



TRANSPORT



Our three-fold transport agenda – promoting healthy lifestyles, encouraging social interaction, reducing traffic congestion

Our transport policies seek to enhance walking and cycling along the routes that are most likely to effect a shift away from the private car for short journeys in and around Ware.

Promoting active travel is beneficial in many ways: it promotes healthy lifestyles, encourages social interaction, and reduces traffic congestion, thus helping to alleviate air pollution. This latter point is particularly relevant in Ware, which has significant air pollution across much of the town.

The whole of the town is accessible within 15 minutes by bicycle and a significant proportion of the community is within a 15-minute walk of the railway station.

Our draft plan identifies key practical movement routes that should be prioritised for investment to ensure that they are fully accessible, well-maintained, attractively landscaped, pleasant to use, safe and well-lit.

Proposed developments should seek to ensure their connectivity to these movement routes; and where the routes can be connected to longer-distance paths, this will be encouraged.

The provision of infrastructure to support use of these routes – for instance safe cycle storage – will be helpful to further encourage active travel choices.

Furthermore, the plan identifies a recreational walking route, showcasing Ware’s heritage, that should be prioritised for the use of those visiting the town.

The provision of information boards at key destinations along the route will contribute to the celebration and enhancement of Ware’s distinctive heritage.

It is also proposed that specific improvements be made to the River Lea corridor for walking and cycling. There is a continuous towpath running along

the entire length of the south side of the river, from Hertford through Ware to Stanstead Abbots and down the Lee Valley. There are no actual blockages on this path, but some key improvements are desirable – and these are outlined in greater detail in the full draft document.

Specific proposals to improve pedestrian and cycle access will be supported – particularly those focusing on improving access between residential areas of Ware and important local facilities, including schools, the railway station and public transport nodes, community facilities, important employment areas and the town centre.

The strategic allocation north and east of Ware will feature a spine road linking the site with the A10 junction with the A1170. In addition, the East Herts Infrastructure Delivery Plan identifies the need for contributions towards improvements at the Rush Green roundabout, specifically an additional lane on the northern slip road approaching the roundabout.

These improvements are necessary to mitigate the impact of the 1,000+ new dwellings. If there were to be further growth in this location beyond the plan period, then further mitigation would be required and it has not been determined whether this is achievable or deliverable.

Proposals to improve the flow of traffic and pedestrian safety on key roads in the Neighbourhood Plan area (Ware High Street; Star Street; New Road and the southern part of Musley Hill; Park Road and Fanshawe Crescent; Hoe Lane; High Oak Road; Homefield Road; Collett Road) **will be strongly supported.**

Our policies will also aim to maximise the potential for children to walk safely to school by ensuring that new any new development in the immediate vicinity of a school protects and, where possible, enhances the safety of pedestrians.

Proposals to provide publicly-available vehicle charging points in Ware will be strongly encouraged, particularly in the locations identified on our Policies Map. Such charging facilities should provide parking spaces with future-proofed four hour (or faster) electric vehicle charging points (or wireless charging facilities) that are affordable, reliable and open access.