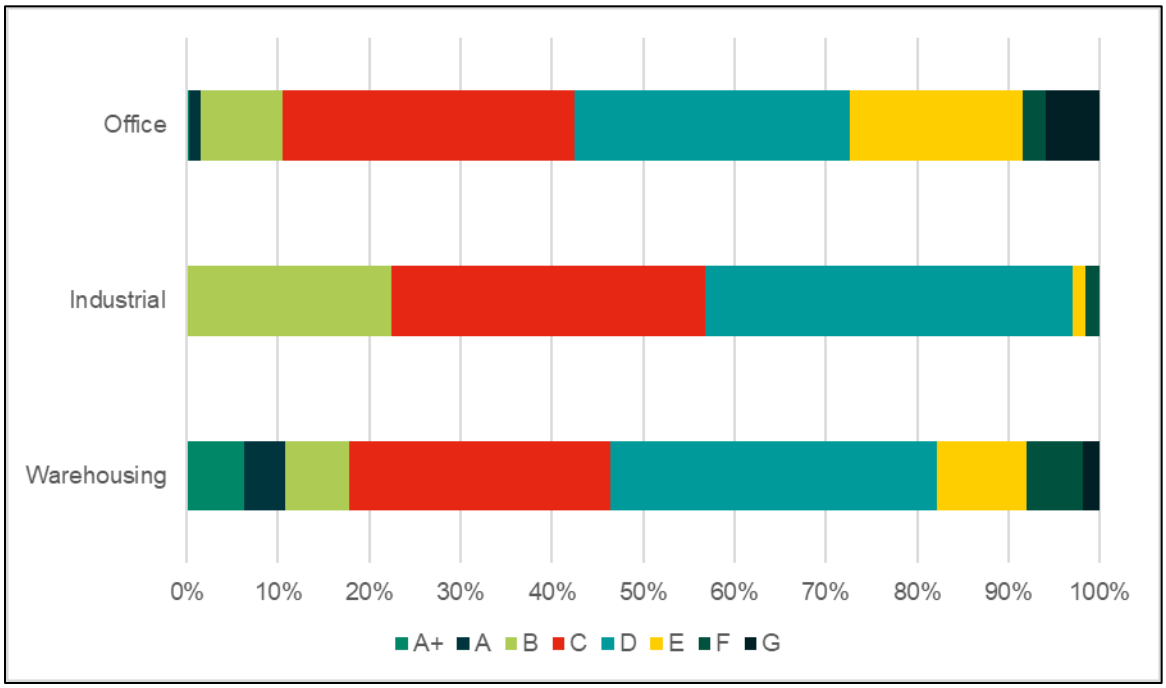
5.4.12 The energy performance of buildings in the UK is monitored through the Energy Performance Certificate (EPC) system. Non-domestic private rented properties are awarded a certificate rating between A+ (most efficient) and G (least efficient). Properties awarded an A+ rating are considered to achieve Net Zero carbon emissions.

5.4.13 In order to drive the decarbonisation of the UK's non-domestic building stock, commitments have been made to encourage the construction of more energy efficient buildings and upgrading/retrofitting existing buildings through the implementation of restrictions on private lettings based on energy performance. Non-domestic buildings must comply with Minimum Energy Efficiency Standards (MEES) in order to lawfully be leased. At the time of writing (March 2026), MEES regulations apply to those non-domestic buildings which have been awarded an EPC rating of F or G, whereby these properties cannot enter into new leases until improvements have been made. A number of exemptions apply[37,38], including that improvements must be 'permissible', 'appropriate' and 'cost effective'[39]. As of 1st April 2023, MEES apply to existing leases, not solely new leases as had been the case previously[40].

5.4.14 A breakdown of the EPC certificates awarded by use type[41] in Bishop's Stortford is shown in Figure 5-16. Only 11% of office properties in Bishop's Stortford have an EPC rating of A+ to B, lower than the stock of industrial (22%) and warehousing and storage properties (18%). One office property and seven warehousing and storage properties in Bishop's Stortford are considered to achieve Net Zero carbon emissions (A+ rating).

[34] https://www.uttlesford.gov.uk/media/13180/Local-Plan-Full-Doc-high-res-no-bleeds-2a/pdf/Local_Plan_Full_Doc_-_high_res_no_bleeds_2a.pdf?m=1722872902437
[35] This figure includes only emissions from direct energy use in buildings. https://www.gov.uk/energy-performance-certificate-commercial-property/exemptions
[36] Additional exemptions to the new regulations are set out by RICS at https://ww3.rics.org/uk/en/journals/property-journal/epc-requirements-commercial-property.html. Exemptions apply to leases less than 6 months or greater than 99 years; to the need to perform upgrading works until a new EPC is triggered; where the costs of works would be greater than the energy saving over seven years; where third-party consent precludes works e.g. planning permission refusal where reasonably sought; where works would devalue property by over 5%; where the landlord has recently become one.
[37] https://www.gov.uk/energy-performance-certificate-commercial-property/exemptions
[38] Additional exemptions to the new regulations are set out by RICS at https://ww3.rics.org/uk/en/journals/property-journal/epc-requirements-commercial-property.html. Exemptions apply to leases less than 6 months or greater than 99 years; to the need to perform upgrading works until a new EPC is triggered; where the costs of works would be greater than the energy saving over seven years; where third-party consent precludes works e.g. planning permission refusal where reasonably sought; where works would devalue property by over 5%; where the landlord has recently become one.
[39] RICS, (2018); Minimum Energy Efficiency Standards (MEES): Impact on UK property management and valuation.
[40] https://ww3.rics.org/uk/en/journals/property-journal/epc-requirements-commercial-property.html
[41] It should be noted that the use types employed by MHCLG to categorise buildings do not directly align with those categories applicable to CoStar data presented in the property market analysis section of the report. Data is therefore presented by considering the broad use types shown to comprise buildings categorised by MHCLG as follows:
- Office: 'B1 Office and Workshop Businesses' and 'Office';
- General industrial: 'B2 to B7 General Industrial and Special Industrial Groups'; and
- Storage and distribution: 'B8 Storage or distribution' and 'Warehouse and storage'.

Figure 5-16 EPC Certificates in Bishop's Stortford by building use type



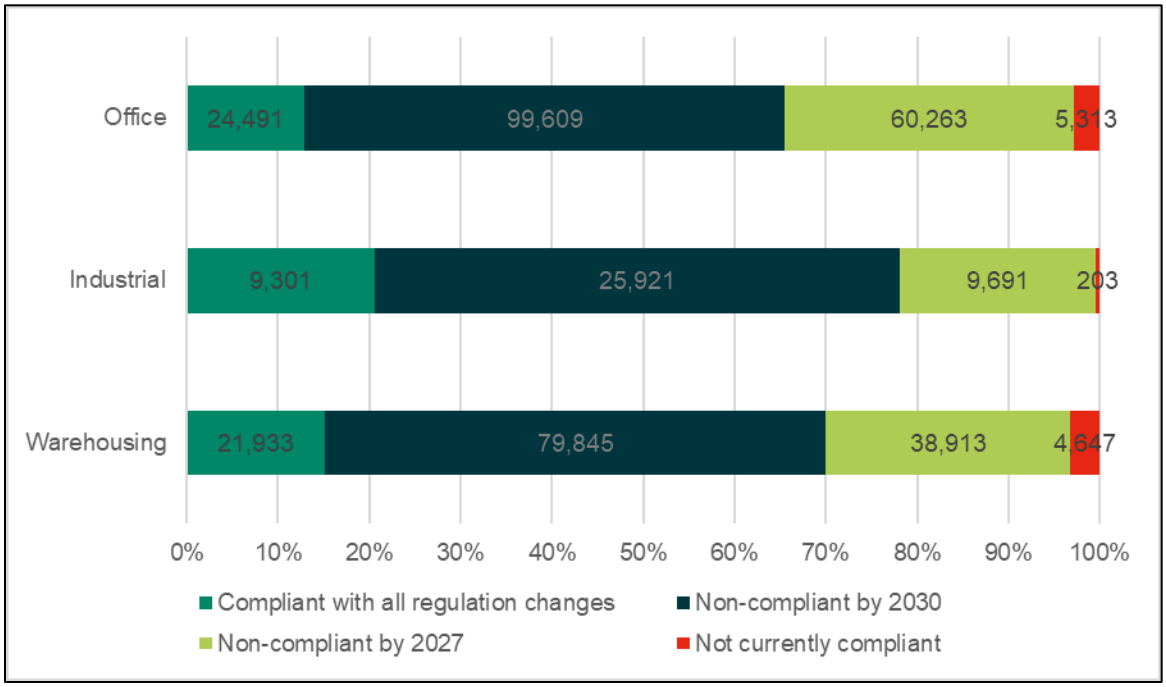
Source: Department for Levelling Up, Housing & Communities (2026) Energy Performance of Buildings Data England and Wales: Non-domestic EPC.

5.4.15 It is anticipated that the minimum standard will be sequentially increased such that building efficiency expectations are raised in line with Government ambitions to deliver against net zero commitments[42], as the minimum EPC rating for non-domestic properties to be leased will be raised to C by 1st April 2027 and to B by April 2030. Figure 5-17 shows the current dates for the raising of the minimum EPC rating. The proportion has been applied to property market floorspace information to indicate the applicable floorspace in these scenarios. It is clearly evident that the scale of upgrading, retrofitting, and replacing building stock such that it will comply with anticipated MEES is considerable, particularly for office properties. As set out, current and potential future exemptions may apply, nonetheless the significant proportion of buildings which are likely to not meet the correct standard presents challenges, in terms of implementation, enforcement and compliance.

5.4.16 In 2021, the Department for Business, Energy and Industrial Strategy engaged in consultation on implementation of the EPC B target by 2030 which highlighted the significant implementation issues that would need to be addressed. The building stock of Bishop's Stortford which falls within the scope of tightening regulations to 2030 is 489 buildings, reflecting 86% of properties and 85% of floorspace.

[42] HM Government, (2020); Energy White Paper: Powering our Net Zero Future.

Figure 5-17 MEES compliance of present EPC certificates with anticipated regulation changes (sqm)



Source: Department for Levelling Up, Housing & Communities (2026) Energy Performance of Buildings Data England and Wales: Non-domestic EPC.

5.4.17 This potential regulatory shift presents both challenges and opportunities for the local property market. Retrofit costs may be significant, particularly for older office buildings which are typically more complex and costly to retrofit than industrial buildings, creating the potential for stranded assets. In this regard, compliance may present particular challenges for office stock in Bishop's Stortford, which includes a relatively high proportion of older buildings and conversions rather than purpose-built office space.

5.4.18 However, the regulatory changes provide a strong incentive for the modernisation and upgrading of business floorspace. Improvements in energy performance may also enhance the quality of the local building stock, while supporting lower operating costs and improved environmental performance. Over time, this may contribute to the renewal and upgrading of the town's employment floorspace.

5.4.19 It should be noted that the Government's work on related data reforms and responses to earlier MEES consultation has been ongoing for several years, and formal proposals remain under review. Consequently, the scale of current and future exemptions across the non-domestic sector is not currently understood[43][44].

Changing Office Workspace Requirements

5.4.20 This sub-section delves into the recent evolution of changing space requirements for office and knowledge work.

5.4.21 The work-from-home shift is a key driver of the evolving landscape in the UK. The most recent data from the Office for National Statistics[45] highlighted that 45% of workers in the East of England embrace home (14%) or hybrid (30%) work, reshaping models, and foretelling a lasting change, with 75% anticipating transformed in-person work approaches. By way of comparison, Annual Population Survey data from before the Covid-19 pandemic

[43] Department for Business, Energy and Industrial Strategy (2021). The Non-Domestic Private Rented Sector Minimum Energy Efficiency Standards: Implementation of the EPC B Future Target.
[44] Department for Energy Security and Net Zero (2024**).** Improving the Energy Performance of Privately Rented Homes: Consultation.
[45] ONS (2023) Characteristics of homeworkers, Great Britain: September 2022 to January 2023.

shows that around 17.6% of working adults reported working from home at some point in the week before the interview.

5.4.22 The future of office spaces is set to be shaped by intricate dynamics involving employee attendance rates and the broader economic landscape. Survey data from February 2026[46] indicated that office occupancy rates across the UK have stabilised above the 40% mark, with a weekly peak of 44.1% in late January 2026. This compares with pre-pandemic occupancy rates estimated between 60% and 80%. Further research from 2025[47] indicates that the rate of office utilisation has increased and stabilised at 66%. Tuesdays, Wednesdays, and Thursdays are the busiest days of the week for staff to be at their desks, with Friday remaining the quietest day. Faced with this new reality, employers are confronted with challenges to entice employees back to the office environment, thus influencing decisions related to office expansion, right-sizing office spaces, and delaying real estate investments.

5.4.23 The context within the office market, characterised by extended leases held, suggests that a time lag will occur before a decrease in demand for office space is fully evident. This delay provides a window during which office job numbers might increase, employee attendance rates could experience a partial recovery, and a pursuit of high-quality office environments may persist, collectively contributing to a relatively gradual and controlled transition for office providers. This temporal overlap also affords occupiers, developers, landlords, and policymakers the opportunity to proactively adapt to these evolving trends. However, it is noteworthy that peripheral locations and areas with limited premium office offerings might experience a more pronounced impact due to the variable nature of the "flight to quality[48]".

5.4.24 This trend of downsizing of requirements by office occupiers is already driving decisions by businesses to reduce their premises size with impacts on vacancy rates. In turn this may potentially result in new office floorspace being of lower average density than has been typical. The growth of use of artificial intelligence (AI) within sectors and occupations in offices could, on face-value, lead to further downsizing due to reductions in headcount at premises. However, there is considerable uncertainty as to the extent and at what pace such change would occur with limited evidence at present of firms seeking to do this for this reason on a noticeable level.

[46] Remit Consulting (2026) News Release: UK office occupancy stabilises above 40% as sector divide widens. Available at: https://return.remitconsulting.com/resource-centre/57-uk-office-occupancy-stabilises-above-40-as-sector-divide-widens [Accessed: 10/03/26].
[47] British Council for Office (BCO) Media (2024) BCO report calls for new approach to space planning as office use reaches critical shift. Available at: https://www.bco.org.uk/bco-report-calls-for-new-approach-to-space-planning-as-office-use-reaches-critical-shift [Accessed: 06/03/26].
[48] CBRE (2022) The Flight to Quality Quantified. Available at: https://www.cbre.co.uk/insights/viewpoints/the-flight-to-quality-quantified [Accessed: 06/03/26].

6. Existing Employment Sites

6.1 Introduction

6.1.1 As outlined in Section 3, the District Plan 2018 identified the following seven Employment Area allocations in Bishop's Stortford:

- Raynham Road / Dunmow Road Industrial Estate;
- Haslemere Estate;
- Twyford Road;
- Stansted Road;
- Woodside;
- Millside Industrial Estate;
- Southmill Trading Estate; and

6.1.2 In addition Thorley Fields Business Park is considered an employment area recently developed which is capable of being allocated.

6.1.3 In addition to these Employment Areas, a short profile on Bishop's Stortford town centre is also included, due to its role in accommodating office uses.

6.1.4 This section provides an assessment of the relative characteristics of these employment areas.

6.2 Employment areas

Raynham Road / Dunmow Road Industrial Estate

6.2.1 Raynham Road / Dunmow Road Industrial Estate is a large, 12.9ha industrial estate located to the east of Bishop's Stortford, in close proximity to the town centre and with the A120 to the north-east. It is the largest Employment Area allocation in Bishop's Stortford, comprising of 80 units across 41 buildings and 59,043 sqm in floorspace. The Raynham Road / Dunmow Road Industrial Estate allocation includes Stortford Hall Industrial Estate, The Links Business Centre, Raynham Road Industrial Estate, Raynham Close, Myson Way, and several large independent industrial and commercial units.

6.2.2 The site is bordered by residential developments, alongside a primary school and playing fields to the north-east.

6.2.3 Use Classes range from small Class E spaces to very large Class B2 industrial facilities and Class B8 warehouses. The site provides flexible employment floorspace suitable for a wide range of occupiers, including industrial units with ancillary offices, modern car dealerships, IT service offices, and large manufacturing buildings. Notable occupants include Gü Desserts, Land Rover, and Virgin Media.

6.2.4 Table 6-1 provides an overview of the Raynham Road / Dunmow Road Industrial Estate.

Table 6-1 Overview of Raynham Road / Dunmow Road Industrial Estate (2025 Q4)

Number of units	Property types	CoStar Quality Rating[49]	Office rent (£/sqm)	Industrial rent (£/sqm)	Uses
80	Office, Industrial, and Retail	2-3	224.01	138.12	Manufacturing, repair and parts stores, corporate offices, suppliers, warehouses, fitness centre, wholesalers, aviation consultants, car dealerships, retail.

Source: CoStar (2026); East Herts District Council (2026) Bishop's Stortford Employment Land Allocations.

6.2.5 Buildings in Raynham Road / Dunmow Road Industrial Estate date from 1950 to 2010, with two properties originally built in the 1990s refurbished in 2002 and 2017.

6.2.6 The estate is of average quality overall, as reflected by its CoStar ratings, with 56.8% of properties rated 2 and 43.2% rated 3. The environment is generally well maintained, and some units incorporate renewable energy technologies, however older units located in the north-west of the estate could benefit from refurbishment or redevelopment. Internal roads and footpaths are generally in good condition, and parking provision is adequate.

6.2.7 Raynham Road / Dunmow Road Industrial Estate is accessed via Raynham Road and Dunmow Road, with Stortford Hall Industrial Estate and the large manufacturing unit occupied by Gü Desserts accessed separately, off Dunmow Road. The estate is located in close proximity to the town centre and is accessible to pedestrians and cyclists. The A120 and M11 motorway provide strong road connectivity, with Bishop's Stortford Railway Station also located approximately 900m to the south-west. The estate is well-served by public transport, with bus stops within 150m of each site entrance providing links to surrounding towns and villages.

6.2.8 The vast majority of units are occupied, however, there are vacancies at The Links Business Centre and amongst the older units within Raynham Road Industrial Estate. In addition, Unit 9 of Stortford Hall Industrial Estate is vacant; a 5,520 sqm Use Class B8 storage and distribution facility, previously occupied by Pioneer Europe Ltd. The unit was built in 1998 and is owned by Essex County Council.

6.2.9 As shown in Table 6-1, office and industrial rents in 2025 Q4 were £224.01/sqm and £138.12/sqm respectively. Since 2023, office rents have remained broadly stable while industrial rents have increased from £121.16/sqm in 2023 Q1. Opportunities for further development are limited given the surrounding residential areas, schools, and playing fields.

Haslemere Estate

6.2.10 Haslemere Estate is a small industrial estate (1.7 ha) located to the south of Hockerill, approximately 1 km south of Bishop's Stortford Railway Station. It comprises 14 units across three buildings, providing a total of 7,514 sqm of floorspace.

6.2.11 The site is bordered by residential developments to the west, Twyfords Industrial Estate to the north, and the West Anglia Main Line railway to the east.

6.2.12 Units are located to the west of the site, with parking provision to the east. Units graduate in size, with the smallest located nearest to the site entrance, and the largest towards the end of the internal road to the north. Use Classes include Class E(g)(ii), (iii), Class B2 and B8. The estate provides employment floorspace suitable for industrial uses and accommodates a range of local businesses.

6.2.13 Table 6-2 provides an overview of the Haslemere Estate.

[49] The CoStar Five Star Building Rating System is the industry's first nationally consistent building quality rating system that can be applied across all commercial real estate property types and across all markets. A five star rating represents best in class in terms of design and construction and very likely a certified sustainable and energy efficient building. Conversely, a 1 star rating represents a building that is uncompetitive with respects to the need of a typical industrial tenants, may require significant renovation.

Table 6-2 Overview of Haslemere Estate (2025 Q4)

Number of units	Property types	CoStar Quality Rating	Office rent (£/sqm)	Industrial rent (£/sqm)	Uses
14	Industrial	3	n/a	140.07	Manufacturing, repair and parts store, car dealership, suppliers.

Source: CoStar (2026); East Herts District Council (2026) Bishop's Stortford Employment Land Allocations.

6.2.14 Overall, Haslemere Estate is of average quality, reflected in its CoStar ratings, with all properties rated 3. The parking provision is considered sufficient for the site.

6.2.15 The estate is accessed via one main entrance from Pig Lane and is relatively poorly located in relation to the strategic road networks. The M11 motorway is located approximately 5 km away by road and is accessed via routes through the centre of Bishop's Stortford. A bridge adjacent to the site entrance, which provides an alternative route to the M11, is narrow and has signposted weight restrictions, limiting access for large vehicles. A bus stop is located approximately 200m from the site entrance on London Road, providing services to Sawbridgeworth, Harlow, and surrounding villages. The site is accessible to pedestrians and cyclists via London Road and Pig Lane, including pavements to the entrance, although there is no internal walking or cycling infrastructure.

6.2.16 In 2025 Q4, Haslemere Estate recorded a high vacancy rate of 11.6%, equivalent to 868 sqm. This represents a notable increase compared with recent periods, with vacancy rates at 0.0% since 2024 Q3, suggesting that a unit has recently become vacant. Data from 2015 suggests that the estate typically experiences periods of full occupancy punctuated by short-term vacancy, reflecting normal business turnover. The current vacancy comprises one unit of approximately 868 sqm within a property built in 1980, with rent ranging from £112.38/sqm to £137.35/sqm.

6.2.17 As shown in Table 6-2, industrial rents currently stand at £140.07/sqm. Industrial rents have increased steadily, from £69.72/sqm in 2015 Q1. Opportunities for expansion are limited, with residential development and an industrial estate surrounding the site to the north and west. Greenfield land is located to the south and east in the Green Belt.

Twyford Road

6.2.18 Twyford Road is a large industrial estate (4.0 ha) located north of Haslemere Estate, to the south of Hockerill. The site comprises 55 units across 14 properties and 20,096 sqm in floorspace. Twyford Road comprises two interconnected estates, the newer Twyford Business Centre to the south, and the older Twyford Road Industrial Estate to the north. In total, there are two office properties and 12 industrial properties.

6.2.19 The site is bordered by residential development to the north and west, the West Anglia Main Line railway to the east, and Haslemere Estate to the south.

6.2.20 Use Classes include Class E(g)(i), (ii), (iii), Class B2 and Class B8. Twyford Business Centre, which comprises the larger southern portion of the site, provides flexible employment floorspace suitable for a wide range of local occupiers. In comparison, Bishop's Stortford Baptist Church is situated in the north of the site.

6.2.21 Table 6-3 provides an overview of Twyford Road.

Table 6-3 Overview of Twyford Road (2025 Q4)

Number of units	Property types	CoStar Quality Rating	Office rent (£/sqm)	Industrial rent (£/sqm)	Uses
55	Office, Industrial	2-3	222.50	127.48	Vehicle dealer, fitness centre, parts store, office, suppliers, retail, repair shop.

Source: CoStar (2026); East Herts District Council (2026) Bishop's Stortford Employment Land Allocations.

6.2.22 Buildings in Twyford Road date from 1990 to 1994, although most were built in the 1980s and 1990s. Properties at the north of site have been redeveloped in the last 10-15 years, including the construction of a Baptist Church and associated office uses.

6.2.23 The site is of average quality overall, as reflected in its CoStar ratings, with 57.1% of properties rated 2 and 42.9% rated 3. Twyford Business Centre is generally of higher quality than the older Twyford Road Industrial Estate, however the site overall would benefit from some redevelopment and enhancement. Multiple units in the business centre have been retrofitted with solar PV panels, with a public EV charger located within the site, although parking provision is limited.

6.2.24 Twyford Road is accessed via entrances on London Road or Twyford Road. London Road provides connections south to Sawbridgeworth and Harlow, however, the site is located poorly in relation to the strategic road network, with the requirement to pass through the centre of Bishop's Stortford in order to access to the M11 motorway and A120. In terms of public transport, a bus stop is located approximately 50m from the site entrance on London Road, offering services to Sawbridgeworth, Harlow, surrounding villages, and Bishop's Stortford town centre. In addition, Bishop's Stortford Railway Station is located approximately 800m to the north. London Road and Twyford Road facilitate pedestrian and cyclist access to the site.

6.2.25 In 2025 Q4, the vacancy rate at Twyford Road stood at 2.2%, increasing from 0.0% in 2025 Q2. The generally low vacancy rates recorded in the estate over recent years reflect the periodic turnover of occupiers described above. The vacant floorspace of 439 sqm sits within a property built in 1987, with a rent of £101.07/sqm.

6.2.26 As shown in Table 6-3, office and industrial rents in 2025 Q4 were £222.50/sqm and £127.48/sqm respectively. Since 2015 Q1, both office and industrial rents have increased steadily, from £144.95/sqm and £65.16/sqm respectively. Opportunities for development are limited, with residential development and industrial uses surrounding the site to the north, south and west, and a pond and the River Stort to the east.

Stansted Road

6.2.27 Stansted Road is a large (7.8 ha) employment area comprised of three adjacent but independent estates: Goodliffe Park, Stort Valley Industrial Estate, and Birchanger Industrial Estate. Goodliffe Park primarily accommodates large retail businesses, while Stort Valley and Birchanger Industrial Estates provide smaller units, the majority of which are flexible for a range of uses, including accommodating car dealerships and servicing businesses. Stansted Road is located to the north of Bishop's Stortford, approximately 200m from the A120. The site comprises of 25 units across 13 properties, totalling 32,143 sqm in floorspace. Stansted Road (B1383) runs through the centre of the estate.

6.2.28 The site is bordered by residential dwellings to the north and south, the West Anglia Main Line railway and the River Stort to the west, and agricultural land to the east.

6.2.29 Use Classes include Class E(g)(i), (ii), (iii), Class B2 and Class B8. Stansted Road provides flexible employment floorspace suitable for a wide range of occupiers, with units ranging from smaller industrial properties to large retail units. Notable occupants include Mercedes-Benz, Wickes, and Pets at Home.

6.2.30 Table 6-4 provides an overview of Stansted Road.

Table 6-4 Overview of Stansted Road (2025 Q4)

Number of units	Property types	CoStar Quality Rating	Office rent (£/sqm)	Industrial rent (£/sqm)	Uses
25	Industrial, Retail	2-3	n/a	217.11	Supermarket, car dealer, retail, restaurant, postal service.

Source: CoStar (2026); East Herts District Council (2026) Bishop's Stortford Employment Land Allocations.

6.2.31 Buildings in Stansted Road date from 1970 to 2025, although most were constructed in the 2000s. Construction is now complete following permission granted in 2023 for the demolition of existing industrial units to the south of Stort Valley Industrial Estate and the erection of a Class E food store (Lidl) with associated parking, access, and landscaping.

6.2.32 Stansted Road is of average quality, reflected in its CoStar ratings, with 76.9% of properties rated 3 and 23.1% rated 2. Quality varies across the three estates, with the newer commercial units (car dealerships and retailers) of higher quality and appearing better maintained than the older, 1980s industrial units around Birchanger Industrial Estate. Birchanger Industrial Estate would benefit from enhancement or redevelopment to maximise the quality of floorspace provision. Customer parking is provided for retail stores as well as parking provision outside most industrial units, although overall parking spaces are limited overall.

6.2.33 The estates are accessed by independent entrances via Stansted Road, which runs south towards Bishop's Stortford's town centre and north towards the A120. The site is well-located in relation to the strategic road network, with the M11 motorway located approximately 2.7 km east along the A120. Bus stops are located along Stansted Road and Michaels Road, providing services to Sawbridgeworth, Harlow, and surrounding villages. Pedestrian and cycle access is available via Stansted Road.

6.2.34 In 2025 Q4, the vacancy rate was 3.6%, equivalent to 1,066 sqm, increasing from 0.0% in 2024 Q3 and Q4. While vacancy has generally remained low in recent years, indicating regular turnover of occupiers, vacancy levels since 2025 Q1 have been the highest recorded since monitoring began in 2009, at 3.6%. Of this, 289 sqm is currently being actively marketed (comprising Unit 5 of Stort Valley Industrial Estate), , with rents ranging between £124.11/sqm and £151.66/sqm. It is also noted that the closure of the BMW / MINI sites at the end of 2025 is likely to have increased overall vacancy levels beyond those reported above, although the extent to which this is reflected in the current data is unclear.

6.2.35 As shown in Table 6-4, industrial rents in 2025 Q4 were £149.98/sqm. Since 2015, rents have increased steadily, from £80.10/sqm in 2015 Q1. There is greenfield land to the east of the site, within the Green Belt in Uttlesford.

Woodside

6.2.36 Woodside is a large estate (5.3 ha) located to the east of Bishop's Stortford, with the A120 along its northern edge and the M11 motorway approximately 600m to the east. Woodside comprises approximately 58 units across 12 properties, providing a total of 30,582 sqm in floorspace.

6.2.37 The site is bordered by Birchwood High School playing field to the west, residential development and Bishop's Stortford's Golf Club to the south, and Bishop's Stortford Football Club to the east.

6.2.38 . Use Classes include Class E(g)(i), (ii), (iii), Class B2 and Class B8. The site provides a mix of large industrial units occupied by established businesses alongside smaller terraced units within the more recently constructed Peek Business Centre development, which are generally more suitable for Class E uses. Notable occupants include Travis Perkins, Diageo, and Thermo Fisher Scientific.

6.2.39 Table 6-5 provides an overview of Woodside.

Table 6-5 Overview of Woodside (2025 Q4)

Number of units	Property types	CoStar Quality Rating	Office rent (£/sqm)	Industrial rent (£/sqm)	Uses
25	Office, Industrial, Specialty	3	218.94	150.08	Supplier, manufacturing, wholesaler, distribution, professional, fitness centre, business services, warehousing, retail, recycling centre.

Source: CoStar (2026); East Herts District Council (2026) Bishop's Stortford Employment Land Allocations.

6.2.40 Buildings in Woodside date from 1980 to 2017, with most properties built in the 1990s. There has been significant development in last 10 years, including the construction of the Peek Business Centre which provides over 5,000 sqm of Class E(g) business floorspace. Several new units have since been granted permission for use class changes to B2 and E(d).

6.2.41 The site is of average quality overall, as reflected in its CoStar ratings, with all properties rated 3. The site environment, including roads, footpaths and vegetation, is well maintained and parking provision is adequate. Evidence of retrofitting is present, including Solar PV installation on the roofs of larger industrial units alongside general building refurbishment.

6.2.42 Woodside is accessed via Dunmow Road (A1250), offering good connectivity to the west into Bishop's Stortford town centre and surrounding residential areas. The estate benefits from its location in close proximity to both the A120 and the M11 motorway Junction 8, which enhances its attractiveness to particularly large occupiers. The access road of sufficient width and quality to accommodate large commercial vehicles. In terms of public transport, there are multiple bus stops within 400m of the site, offering services to Essex, Harlow, Sawbridgeworth, and surrounding settlements. There are pavements along Dunmow Road into Woodside, enabling safe pedestrian access.

6.2.43 In 2025 Q4, the vacancy rate was very low at 0.2%, compared to a peak of 9.8% in 2021 Q3 and Q4. Vacancy rates over recent years indicate a periodic turnover of occupiers. Current availability comprises two small vacant spaces of 89 sqm and 55 sqm respectively, within properties constructed in 2000 and 2005, with rents of £169.21/sqm and £225.29 respectively.

6.2.44 As shown in Table 6-5, office and industrial rents in 2025 Q4 were £218.94/sqm and £150.08/sqm respectively. Since 2015, industrial rents have increased steadily, from £78.92/sqm in 2015 Q1. Office rents have fluctuated modestly over this period, peaking in 2025 Q2 at £222.56/sqm. Opportunities for further development are limited, with expansion constrained by the A120 to the north and surrounding development to the east, west, and south.

Millside Industrial Estate

6.2.45 Millside Industrial Estate is a small industrial estate (0.2 ha) located south of Hockerill, in close proximity to Bishop's Stortford town centre. The estate comprises 10 small units across two properties, providing 895 sqm of floorspace.

6.2.46 The site is bordered by residential development to the north and east, Southmill Road to the west, and a medical centre and retail units to the south.

6.2.47 Use Classes include E(g)(i), (ii), and (iii). Millside Industrial Estate provides employment floorspace primarily for local businesses serving visiting customers, including a workshop for pottery classes, a music studio, a veterinary practice, and a gym.

6.2.48 Table 6-6 provides an overview of Millside Industrial Estate.

Table 6-6 Overview of Millside Industrial Estate (2025 Q4)

Number of units	Property types	CoStar Quality Rating	Office rent (£/sqm)	Industrial rent (£/sqm)	Uses
10	Industrial	3	n/a	146.71	Art studio, music school, fitness centre, vet.

Source: CoStar (2026); East Herts District Council (2026) Bishop's Stortford Employment Land Allocations.

6.2.49 Both buildings in Millside Industrial Estate were constructed in 1980. Planning applications have been granted for changes of Use Class from B1 to D1/D2 prior to 2020 Use Class updates; these now fall within Classes E/F.

6.2.50 The estate is of average quality, as reflected in its CoStar ratings, with both properties rated 3. The site is generally well maintained, including recent roofing renovations. However, the internal road and courtyard area are poorly paved and would benefit from enhancements. Limited parking is available on-site and along Southmill Road.

6.2.51 Millside Industrial Estate is accessed via Southmill Road. Its location within a residential area provides good proximity to the town centre, and the site is accessible for pedestrians and cyclists. However, connectivity to the strategic road network is limited, with access to the M11 motorway or A120 requiring passing through central Bishop's Stortford. In terms of public transport, there are multiple bus stops within walking distance of the estate providing services across Bishop's Stortford and nearby villages. Bishop's Stortford Railway Station is located approximately 500m to the north of the site.

6.2.52 The estate has maintained full occupancy since 2009, indicating robust demand for the employment space.

6.2.53 As shown in Table 6-6 industrial rent in 2025 Q4 was £146.71/sqm. Since 2015, industrial rents have increased steadily from £76.85/sqm. Opportunities for further development are limited, with residential areas, roads, and commercial development surrounding the site.

Southmill Trading Estate

6.2.54 Southmill Trading Estate is a small estate (0.4 ha) located adjacent to Bishop's Stortford Railway Station and in close proximity to the town centre. The site comprises 15 small units across four properties, totalling 3,065 sqm of employment space.

6.2.55 The site is bordered by commercial development to the north-west, the railway station to the north-east, and residential and office development to the south-east. The River Stort separates the site from the railway station car park. The Grade II listed 'Millars' buildings, redeveloped as apartments and commercial spaces, are adjacent to the north-west of the site.

6.2.56 Use Classes include E(g)(i), (ii), (iii), and Class B8. Southmill Trading Estate primarily accommodates light industrial and service businesses, including financial, electrical, energy, and heating services. Other uses include retail and a fitness studio.

6.2.57 Table 6-7 provides an overview of Southmill Trading Estate.

Table 6-7 Overview of Southmill Trading Estate

Number of units	Property types	CoStar Quality Rating	Office rent (£/sqm)	Industrial rent (£/sqm)	Uses
15	Office, Industrial, Retail	2-3	215.08	154.32	Services, manufacturing, and fitness centre.

Source: CoStar (2026); East Herts District Council (2026) Bishop's Stortford Employment Land Allocations.

6.2.58 Buildings at Southmill Trading Estate were constructed between 1890 and the 1980s, with the 1890 property renovated in 2013. A planning application was granted to change the Use Class for a unit to Class D2 (now E(d)).

6.2.59 The estate is of average quality, as reflected by CoStar ratings, with 50% of properties rated 2 and 50% rated 3. The environment is generally well maintained, with good road quality, however a fenced storage/operational yard occupied by Cadent Gas is visually unappealing. Parking provision is considered sufficient.

6.2.60 Southmill Trading Estate is accessed via Southmill Road. The estate is located in close proximity to the town centre and adjacent to Bishop's Stortford Railway Station. Links to the station are very good, with pedestrian access via footbridge from the site and with access by road ~1km away. Connectivity to the strategic road network is limited, with the M11 motorway or A120 accessed via central Bishop's Stortford. In terms of public transport, there are multiple bus stops in walking distance of the estate, providing services across town and to nearby towns and villages. Pedestrians and cyclists can access the site via Southmill Road.

6.2.61 In 2025 Q4, the vacancy rate was 3.7%, increasing from 0.0% between 2021 Q3 and 2025 Q3. Therefore, current vacancy levels indicate a periodic turnover of occupiers. Current vacancy comprises 114 sqm within a building constructed in 1987, rented at £175/sqm.

6.2.62 As shown in Table 6-7, office and industrial rents in 2025 Q4 were £215.08/sqm and £154.32/sqm respectively. Since 2015, industrial rents have increased steadily from £84.98/sqm in 2015 Q1, while office rents have fluctuated slightly, particularly during the Covid-19 period. Opportunities for further development are limited due to the River Stort, and surrounding residential and commercial development.

Thorley Fields Business Park

6.2.63 Thorley Fields Business Park is housed on a 3.7 ha site located at the southernmost edge of Bishop's Stortford, at the intersection of Thorley Street (A1184) and St James Way. Thorley Fields Business Park is a new private business park located at Bishop's Stortford South (BISH5), built in 2024/2025. The site is not formally allocated as an employment site in the 2018 District Plan, having been completed since the adoption of the Plan, but it is to be recommended for allocation in the forthcoming plan. Employment space at the site is predominantly industrial, however the largest units include ancillary office space. The site comprises 12 units across five properties, totalling 17,608 sqm in floorspace.

6.2.64 The site is bordered by St James Way and Thorley Street (A1184) to the south-east and west, with greenfield land beyond. A care home, delivered as part of the BISH5 masterplan, lies to the west, and a sustainable urban drainage system (SUDS) and green space are located to the north, beyond which is residential development. Notable occupants include Delta Group, MCP Engineering Plastics, and TPS Trade.

6.2.65 Use Classes include E(g)(ii), (iii), Class B2 and Class B8. Planning permission at BISH5 was granted in 2019 (Ref 3/18/2253/OUT), which included the provision of this employment area, residential dwellings, a care home, education, and local retail.

6.2.66 Table 6-8 provides an overview of Thorley Fields Business Park.

Table 6-8 Overview of Thorley Fields Business Park

Number of units	Property types	CoStar Quality Rating	Office rent (£/sqm)	Industrial rent (£/sqm)	Uses
12	Industrial	4	n/a	136.16	Supplier, professional, business services, manufacturing.

Source: CoStar (2026); East Herts District Council (2026) Bishop's Stortford Employment Land Allocations.

6.2.67 Three properties were constructed in 2024, with a further two completed in 2025. The site is of good quality, as reflected by CoStar ratings, with all properties rated 4. Modern industrial units with rooftop solar PV contribute to its appearance and parking provision is considered sufficient.

6.2.68 Thorley Fields Business Park is accessed via St James Way. The site is located at the edge of Bishop's Stortford and benefits from direct access to the A1184, connecting to

Sawbridgeworth, Harlow, and surrounding villages, however, strategic links to the M11 motorway and A120 are more limited. Bishop's Stortford Railway Station is over 2 km north of the site. In terms of public transport, the St James Park Beaumont Avenue High School bus stop is located within 100m of the site. However, only one service provides regular links to the town centre, while others operate once or twice daily to surrounding settlements. Pedestrians and cyclists can access the site.

6.2.69 In 2025 Q4, the vacancy rate was 39.9%, comprising 7,028 sqm, increasing from 13.3% in 2024 Q3 and Q4. This increase likely reflects the completion of 2025-built properties and the resultant growth in supply. Current vacancy is spread across three properties, comprising 1,624 sqm, 2,246 sqm, and 3,158 sqm, with rents ranging from of £121.42/sqm to £121.63/sqm. There is, agricultural land adjoining the site to the south of St James Way, within the Green Belt.

Overview

6.2.70 The eight employment areas comprise some larger sites which incorporate multiple adjacent industrial estates, and some very small sites which accommodate smaller-scale businesses and services. All are generally considered to be performing well and meeting needs for employment space and premises. There is a good range of building and unit types including new industrial employment premises in locations such as Thorley Fields indicating the viability of new development locally. There is limited vacancy when considered overall and when newly developed premises awaiting occupants are accounted for which points to good market operation. Opportunities for intensification and expansion are limited on most sites due to levels of site occupancy, layout and proximity to surrounding uses, including sensitive uses in some instances. Whilst there is a presence of non-employment uses this is not considered untypical reflecting the flexibility of the E use class, however given low vacancy levels and the delivery of new floorspace, uptake of space by such users should be closely monitored to maintain a good supply of premises to the employment land uses.

6.3 Bishop's Stortford Town Centre

6.3.1 Bishop's Stortford town centre plays a vital role in providing office space in East Herts, linked to its strong connectivity, with Bishop's Stortford Railway Station providing direct connections to London Liverpool Street, Stratford, and Cambridge, and road connectivity offered by the M11 and A120, while the town centre also provides workers with access to a range of amenities which are key attractors for office occupiers.

6.3.2 The town centre provides access to a range of office spaces, ranging from 13 sqm to 3,690 sqm. In total there are 75 office properties in the Bishop's Stortford town centre area, the majority of which are of low to average quality.

Table 6-9 Overview of Bishop's Stortford Town Centre

Number of properties	Property types	CoStar Quality Rating	Office rent (£/sqm)	Vacancy rate (%)	Uses
75	Office	1-3	184.39	5.0	Professional, business services; financial services, IT; real estate.

Source: CoStar (2026).

6.3.3 Office properties in Bishop's Stortford town centre are generally old, with the majority of buildings having been constructed before 1960, with some dating as early as the 1600s. Conversely, few buildings are purpose built for office use, with a high proportion of office conversion and the provision of office space above retail units.

6.3.4 Office market rents in the town centre currently stand at £184.39/sqm. This represents a notable decrease on more recent years, with rents having stood at £216.63/sqm in Q2 2020. Similarly, vacancy rates stood at 2.2% prior to the pandemic before rising to stand at 5% currently, highlighting its impact on the local office market.

6.3.5 There has been no delivery of new office floorspace in Bishop's Stortford town centre since 2008, and some space lost following the demolition of 1 The Causeway. This is to be followed by the demolition of Charrington House as part of the Old River Lane development, though some office use is anticipated to be delivered as part of the new development.

7. Land for Employment Development

7.1 Introduction

7.1.1 This section of the report examines the employment land available for development in existing allocations and the pipeline of employment floorspace anticipated to be delivered in Bishop's Stortford. It then determines the potential amount of employment that could be generated across the employment land use classes.

7.2 Employment Development

7.2.1 The East Herts District Plan (2018) included the provision of 19-20 hectares of new employment land across a number of locations in the District. In all, 8-9 hectares of this supply was in Bishop's Stortford:

- 4 hectares within the development at Bishop's Stortford North (BISH3); and
- 4-5 hectares within the development at Bishop's Stortford South (BISH5).

7.2.2 Policy BISH1 details that new employment floorspace in Bishop's Stortford will be primarily delivered as follows:

- Through mixed-use development in the town centre at The Goods Yard (BISH7) and Old River Lane (BISH8).
- New employment land at Bishop's Stortford South.
- Through two mixed use local centres at Bishop's Stortford North providing 4.1ha of land comprising 21,000 sqm of commercial floorspace (B1a, b and c), up to 3,000sqm for D1 uses and up to 1,200 sqm retail provision. Further provision of up to 4,000 sqm of commercial floorspace may also be delivered.

7.2.3 Potential employment development at Bishop's Stortford North (BISH3) and in the two mixed-use District Plan site allocations in Bishop's Stortford, The Goods Yard (BISH7) and Old River Lane (BISH8), has been considered to identify potential employment growth. This is set out for each site in-turn below.

Bishop's Stortford North

7.2.4 In the period following adoption of the District Plan, the 4-5 hectares of employment land at Bishop's Stortford South has been delivered through Thorley Fields Business Park, as profiled in the previous section. However, the 4 hectares within the development at Bishop's Stortford North has not yet been developed. This site received outline permission in 2015 for:

"D*evelopment of 2 mixed use local centres on 4.1 hectares of land providing up to 21,000 sq.m. (gross) commercial floorspace (Use Class B1 a, b and c) inclusive of (if required) a maximum of 3,000 sq.m. (gross) for healthcare facilities (Use Class D1), together with retail floorspace (Use Classes A1, A2, A3, A4 & A5) up to a maximum of 1,200 sq.m. (gross), residential development (use Class C3), and the potential for other community/cultural/leisure (Use Class D1 & D2) if required (floorspace to be agreed).*"

The application also included the potential for *"an additional 0.5 hectares of land for up to 4,000 sq.m. (gross) commercial floorspace (Use Class B1 a, b and c) if required or for residential purposes (Use Class C3) if not."* This is hereafter referred to as the Business Park Extension.

7.2.5 The mixed use local centres are split across sites in the east and west of the developments. The western neighbourhood local centre comprises of 1.4ha of the land and has a partly implemented planning permission (3/19/2626/FUL) for a new doctor's surgery; a children's nursery; a 78-bed care home; 26 affordable apartments and space for shops and a community room, therefore accommodating no employment uses. In the eastern

neighbourhood, District Plan Policy BISH3 criterion II e and f outline the location should include a mixed use neighbourhood centre including local shops, facilities and business incubator units and a new employment allocation to provide modern business premises attractive to B1 employment uses.

7.2.6 However, the outline permission has lapsed and therefore the development of the eastern neighbourhood centre will require a new application, as opposed to a reserved matters application. Therefore, there is potential for the use classes or the quantum of land put forward for employment uses to change as part of this new application.

7.2.7 Given this context, it is relevant to the development of policy for Bishop's Stortford to know how many jobs could be created should this land be developed for employment uses. In order to make this calculation, a number of assumptions are required, as detailed below:

- **Use Class** – The proportion of the land likely to be developed and associated floorspace will depend on the use class that is likely to be accommodated on site. The lapsed planning permission assumed that employment development would relate to "Use Class B1 a, b and c", corresponding to use classes E(g)(i), E(g)(ii) and E(g)(iii). However, given the uncertainty relating to the fresh planning application in relation to the site, a range of scenarios are adopted to align with potential uses across the site:
  - **Scenario 1:** This scenario assumes that 25% of the eastern local centre comes forward for office use, alongside other non-employment uses. The 0.5ha Business Park Extension is assumed to come forward for an even split of office and light industrial uses.
  - **Scenario 2:** This scenario assumes an even split of office [E(g)(i)] and light industrial [E(g)(iii)]uses on 50% of the land associated with the eastern local centre. The 0.5ha Business Park Extension is assumed to come forward for an even split of office and light industrial uses.
  - **Scenario 3:** This scenario assumes an even split of general industrial (B2) and warehousing and storage (B8) uses on 50% of the land associated with the eastern local centre. Similarly, the 0.5ha Business Park Extension is assumed to come forward for an even split of general industrial (B2) and warehousing and storage (B8) uses.

  It is important to note that the split of uses is ultimately indicative for the purpose of estimating the potential employment that could be supported. The employment land allocation could, in practice, accommodate any eventual split across the E(g)/B employment land use classes including all being within one use class.
- **Plot Ratio** – The capacity of land to accommodate floorspace is known as the plot ratio and is expressed as the ratio of total development floor area to site area. There is some available evidence from research studies and many planning authorities use their own ratios, derived from design studies and measurement. In general, for industrial uses a plot ratio of 0.35-0.45 is relevant for light and general industrial uses, with 0.4-0.6 for warehousing and storage uses and 0.75 to 2.00 for office uses depending on the location of development[50]. Having reviewed the employment land evidence in East Herts and neighbouring authorities, a plot ratio of 0.4 for E(g)(iii) and B2 uses is assumed; alongside a plot ratio of 0.5 for B8 uses and 0.75 E(g)(i) uses[51].
- **Employment Densities** – Having applied plot rations to calculate the total development floorspace associated with the available land, this can then be converted to employment through the application of employment densities. These are applied in line with HCA Employment Density Guide 3rd Edition (2015), as summarised below:

[50] OPDM Employment Land Reviews: Guidance Note 2004
[51] This is consistent with the approach to employment land studies in North Hertfordshire and Welwyn Hatfield as neighbouring authorities.

Table 7-1 Employment density assumptions

Use class	Employment Density	Employment density assumption used (sqm per job)
E(g)(i)	Office – 13 sqm NIA per FTE job	13
E(g)(iii)	Light industrial – 47 sqm NIA per FTE job	47
B2	Industrial & Manufacturing – 36 sqm GIA per FTE job	36
B8	Storage & Distribution – 70-95 sqm GEA per FTE job	70

Source: HCA Employment Density Guide (2015).

7.2.8 The ratio of external to internal areas – The application of plot ratios allows the gross external area (i.e. the whole area of a building taking each floor into account[52]) to be calculated. As shown in Table 7-1, the employment densities vary in their application, from net internal area (light industrial), gross internal area (general industrial) and gross external area (warehousing and storage). As such, for light industrial and office floorspace, adjustments are required to convert the floorspace to NIA, while general industrial floorspace is converted to GIA. A 1:0.95 conversion ratio is assumed for GEA to GIA is assumed; with a similar 1:0.8 conversion ratio for GIA to NIA[53].

7.2.9 The application of the above assumptions is set out in Table 7-2. The analysis suggests that, if the vacant land at the eastern local centre and business park extension were to be developed, additional employment of 164 – 465 FTE jobs could be generated in Bishop's Stortford.

7.2.10 However, it should be noted that these figures are only measures of capacity based on potential scenarios, not the likelihood of delivery. The market appeal of the site can differ very substantially and this will have a major bearing on actual delivery of employment floorspace and the actual creation of jobs.

Table 7-2 Estimate of FTE Jobs Generated by the Development of Vacant Land at Bishop's Stortford North

Scenario	Use Classes	Total Floorspace (sqm)	Total FTE Employment
Scenario 1	E(g)(i) / E(g)(iii)	7,938	422
Scenario 2	E(g)(i) / E(g)(iii)	10,638	465
Scenario 3	B2/B8	8,325	164

The Goods Yard

7.2.11 An application was submitted, with a resolution to grant permission, for mixed-use development (3/22/1613/OUT) on part of the allocation comprising 3,276 sqm of flexible Use Class E. A further application has been submitted for development elsewhere on the allocation (3/24/1707/FUL) comprising 522 sqm of flexible commercial space (Use Class E) at ground floor alongside within a four storey building accommodating a hotel.

7.2.12 Given the flexibility within the applications, which are each yet to be granted planning permission, there is the potential for some employment to come forward through E(g)(i) uses at The Good's Yard development, but limited certainty at this stage. The total floorspace with potential for employment use is 3,798 sqm. A number of potential scenarios are therefore set out against the total floorspace with potential for employment use i.e. 3,798 sqm (3,276 sqm + 522 sqm):

- Scenario 1: Of the 3,798 sqm of Use Class E space, 15% of this is assumed to come forward for office (E(g)(i)) use.

[52] VOA Code of measuring practice: definitions for rating purposes
[53] HCA Employment Density Guide (2015)

- Scenario 2: This scenario assumes 25% of space comes forward for office (E(g)(i)) uses.
- Scenario 3: This scenario assumes 50% of the space comes forward for office (E(g)(i)) uses..

7.2.13 Applying the assumptions set out in Table 7-1, the analysis suggests that between 44 and 146 FTE jobs could be generated by the employment land use classes on The Goods Yard site, depending on the scenario. This is set out in Table 7-3.

Table 7-3 Estimate of FTE Jobs Generated by the Development of Vacant Land at The Goods Yard

Scenario	Floorspace (sqm)[54]	Total FTE Employment
Scenario 1	570	44
Scenario 2	950	73
Scenario 3	1,899	146

Old River Lane

7.2.14 An application has been submitted for the mixed use development on a 1.27 hectare parcel of land At Old River Lane (3/25/1949/FUL). The application comprises up to 171 residential units (including 48 affordable units) (use class C3), community use (use class E / F2), retail and commercial (use class E) and Public Square (sui generis), the creation of new and improvements to existing streets, footpaths and cycle lanes, and associated works (including car and cycle parking, landscaping, drainage works).

7.2.15 In relation to the Class E uses:

- 1,283 sqm of Use Class F2 / E is proposed for an NHS facility to the north of the site. However, while this remains the preferred scenario, there is uncertainty as to whether the NHS will take up the space, and the applicant has submitted this land as F2/E to provide flexibility to accommodate other uses under Class E.
- 1,313 sqm of Use Class E space is proposed, much of which is anticipated to be focused on food and drink provision, however there is the potential for some office (including co-working space) to the delivered within the site.

7.2.16 As with The Goods Yard, given the flexibility within the application, which is yet to be determined, there is the potential for some employment to come forward through E(g)(i) uses at the Old River Lane development, with limited certainty at this stage. A number of potential scenarios are therefore set out:

- Scenario 1: This scenario assumes the NHS facility is delivered to the north, with no E(g) employment space delivered on this part of the site. Of the remaining 1,313 sqm of Use Class E space, 15% of this is assumed to come forward for office (E(g)(i)) use.
- Scenario 2: This scenario assumes the NHS facility does not come forward and 25% of the floorspace across each of the 1,283 sqm and 1,313 sqm areas comes forward for office (E(g)(i)) uses.
- Scenario 3: This scenario assumes the NHS facility does not come forward and 1,283 sqm of office (E(g)(i)) space is developed, with 15% of the remaining 1,313 sqm of Use Class E space coming forward for office (E(g)(i)) use.

7.2.17 Applying the assumptions set out earlier in this section, the analysis suggests that between 15 and 114 FTE jobs could be generated by the employment land use classes on the Old River Lane site, depending on the scenario. This is set out in Table 7-4.

[54] Note: Given no measurement classification is provided in relation to the floorspace, the ratio of external to internal areas is unknown and no conversion has been made for the purpose of this analysis.

Table 7-4 Estimate of FTE Jobs Generated by Land at Old River Lane (Ref 3/25/1949/FUL)

Scenario	Floorspace (sqm)[55]	Total FTE Employment
Scenario 1	197	15
Scenario 2	649	50
Scenario 3	1,480	114

7.3 Summary

7.3.1 Taken together, the analysis suggests that the development of Bishop's Stortford North and Old River Lane could result in the generation of between 223 and 725 FTE jobs across the employment land use classes.

Table 7-5 Summary of Potential Employment Generated by Vacant Land and Pipeline Supply

Site	Floorspace (sqm)		FTE Jobs	
	Low	High	Low	High
Bishop's Stortford North	8,325	10,638	164	465
The Goods Yard	570	1,899	44	146
Old River Lane	197	1,480	15	114
Total	9,092	14,017	223	725

7.3.2 If delivered, these jobs would represent growth of 2-5% on current workplace employment in Bishop's Stortford. However, it should be recognised that additional jobs could also be delivered across non-employment uses such as retail, food and beverage and healthcare.

[55] Note: Given no measurement classification is provided in relation to the floorspace, the ratio of external to internal areas is unknown and no conversion has been made for the purpose of this analysis.

8. Conclusions and Recommendations

8.1 Introduction

8.1.1 This section of the report presents our conclusions and recommendations based on the analysis in the preceding sections and outlines a potential strategy for the development of employment land in Bishop's Stortford.

8.1.2 The conclusions and recommendations of the Study are framed around a series of questions. These are as follows:

- Is it desirable to increase the number of jobs in Bishop's Stortford?
- What sort of jobs could be attracted or developed in Bishop's Stortford?
- What actions need to be taken to achieve the desired Bishop's Stortford?

8.2 Is it desirable to increase the number of jobs in Bishop's Stortford?

8.2.1 As set out in the NPPF, the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. In this regard, it is important to support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

8.2.2 The current housing trajectory, taking account of commitments dwellings with planning permission of allocated in the adopted District Plan, suggests the potential for between 1,023 – 2,118 new homes to be delivered in Bishop's Stortford to 2033. With an average household size of 2.37 in East Herts[56], this indicatively suggests the potential for 2,425 – 5,020 additional residents, of which 1,186 – 2,456 would be expected to be aged 16 and over and economically active.

8.2.3 Given the scale of residential development, it will be important to ensure this is balanced with an appropriate quantum of employment land to support opportunities for local residents. This is a particular consideration given the lack of spare capacity in the local property market and the loss of employment floorspace, such as at Charringtons House through the Old River Lane development. The analysis suggests that the undeveloped employment land allocation at Bishop's Stortford North, potential development at The Goods Yard and land at Old River Lane could result in the generation of between 223 and 725 FTE jobs, representing growth of 2-5% on current workplace employment in Bishop's Stortford. However, there is ongoing uncertainty regarding the amount of E(g)/B class floorspace to be developed at Bishop's Stortford North, with the existing permission having expired, and the amount of employment generated through existing vacant land/pipeline supply could therefore be significantly lower.

8.2.4 As recognised in the Buntingford Employment Study, the specialist nature of many jobs means that it is worth people travelling some distance to work, since by so doing they can secure a much better paid job, than they could if they worked locally. People are willing to commute, both because the salary they can command in a job more than outweighs the cost of commuting, and because they have reasons why they wish to live where they are, be that family connections, children in local schools, a preference to live in a market town rather than a bigger settlement. This is particularly relevant in the Bishop's Stortford context, given the presence of the station which provides direct connections to London and Cambridge, and the range of high value opportunities these markets offer.

[56] ONS (2022) Census (2021) Household size, local authorities in England and Wales,

8.2.5 As such, there is no certainty that an increase in the number of jobs located in Bishop's Stortford will reduce the level of out-commuting set out in Section 4.5, with commuter outflows (12,987) nearly double the amount of inflows (6,960) at the time of the 2011 Census. Workers will be drawn from elsewhere in the District, and inward commuting locations such as Harlow, Braintree and Epping Forest, as set out in Section 4.5.

8.2.6 Moreover, it is important to recognise that wider commercial development in competing locations may satisfy some demand from the resident population in Bishop's Stortford. For instance, East Herts district accounts for the highest percentage share (18.4%) of the 12,200 employees at Stansted Airport and, owing to its proximity, it is likely many of these workers would reside in Bishop's Stortford. Given the significant expansion plans at Stansted Airport – with up to 5,000 new jobs forecast to be created as part of the £1.1bn expansion approved by the government in 2023, and an additional 900 jobs to be created through plans to further increase passenger capacity to between 48 and 51 million people per year by 2040 – it would be anticipated that many of these jobs would be accessible to residents of Bishop's Stortford.

8.2.7 However, should the provision of employment space fail to keep up with growth in the working age population in Bishop's Stortford, there will inevitably be an increase in outward-commuting, notwithstanding the increase in home working that has resulted from the Covid-19 pandemic, suggesting the need to increase the number of jobs available to residents in Bishop's Stortford.

8.3 What sort of jobs could be attracted or developed in Bishop's Stortford?

Office

8.3.1 In relation to the office market in Bishop's Stortford the analysis has demonstrated that there is relatively limited spare capacity in the market with vacancy rates standing at 3.1%. This is below East Herts, the East of England and England, and below generally accepted "frictional" vacancy rate of between 5-8% which indicates a market in balance.

8.3.2 Yet the relatively low vacancy rates have not coincided with an increase in office rental values, which have broadly plateaued since 2017. Feedback from property market agents has indicated a lack of demand for office space, particularly for larger areas of floorspace following the Covid-19 pandemic, and therefore the low vacancy alongside stagnant rental values could reflect flexibility in landlords renegotiating leases to maintain occupancy against a backdrop of falling office attendance.

8.3.3 While there is limited evidence of additional demand in Bishop's Stortford, the profile of office stock in the town presents potential challenges. Office properties in Bishop's Stortford town centre are generally aged, lower quality converted stock rather than modern, purpose built stock that is generally demanded by occupiers. Furthermore, the age and quality profile stands to necessitate investment to upgrade/retrofit existing buildings to comply with minimum energy efficiency standards set to be implemented in the future. Should landlords feel disinclined to invest to upgrade office stock, given the demand and rental performance of the local office market over recent years, Bishop's Stortford could face a situation where it has offices which are 'stranded assets' that are both non-compliant and undesirable to retrofit or where pressure from other uses such as residential, leisure or food and beverage is sought to be accommodated through changes of use. However, given the supply of office space in Bishop's Stortford is predominantly small and in converted buildings, it would be anticipated that some properties could be retrofitted relatively easily or repurposed for other uses, whilst some purpose built office space may be owner-occupied which does not need to comply with the regulations; all of which is likely to reduce the risk of stranded assets.

8.3.4 As such, there could be the requirement to ensure the office stock is fit for purpose to meet the needs of current occupiers, and also to accommodate additional demand associated with the growth of key sectors, wider growth opportunities and typologies such as co-working spaces. Indeed, it is notable that the wider Bishop's Stortford + Stansted area

considered in this analysis houses office stock which is newer, higher quality and purpose built, which could limit the competitiveness of Bishop's Stortford's office market.

8.3.5 As set out in Section 5.2, office rental values are well below the regional average, and feedback from agents indicated that the delivery of new office floorspace in Bishop's Stortford is subject to viability challenges. It was viewed that the market would be unlikely to deliver new office floorspace unless this were to be as part of a wider mixed use development, whereby the viability challenge could be offset through the associated development of other more valuable uses such as residential. In this regard, the delivery of office space would need to be stipulated clearly as part of the permission or forming an element of a Section 106 agreement. Alternatively, it was viewed that grant funding would likely be required to offset viability gaps for purpose build standalone office development.

8.3.6 Overall, it was viewed that future office development would likely be of a smaller scale and be best suited in proximity to the town centre, where it is most in demand, but that key requirements such as the availability of sufficient parking would need to be met. As such, business park locations were also viewed to be suitable should this condition be met.

8.3.7 Given Bishop's Stortford's key role as a commercial centre in East Herts, with its connectivity to London and Cambridge and the amenities of the town centre a draw for office occupiers, it would be anticipated that jobs would continue to be generated by prominent knowledge-intensive sectors such as professional, scientific and technical, information & communication and financial and insurance, which are prominent in the town.

Industrial

8.3.8 In relation to the industrial market, vacancy rates across industrial and warehousing and storage use classes are generally below the rate which is typical for all comparator areas. The vacancy rate for light and general industrial uses, at 2.9%, indicates a particular lack of spare capacity in the local market; while warehousing and storage vacancy was more in line with the frictional level.

8.3.9 Agents reflected that demand for industrial space is robust in Bishop's Stortford, with connectivity to the Strategic Road Network – in particular Junction 8 of the M11 – a key driver, particularly for B8 uses. However, speculative developments, which dominate the new supply, would still be designed for and have permission for light industrial, general industrial and warehousing and storage space to provide the requisite flexibility in an industrial estate setting, with this potentially having the ability to deliver higher quality ancillary office space than is currently available in Bishop's Stortford town centre.

8.3.10 The future expansion of Stansted Airport was viewed to strengthen demand for space; with agents reflecting that industrial space near the airport is fully occupied. However, it was noted that direct competition would be provided from future developments such as Stansted Northside and other competing locations such Braintree, from which businesses could access the airport readily. While Bishop's Stortford is geographically closer than many competing locations, there are challenges in terms of journey times which could deter investors.

8.3.11 Overall, it was viewed that Bishop's Stortford had the potential to support the development of additional industrial development, with one agent noting the potential for up to 500,000sqft (46,000 sqm) of new floorspace. However, this would need to meet a number of key criteria, such as being in proximity to the SRN/Junction 8 of the M11, being well segregated from sensitive uses (e.g. residential), offering suitable access and of an appropriate shape/topography.

8.3.12 Given Bishop's Stortford forms part of the UK Innovation Corridor, which is home to prominent employers in the health, life sciences and pharmaceuticals, advanced engineering and aerospace sectors, it is viewed that suitable employment land would present opportunities to attract high value employers across these sectors, owing to the town's connectivity, its relative affordability of business space compared with competing locations in the Corridor and quality of life factors.

8.3.13 Reflecting that digital and technology is identified as a key sector in the Hertfordshire Economic Strategy, and data centre development in other parts of the County, particularly in Hertsmere Borough, is progressing, jobs could be attracted to Bishop's Stortford in these sectors if land-use requirements allow. Critically sites require access to power. Where this is available, large flat sites with 24-hour access situated away from potential hazards such as flooding, chemical storage, or where heavy road traffic is present will typically meet requirements.

8.3.14 Furthermore, while the Transport and Storage sector is currently not prominent in Bishop's Stortford – accounting for 2.6% of employment, compared with 21.7% in the larger Bishop's Stortford + Stansted area – the future expansion of Stansted Airport and associated improvement to Junction 8 of the M11 could increase interest from B8 occupiers in the area and employment in similar sectors. The potential development at Stansted Northside would be anticipated to accommodate a significant amount of the larger scale and airport-specific demand. However, it is recognised that having access to sufficient industrial and warehousing capacity can be important for the effective operation of other sectors such as advanced manufacturing and life sciences, and therefore can contribute significantly to these sectors' success and long-term sustainability.

8.4 What actions need to be taken to achieve the desired outcomes?

8.4.1 Demand for employment land floorspace in Bishop's Stortford is likely to centre on the industrial use classes, with demand across light industrial (E(g)(iii)), general industrial (B2) and warehousing and storage (B8) use classes. There is a need to provide choice in order to accommodate a range of potential occupiers and unit sizes, given the relatively high proportion of microbusinesses (0-9 employees) in Bishop's Stortford and the presence of potentially larger opportunities linked to the expansion of Stansted Airport and wider growth in the industrial and logistics market.

8.4.2 Demand for office floorspace in Bishop's Stortford is more muted. However the age and quality profile of office space in the town centre – set against the backdrop of anticipated minimum energy efficiency standards for leased office properties and the "flight to quality" observed in the wider market – suggests the potential need for investment to ensure the office stock is fit for purpose to meet the needs of current and future occupiers.

8.4.3 However, no existing applications include the requirement for industrial space in Bishop's Stortford, following the delivery of Thorley Fields Business Park as part of the Bishop's Stortford South development. Furthermore, the delivery of E(g) floorspace at Bishop's Stortford North is uncertain, with the existing permission having expired, and though smaller amounts of office space could be delivered on both The Goods Yard and the Old River Lane sites, their applications have flexibility inbuilt and are yet to be granted planning permission.

8.4.4 Set against this backdrop, it is suggested that the Council should safeguard existing sites set out in Section 6 where possible, thereby maximising their contribution to local economic development. Employment uses at Bishop's Stortford North should be encouraged given the relative scale of potential opportunity at this location. The Council should continue to work proactively with the Old River Lane applicant to encourage the delivery of some small-scale office floorspace to boost the profile of the offer in the town centre, subject to viability. Given the identified viability challenges which limited the potential to bring forward office space in Bishop's Stortford without subsidy, the Council could also support more innovative/novel supply options where applications arise. For instance, self-storage developments often incorporate office workspace to allow businesses to have their office, inventory, and packing area in one location which can act as an affordable alternative to traditional commercial real estate. Appropriate locations for these would be in existing industrial areas ideally accessible by public transport. Also, co-working spaces remain popular as an office floorspace typology across the UK market, with existing examples in the town, and have potential for delivery within mixed-use developments.

8.4.5 Whereupon existing employment land is lost to residential or other uses (noting high demand from residential, leisure uses and nurseries identified through stakeholder

engagement), or permissions including employment space do not come forward, or are developed in whole or in part for different uses than have currently been consented, this land or floorspace should be re-provided to a similar or improved quantity and quality specification. This is particularly important in respect of industrial space where there is identified demand but the opportunities for meeting this may be limited such that if space is not delivered at allocations this could lead to requirements being unmet by the market The Council could also consider the allocation of additional employment land in Bishop's Stortford to accommodate this demand.

8.4.6 It is recommended that the Council continues to regularly monitor changes to existing and newly delivered employment space to identify evolving occupier/developer patterns and inform any policy responses that will be required. This is important given that some newly delivered employment space may come forward within the E Use class where there is flexibility for space assigned to E(g) use to later switch to other, non-employment land, uses such as retail, albeit that this can still result in employment generation.

8.4.7 The Council should review the opportunities to work with landlords and occupiers to improve office properties in Bishop's Stortford town centre to reduce the potential risk of some properties becoming non-compliant with minimum energy efficiency standards. Otherwise, Bishop's Stortford could face a situation where it has some offices which are 'stranded assets' that are both non-compliant and undesirable to retrofit, though, as previously noted, this risk is tempered somewhat due to some owner-occupancy and potential for retrofit/repurpose in the converted premises. This could be through acting on its own stock and utilising local connections with landlords and occupiers. It is recognised that the Council faces funding constraints that can limit its resource and capacity to lead, however, there are several different roles Councils can play, including:

- Facilitation – acting as convenor to bring a 'coalition' of willing individuals and groups together;
- Marketing and communication – a key, relatively resource-light role, providing trusted information to landlords and occupiers;
- Coordination – acting as the 'lynchpin' in terms of coordinating action
- Being a trusted partner – local authorities are often more trusted than national government and other stakeholders;
- Supporting the growth of local skills and supply chain – working with the supply chain to promote accreditation and capacity-building; and
- Partnering with the private sector – to facilitate retrofit finance to all occupiers, regardless of tenure[57].

8.4.8 It is important to recognise that this Study is part of a wider evidence base for the New Local Plan , and the strategy for supporting employment in Bishop's Stortford will be informed by wider employment market and land supply assessments at the East Herts level, which will determine the overall quantity of employment land that is required over the District Plan period, alongside consideration of housing, infrastructure and environmental needs and constraints in the town and wider district. Should this wider evidence base support the need for additional employment land at the district level, the evidence presented suggests the potential requirement for additional employment land in Bishop's Stortford to align with growth in the residential population of the town and employment allocations no longer supporting employment uses. In considering additional employment land, or whether the existing supply of employment land is fit for purpose, a number of criteria should be considered. These include:

- Accessibility and sustainable transport needs;
- The provision of essential infrastructure e.g. access to utilities;

[57] Ashden, (2021): Local authorities can drive a home retrofit revolution. Accessed here: https://ashden.org/news/local-authorities-can-drive-a-home-retrofit-revolution/. The bullets set out in the provided link were targeted more towards residential retrofitting, so the principles deemed relevant have been adapted to apply more broadly to how the Council can interact and collaborate with partners to retrofit commercial premises.

- Segregation from sensitive neighbouring uses (e.g. residential); and
- Site size, access, shape and topography.
- Deliverability and/or ownership.

8.4.9 The Conclusions and Recommendations of this Study are summarised in Table 8-1 below.

Table 8-1 Conclusions and Recommendations

Topic	Conclusion/Recommendation
Is it desirable to increase the number of jobs in Bishop's Stortford?	• The analysis has demonstrated that additional employment land is required in Bishop's Stortford to meet identified demand for industrial needs and the lack of spare capacity in the market. • Demand is more muted for office space; however, the age and quality profile of stock presents potential future challenges in retaining occupants and safeguarding stock given future minimum energy efficiency standards. • Future population growth associated with the current commitments in the housing trajectory for Bishop's Stortford suggests the need to deliver jobs in order to support sustainable development.
What sort of jobs could be attracted or developed in Bishop's Stortford? Why?	• Bishop's Stortford has a high proportion of employment in knowledge intensive business services such as professional, scientific and technical, information & communication, financial and insurance. • Its position as part of the UK Innovation Corridor Core Area could attract occupiers across the health, life sciences and pharmaceuticals, advanced engineering and aerospace sectors. • Conditions to harness opportunities related to AI and data centre development could be realised if appropriate sites exist. • Stansted expansion could increase interest from transport and storage companies; with warehousing and storage also vital for other sectors across the economy including advanced manufacturing and life sciences.
What actions need to be taken to achieve the desired outcomes?	• There is a need to provide choice in order to accommodate a range of potential occupiers across light industrial (E(g)(iii), general industrial (B2) and warehousing and storage (B8) uses. • Delivery of small and medium-sized premises (under 2,000 sqm) should be encouraged reflecting the current mix of provision in the town (and generally the District) across both office and industrial. • The Council should safeguard existing sites where possible. • The Council should continue to work proactively with the applicants at Old River Lane and The Goods Yard to encourage the delivery of some modern office floorspace on site, subject to viability. • The Council should continue to work proactively with the applicant at Bishop's Stortford North to encourage the delivery of employment floorspace on the site. • The Council should consider the role of more innovative office supply options should applications arise, for instance the colocation of office space alongside other more novel uses. • The Council should consider the potential for the allocation of additional employment land in Bishop's Stortford to accommodate identified industrial demand. In considering additional employment land, or whether the existing supply of employment land is fit for purpose, a number of criteria should be considered, including those set out in Section 8.4.8. • The Council should continue to regularly monitor changes to existing and newly delivered employment space to identify evolving occupier/developer patterns and inform any policy responses that will be required. This is important given that some newly delivered employment space may come forward within the E Use class where there is flexibility for space assigned to E(g) use to later switch to other, non-employment land, uses. • The Council should review the opportunities to work with landlords and occupiers improve office properties in Bishop's Stortford town centre

Topic	Conclusion/Recommendation
	before they become non-compliant with minimum energy efficiency standards. • Should existing employment land be lost to other uses, or permissions including employment space do not come forward, or are developed for different uses than have been consented, this land or floorspace should be re-provided to a similar or improved quantity and quality specification.

East Herts Council Report

Executive

Date of meeting: Tuesday, 2 June 2026

Report by: Councillor Carl Brittain – Executive Member for Financial Sustainability

Report title: Drawdown from Executive Priority Reserve - Ward Freeman Project

Ward affected: Buntingford

Summary – This report seeks Executive approval to allocate £105,000 from the Executive Priority Reserve, established as part of the 2026/27 budget, to support the reopening of Ward Freeman Swimming Pool in Buntingford. The funding will provide additional support towards essential works to enable the facility to reopen, building on the £130,000 UKSPF funding approved in 2025/26.

RECOMMENDATIONS FOR EXECUTIVE:

a) Approve an allocation of £105,000 from the Executive Priority Reserve to support the reopening of Ward Freeman Swimming Pool in Buntingford.

1. Proposal

1.1. To seek Executive approval to allocate £105,000 from the Executive Priority Reserve to support the reopening of the Ward Freeman Swimming Pool.

2. Background

2.1. Ward Freeman Swimming Pool in Buntingford was closed in December 2023 due to health and safety concerns and the significant level of investment required to bring the facility up to an acceptable standard.

2.2. Following the closure, the council has worked with Hertfordshire County Council (as freeholder) and the local community to explore options for the future of the facility. A community-led solution has emerged through the formation of the Ward Freeman Community Pool Group (WFCPG), a registered charitable organisation established to refurbish and reopen as a community-owned and operated asset.

2.3. As part of the 2026/27 budget setting, at its meeting of 4 March 2026 Council approved the establishment of an Executive Priority Reserve, funded from forecast surpluses within the Medium Term Financial Plan.

2.4. In 2025/26, the council allocated £130,000 from the UK Shared Prosperity Fund (UKSPF) to support initial works associated with the reopening of Ward Freeman Swimming Pool.

3. Reason(s)

3.1. A request has been received from WFCPG to provide further financial support towards the reopening of Ward Freeman Swimming Pool.

3.2. The proposed funding would provide support towards essential refurbishment and enabling works, helping to address a current funding gap and maintain progress towards reopening. The project is currently targeting an opening in late 2026, subject to completion of works and necessary approvals.

4. Options

4.1. Executive could choose not to approve the requested funding or alternatively approve a reduced level of support and require the project to secure the remaining funding from other sources. However, both options would place significant pressure on the project's financial viability and delivery programme. This could result in delays to the planned reopening or, in the worst case,

prevent the project from being completed altogether. The proposed allocation therefore provides the most certain route to supporting the delivery of the scheme within anticipated timescales.

5. Risks

5.1 The project remains subject to a number of delivery risks, including potential changes to timescales and final costs as works progress. There is also a possibility that further funding may be required if additional works are identified or costs increase. In addition, the proposed allocations will reduce the overall balance available within the Executive Priority Reserve, limiting flexibility to respond to future emerging priorities. These risks will be managed through ongoing engagement with the project and regular monitoring of progress.

6. Implications/Consultations

Community Safety

Not directly arising from this report.

Data Protection

Not directly arising from this report.

Equalities

Not directly arising from this report.

Environmental Sustainability

Not directly arising from this report, although refurbishment works may provide opportunities for future efficiency improvements.

Financial

The budget for 2026/27 includes a provision for £250,000 in 2026/27 which has been set aside in the Executive Priority Reserve to support emerging priorities.

The proposed allocation of £105,000 would be met in full, from this reserve.

Following this allocation, sufficient balance will remain to support other priorities, although this will reduce overall flexibility and will be kept under review as part of ongoing financial monitoring.

Health and Safety

The funding supports works required to address previous health and safety concerns associated with the facility.

Human Resources

Not directly arising from this report.

Human Rights

Not directly arising from this report.

Legal

In accordance with the council's financial procedures and scheme of delegation, authority to approve allocations from earmarked reserves, such as the Executive Priority Reserve, sits with the Director for Finance, Risk and Performance, that is, the Chief Finance Officer (Section 151 Officer). Given the nature and intention of the Executive Priority Reserve, the Director for Finance, Risk and Performance has determined that, under the Constitution, decisions on use of the Executive Priority Reserve should instead be taken by the Executive. This is enabled by paragraph 3.36.1 and, indeed, maximises transparency and openness in decision-making on this important matter.

Specific Wards

Buntingford.

7.0 Background papers, appendices and other relevant material

None.

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