



Attention Claire Sime  
East Herts District Council  
Wallfields  
Pegs Lane  
Hertford  
Hertfordshire  
SG13 8EQ

**Highways Development Management**  
County Hall  
Pegs Lane  
Hertford  
SG13 8DN

26 January 2016

Dear Claire,

### **East Herts Local Plan Transportation Issues - A414 Hertford**

At the meeting on 7 January 2016, you presented a revised housing trajectory to support your Local Plan, it would appear that considerable effort has been made to explore options which limit the impact on the A414, where possible, in order to address our concerns regarding the capacity of the A414 at Hertford. In light of these revised proposals, you have asked for an updated position from the County Council as Highway Authority.

On the basis of the revised trajectory, we have reviewed the calculations for the Trigger Point analysis of the A414 in Hertford.

Making use of the continuous traffic count site on the A414 approach to Rush Green, we have looked at the flows from November 2015 and also from last week, January 2016 (week beginning 4 Jan 16). Flows in the eastbound direction have increased since we last looked at them in June, but are still below the peak levels observed in 2006 / 07. Those in the critical westbound direction appear to be lower than recorded in June in the AM peak, giving us a bit more room for manoeuvre.

In addition to this, the latest planning trajectory information from East Herts (dated December 2015) indicates that the number of units proposed within the Hertford urban area has reduced, which compared to the previous assessment, will lessen the amount of development traffic ending up on the A414.

This reduction in development trips, and the continued lower traffic levels on the A414 (compared with peak levels in 2006 / 07), indicates that the traffic from a smaller suggested development at Ware North should be capable of being accommodated on the A414 by 2022.

Initial development at Gilston and East of Welwyn Garden City is also proposed in the period 2022 -2027. Although these sites are urban extensions, with the majority of traffic likely to head into Harlow and Welwyn Garden City respectively, a proportion is likely to end up on the A414 in Hertford.



Further modelling work using our Countywide Model (COMET) is required to more accurately determine the likely level of traffic generation and distribution, as well as the level of background traffic growth, which could impact on A414 and specifically Hertford. However, in order to provide you with an updated position in advance of the modelling work, we have undertaken some calculations based on the likely growth either side of Hertford. We have focussed on the two developments of East of Welwyn Garden City and Gilston and initial calculations suggest the A414 at Hertford may be able to sustain two years extra growth over and above what we previously envisaged and advised in our letter dated 27 July 2015. This takes us to seven years in total (2024 assuming a 2017 start). However, it is important to recognise that we have had to make a number of assumptions in this calculation, such as the level of background traffic growth in the area. Consequently this position needs to be caveated as being subject to confirmation by further modelling work. Additionally, as per our previous correspondence, further detailed localised traffic assessments will also need to be undertaken, and mitigation measures developed, as part of the ongoing development of the Local Plan.

As highlighted previously, Hertfordshire County Council is developing a 'Transport Vision' to identify packages of transport interventions to enable growth across the county to 2050. Whilst we are not yet able to confirm a prioritised list of transport interventions, early indications from the process are that East West movements will be a key consideration and will feature strongly in the initial sifting of projects against the draft vision objectives.

In addition the A414 Member Group, which has been established to provide a forum for partnership working and collaboration on spatial planning and infrastructure issues along the corridor, will play a role in seeking to find a collaborative solution to transport infrastructure and delivery for the A414

As you are also aware, to provide an appropriate evidence base for the visioning work, a new Countywide Transportation Model (COMET) is being developed, and this will provide a platform for testing strategic mitigations to growth across the County. This technical work is already underway, and is considered to be the logical next step to progress the evidence base, and seek the necessary approvals to progress strategic transport improvements in Hertfordshire.

The development of COMET is currently on programme, and it is anticipated that the first run of the model, containing the current "best guess" development scenarios for each of the Districts and Boroughs, will output at the end of February. The first run will provide an initial snapshot of the potential highway impacts of development across the county. This will enable us to identify the locations requiring mitigation and will provide the platform to test further interventions.

The steps that East Herts has taken to explore and allocate alternative site allocations, to delay the trigger point at which a strategic intervention is required on A414 at Hertford is welcomed. It is our intention to continue to work with yourselves to ensure that the County Council can continue to support your emerging Plan through to implementation and delivery. It is acknowledged that we do not yet know what interventions will be required to support growth post 2024, although COMET will enable us to better understand the



congestion hotspots and provide the tool to enable us to test mitigations, which we hope should be able to further delay the trigger point at which a strategic intervention is required.

I hope this is helpful in providing an updated position statement.

Yours sincerely



Roger Flowerday  
**Development Manager**

