



TRANSPORT ASSESSMENT ADDENDUM

Land South of Chiswell Green Lane

Document History

Issue	Date	Description	Prepared By	Checked By
1	6 Sep 2022	First Issue	David Kemp	John Birch
2	13 Sep 2022	Updated to reflect comments	David Kemp	John Birch

Glanville

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1.0 Introduction

- 1.1 This Transport Assessment Addendum has been prepared by Glanville Consultants on behalf of Alban Developments Ltd and Alban Peter Pearson, CALA Homes (Chiltern) Ltd and Redington Capital Ltd, hereafter referred to as the applicants, in support of an Outline planning application for a proposed development to the south of Chiswell Green Lane in Chiswell Green (reference 5/2022/0927). The Outline application is for up to 391 dwellings with land being reserved on the site for a 2FE Primary School, with all matters reserved except for access.
- 1.2 The Outline application was submitted to St Albans District Council (SADC) in May 2022 and was supported by a Transport Assessment and Travel Plans for both the residential development and the future school. To inform the scope of the Transport Assessment, pre-application discussions were held with Hertfordshire County Council's (HCC) Highway Officers.
- 1.3 Following the submission of the application, the Highway Authority provided a consultation response which raised queries on how the proposed northern access junction and Chiswell Green Lane cycle improvements would tie in with the proposed site access for the proposed residential development to the north of Chiswell Green Lane (reference 5/2021/3194) in the event that both developments received planning consent.
- 1.4 A meeting was held with the HCC Highway Officers on 7 July 2022 to discuss their comments. At this meeting, HCC requested the following additional information:
- a) confirmation that the Chiswell Green Lane site access could be provided in conjunction with the site access for the development to the north of Chiswell Green Lane;
 - b) the replacement of the proposed 1m advisory cycle lane on Chiswell Green Lane with a 3m off-carriageway footway / cycleway;
 - c) confirmation that cycle improvements proposed by HCC along Watford Road, between Chiswell Green Lane and The Noke Hotel Roundabout to the south, would be provided as part of the package of off-site highway works for land south of Chiswell Green Lane.
- 1.5 Following the meeting it was understood that Milestone Transport Planning had produced a Transport Assessment Addendum to respond to HCC's objection on the proposed application for the site to the north of Chiswell Green Lane. This report provided further details on the proposed sustainable transport improvements to the north of Chiswell Green Lane associated with this development.
- 1.6 This Transport Assessment Addendum therefore provides a response to HCC's comments and the additional information requested at the meeting.

2.0 Chiswell Green Lane Site Access

- 2.1 The northern site access junction arrangement has been updated to incorporate a 3m footway / cycleway on the northern side of Chiswell Green Lane and the revised indicative junction layout is shown within Appendix A, whilst the revised swept path assessment has also been provided within Appendix A. The 3m footway / cycleway is discussed further within Chapter 3 of this Transport Assessment Addendum.
- 2.2 The junction layout has been checked to ensure that a suitable tie-in arrangement with the site access junction for the land to the north of Chiswell Green Lane is feasible in the event that both developments receive planning consent. A check has also been undertaken to confirm that both junctions could be accommodated if either development comes forward first. However, the arrangement shown within Appendix A assumes that the development to the south of Chiswell Green Lane would be implemented before the access to the site to the north.
- 2.3 Some minor adjustments to the junction layout would be required as the developments either side of Chiswell Green Lane widen the existing highway into their respective sites. Consequently, for whichever development comes forward second, minor adjustments to the consented or as-built layout may be required to tie into the other junction, but this would be undertaken as part of the respective Section 278 agreement for alterations to Chiswell Green Lane.
- 2.4 The proposed access junctions have a centreline separation of 45m, which accords with the requirements set out within Table 4.1.1.1 of 'Roads in Hertfordshire' Section 4.
- 2.5 The proposed site access junction will continue to provide 10 public car parking spaces to replace the existing displaced verge parking on Chiswell Green Lane. It is understood from the Transport Assessment Addendum for the land to the north of Chiswell Green Lane, that the applicant is proposing to provide spaces for this displaced parking within their site.

3.0 Off-site Sustainable Transport Improvements

3.1 Chapter 10 of the original Transport Assessment identifies that increased sustainable transport promotion and use will reduce the vehicular impact on Chiswell Green Lane and Watford Road, whilst Image 1 shows that the site is well located relative to existing pedestrian and cycle routes to St Albans and Watford. Consequently, various sustainable improvements are being proposed on the off-site highway network to encourage residents to switch from private car use to sustainable travel modes. These improvements are described within this chapter.

Image 1: St Albans Cycle Map Extract



Note: Extract taken from www.stalbans.gov.uk/sites/default/files/attachments/St%20Albans%20Cycling%20Route%20Map%202019.pdf

Pedestrian / Cycle Improvements

Chiswell Green Lane

- 3.2 The original planning application proposed the provision of a 1m advisory footway / cycleway on both sides of Chiswell Green Lane. The intention of providing these cycle lanes was to ensure that the carriageway remained as wide as possible for the proposed bus route into the development. HCC has requested, however, that this cycle lane is replaced with a 3m wide off-carriageway footway / cycleway linking the site to Watford Road. It is understood that this footway / cycleway will need to be provided by whichever Chiswell Green Lane development receives planning consent. HCC has also now confirmed a preference for increasing the frequency of existing bus services on Watford Road instead of diverting services along Chiswell Green Lane to serve the development. As such, the width of Chiswell Green Lane is no longer such a constraint.
- 3.3 The existing Chiswell Green Lane layout has been reviewed and it has been identified that the northern side of the highway corridor has the greatest potential for providing a footway / cycleway due to the existing grass verge. This will also enable pedestrians and cyclists to easily access the improved Watford Road crossing at the Watford Road / Chiswell Green Lane / Tippendell Lane double mini-roundabout junction without needing to cross Chiswell Green Lane in the vicinity of the junction.
- 3.4 When reviewing the feasibility of providing a shared facility on the northern side of the carriageway, it has been identified that there are numerous buried services underneath the footway, along with telegraph poles and overground boxes which would be impacted by the proposals. Similarly, there is a significant level difference across the grass verge between the back of the footway and the adjacent private property boundary. This level difference is particularly significant to the east of Stanley Avenue, which will make it difficult to provide a footway / cycleway with a suitable crossfall whilst retaining vehicular access to the private driveways.
- 3.5 It is therefore proposed to widen the footway / cycleway into the existing carriageway rather than at the back of the existing footway. This would reduce the Chiswell Green Lane carriageway to 5.5m. The proposed footway / cycleway arrangement is shown within Appendix B and will be subject to a Section 278 application in due course.
- 3.6 This footway / cycleway would lead to an improved crossing arrangement at the Watford Road / Chiswell Green Lane double mini-roundabout, where it is proposed to upgrade the Zebra crossing to a Tiger crossing. This arrangement is also shown within Appendix B.

Watford Road

- 3.7 The St Albans Cycle Map, see Appendix F of the original Transport Assessment, and reproduced in Image 1 of this report, identifies that there is an existing footway / cycleway to the south of the Watford Road / A405 North Orbital Road roundabout which links Chiswell Green to Watford. Similarly, there is a route to the north of Chiswell Green Lane that provides access to St Albans.

- 3.8 HCC is in the process of investigating a scheme of pedestrian / cycle improvements for the Watford Road corridor to improve off-road connections between St Albans and Watford, through Chiswell Green. The intention is to encourage drivers to move away from using private cars to sustainable travel modes.
- 3.9 At the meeting on 7 July 2022, HCC requested that the applicants confirm a commitment to provide pedestrian / cycle improvements on Watford Road between Chiswell Green Lane and the A405 / Noke Hotel roundabout, consistent with HCC's aspirations, ideally via a S278 agreement. It is understood that the improvements along Watford Road to the north of Chiswell Green Lane will be provided by the proposed development to the north of Chiswell Green Lane, should it receive planning consent, or funding will be sought by HCC from other sources.
- 3.10 The applicants confirm that they are committed to providing pedestrian / cycle improvements on Watford Road between Chiswell Green Lane and the Noke Hotel roundabout, either via a S278 agreement or via S106 contributions, provided that the total financial liability for sustainable transport improvements to be delivered by the development does not exceed £2.6m as outlined within paragraph 4.1. The indicative Watford Road improvements are shown within Appendix C.

Bus Accessibility

- 3.11 The Transport Assessment submitted as part of the Outline planning application proposed that the existing 321 bus route would be diverted into the development, or a new bus service provided to serve the site. Buses would utilise Chiswell Green Lane to access and depart the development, turning around within the site.
- 3.12 As outlined within paragraph 3.5, the proposed 3m footway / cycleway would reduce the Chiswell Green Lane carriageway to 5.5m wide, which is 1.25m narrower than the 6.75m carriageway typically required by HCC for a bus route. This would increase the potential for wing mirror collisions between buses and passing vehicles and would make it more difficult for buses to pass parked cars.
- 3.13 Consequently, HCC has confirmed that, if the footway / cycleway is provided, they would prefer to increase the frequency of the existing bus routes on Watford Road rather than bring a new service or divert the existing bus route into the development via a 5.5m carriageway.
- 3.14 Therefore, the applicants are proposing to provide a Section 106 financial contribution to HCC to increase the frequency of bus route 321 on Watford Road. It is understood that HCC will confirm the amount of the contribution required as part of the Section 106 negotiations, but they currently consider they would seek around £175k per year for a five-year period to fund until the development is fully occupied.

Travel Plan Measures

- 3.15 Residential and School Travel Plans were submitted as part of the planning application. These provided soft measures for encouraging a shift away from the private car to sustainable travel modes. These include the provision of a Travel Information Pack to all residents prior to them moving into the development to inform them of their travel options from the outset.

- 3.16 Additional measures to encourage sustainable travel use could also be considered such as a free monthly bus ticket or voucher for each dwelling (£57 each for 391 dwellings equates to £22.3k).
- 3.17 From the 'Hertfordshire Travel Plan Guidance' documents it is understood that an evaluation and support contribution is required annually with a £1,200 fee for the residential site and £1,500 fee for the school. It is understood that this fee will be required for a five-year period (£6,000 and £7,500 for the dwellings and school, respectively) and will be sourced via a Section 106 contribution.

4.0 Section 106 Contributions

- 4.1 HCC has produced a document entitled 'Guide to Developer Infrastructure Contributions' (2021) to provide a guide as to how the Section 106 financial contributions will be calculated. Technical Appendix 1 of this document identifies how the specific transport related contribution will be calculated. This identifies a figure of £6,826 per dwelling, which would equate to a total transport contribution of around £2.6m for the 391 dwellings proposed, with Section 2 of the report specifying that this funding should be put towards improving sustainable accessibility to the site in accordance with the Local Transport Plan 4 (LTP4).
- 4.2 Following discussions with HCC, it is understood that the cost of undertaking off-site sustainable transport improvements and bus contributions that will be directly funded will be deductible from the total Section 106 contribution. Consequently, the contribution required to increase the bus frequency on Watford Road (£175k per year for five years) equates to a total bus contribution of £875k, which leaves around £1.7m available to fund the remaining footway / cycleway improvements on both Chiswell Green Lane and Watford Road and the identified Travel Plan measures, although this figure will vary based on final dwelling numbers.
- 4.3 It should be noted, however, that the total cost of the off-site works will be dependant on whether the development to the north of Chiswell Green Lane also receives planning consent. Milestone's Transport Assessment Addendum identifies that the applicant of the site to the north will also provide contributions towards improving the frequency of the Watford Road bus service and the 3m footway / cycleway on Chiswell Green Lane. Therefore, if both applications receive planning consent, one development would likely be responsible for providing the footway / cycleway and one development the improved bus frequency. Alternatively, the costs would be split 50:50. Either way, there would be additional funding available for improving the cycling links to St Albans to the north and Watford to the south if both applications were to receive consent.

5.0 Summary and Conclusions

5.1 Glanville Consultants has prepared this Transport Assessment Addendum to provide a response to the consultation responses provided by the Highway Authority for the proposed 391 dwelling residential development on land to the south of Chiswell Green Lane in Chiswell Green, Hertfordshire.

5.2 A summary of the findings of this Transport Assessment Addendum is as follows:

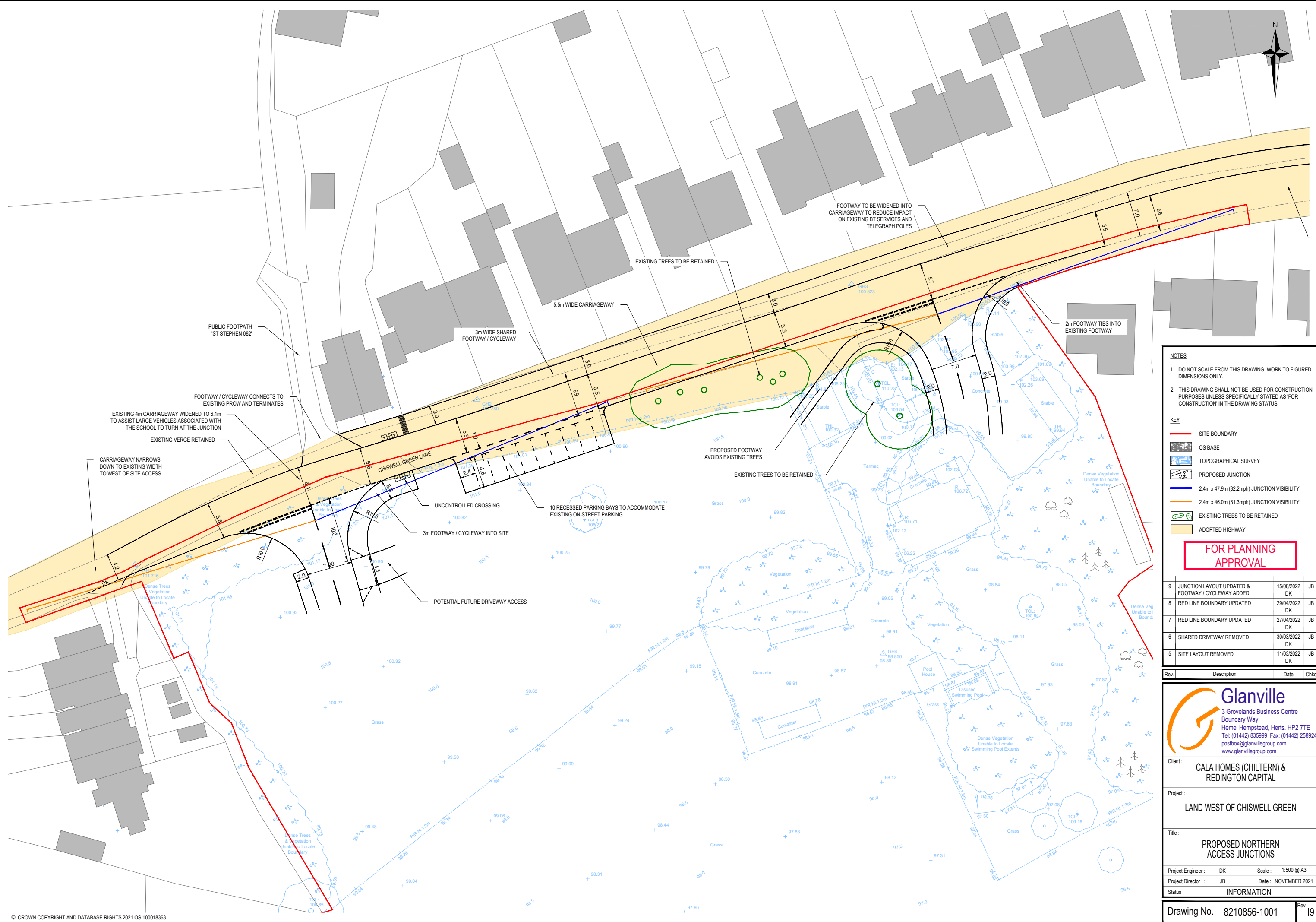
- the site access junction on Chiswell Green Lane has been updated to ensure that the junction would operate in conjunction with the site access associated with the development to the north of Chiswell Green Lane in the event that both developments receive planning consent.
- the advisory cycle lane proposed on Chiswell Green Lane has been replaced with a 3m footway / cycleway on the northern side of the road providing a link to an upgraded pedestrian and cycle crossing on Watford Road.
- the applicant is willing to deliver pedestrian and cycle improvements on Watford Road, between the Chiswell Green Lane junction and the A405 North Orbital Road in line with the objectives of a scheme proposed by HCC, either via S106 funding or a S278 agreement, provided the developer's total financial liability in terms of sustainable transport improvements does not exceed £2.6m (£6,826 per dwelling). This will provide a connection to the existing cycle route to Watford.
- HCC has confirmed that its preference is to increase the frequency of the existing bus routes on Watford Road rather than divert / provide a new bus service into the development.
- the cost of the above sustainable travel improvements would be deducted from the total transport related Section 106 contribution of around £2.6m based on £6,826 per dwelling for the development of 391 dwellings proposed.

5.3 Given the above, and the additional information provided within this Transport Assessment Addendum, it is considered that the proposed sustainable transport improvements will encourage a modal shift away from the private car and towards sustainable travel modes to reduce the vehicular impacts of the development on the surrounding road network in accordance with the NPPF and Hertfordshire's Local Transport Plan 4. It is therefore considered that the development proposals are acceptable in transport terms and that the Highway Authority should be able to make a positive recommendation to the Local Planning Authority in respect of the Outline application for the proposed development.

Appendices

Appendix A

**Revised Northern Site Access
& Swept Path Assessment**



- NOTES**
- DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
 - THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SPECIFICALLY STATED AS 'FOR CONSTRUCTION' IN THE DRAWING STATUS.

- KEY**
- SITE BOUNDARY
 - OS BASE
 - TOPOGRAPHICAL SURVEY
 - PROPOSED JUNCTION
 - 2.4m x 47.9m (32.2mph) JUNCTION VISIBILITY
 - 2.4m x 46.0m (31.3mph) JUNCTION VISIBILITY
 - EXISTING TREES TO BE RETAINED
 - ADOPTED HIGHWAY

FOR PLANNING APPROVAL

19	JUNCTION LAYOUT UPDATED & FOOTWAY / CYCLEWAY ADDED	15/08/2022	JB
18	RED LINE BOUNDARY UPDATED	29/04/2022	JB
17	RED LINE BOUNDARY UPDATED	27/04/2022	JB
16	SHARED DRIVEWAY REMOVED	30/03/2022	JB
15	SITE LAYOUT REMOVED	11/03/2022	JB

Rev.	Description	Date	Chkd
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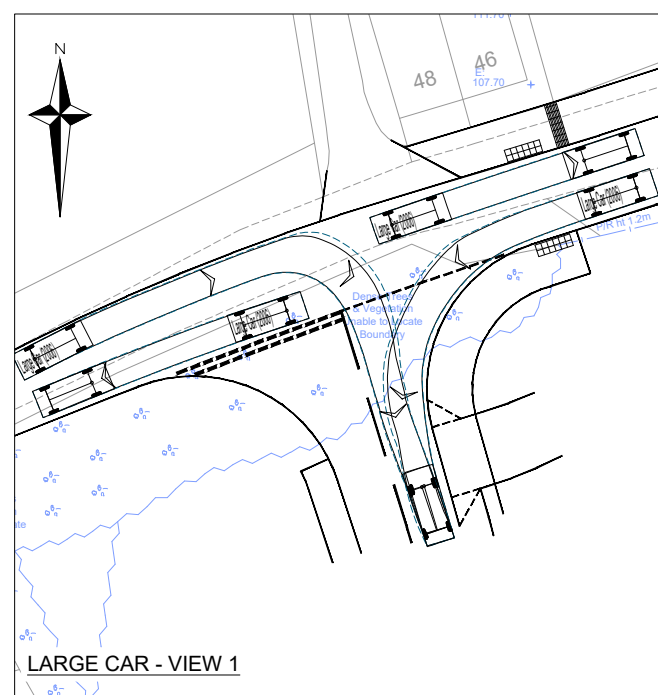
Client: **CALA HOMES (CHILTERN) & REDINGTON CAPITAL**

Project: **LAND WEST OF CHISWELL GREEN**

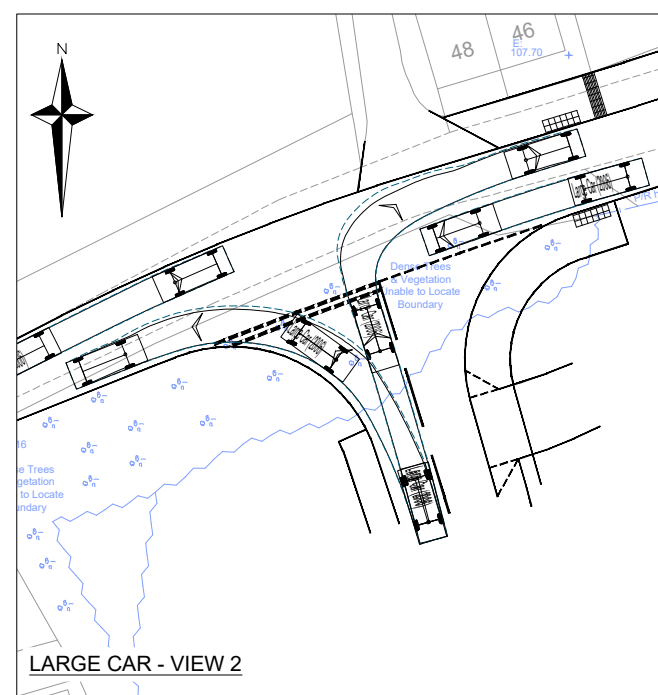
Title: **PROPOSED NORTHERN ACCESS JUNCTIONS**

Project Engineer: DK Scale: 1:500 @ A3
 Project Director: JB Date: NOVEMBER 2021
 Status: INFORMATION

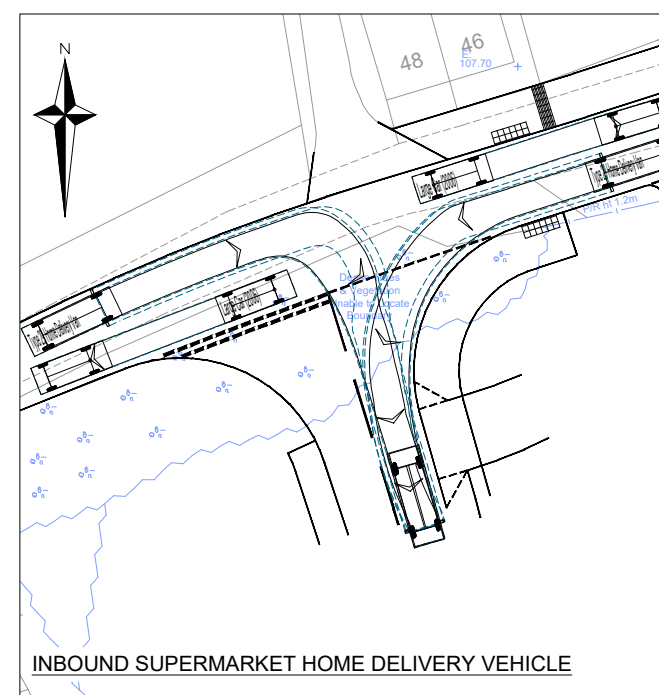
Drawing No. 8210856-1001 Rev 19



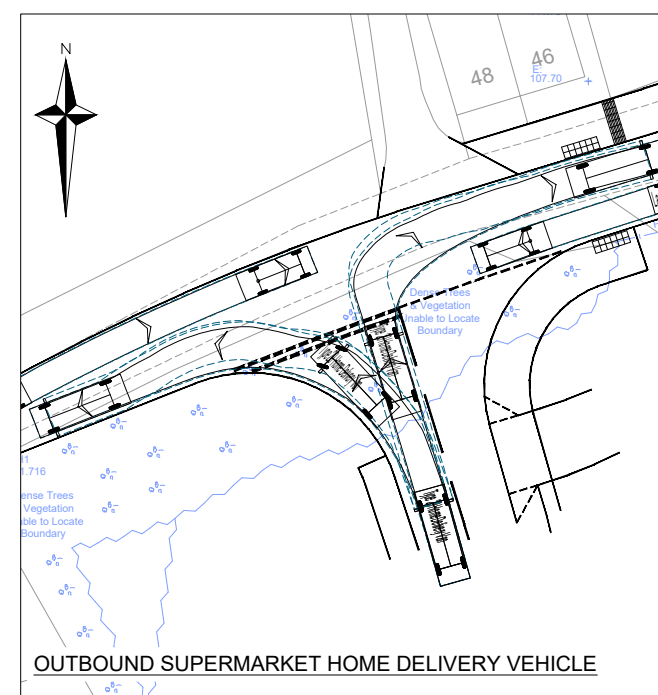
LARGE CAR - VIEW 1



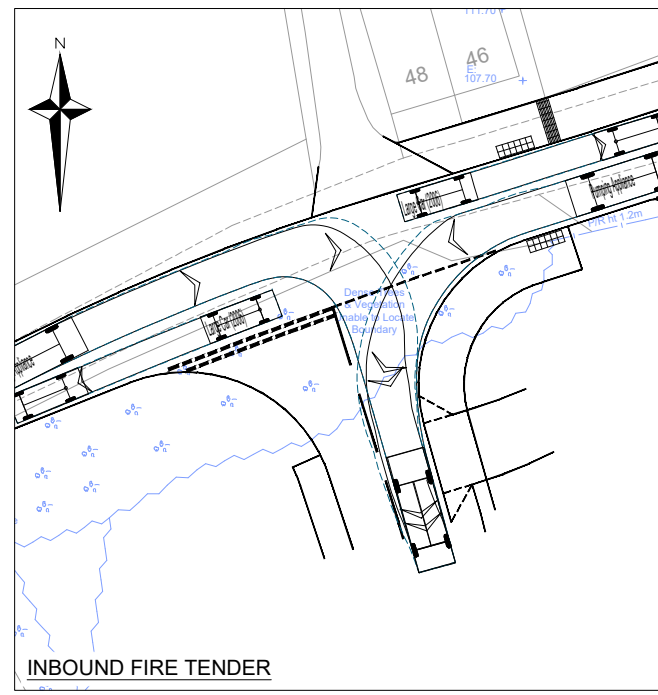
LARGE CAR - VIEW 2



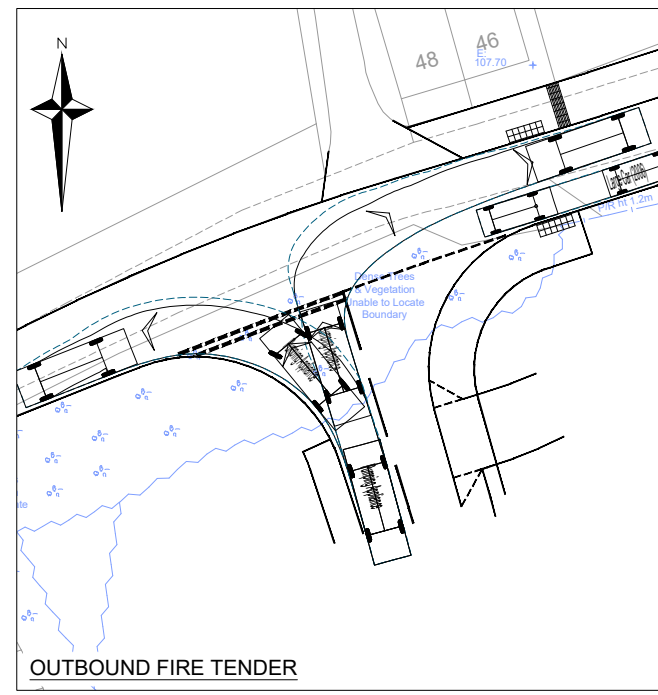
INBOUND SUPERMARKET HOME DELIVERY VEHICLE



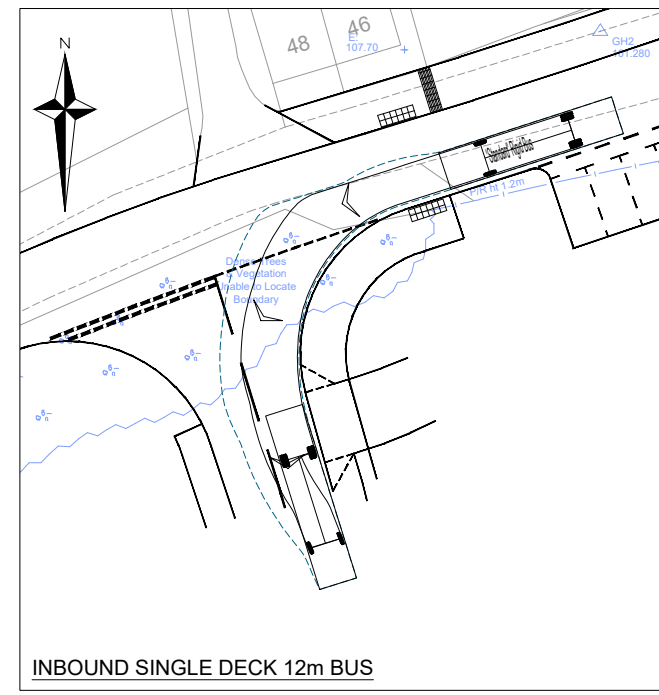
OUTBOUND SUPERMARKET HOME DELIVERY VEHICLE



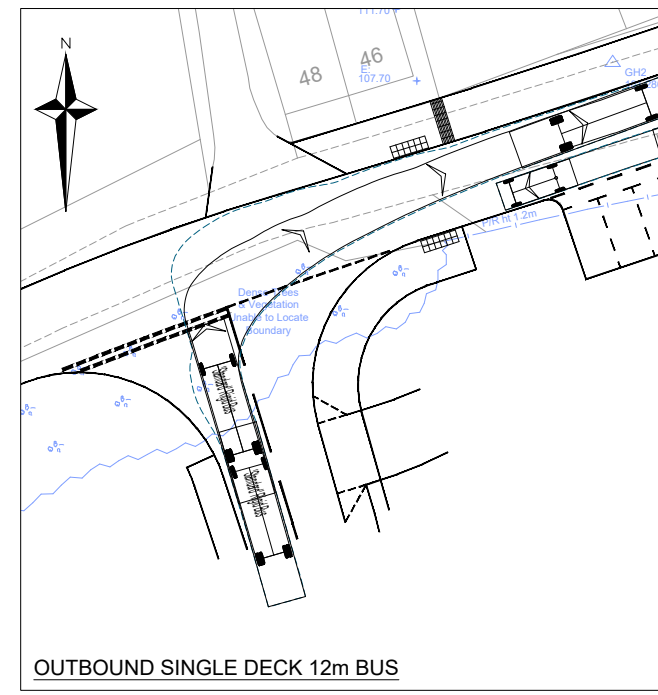
INBOUND FIRE TENDER



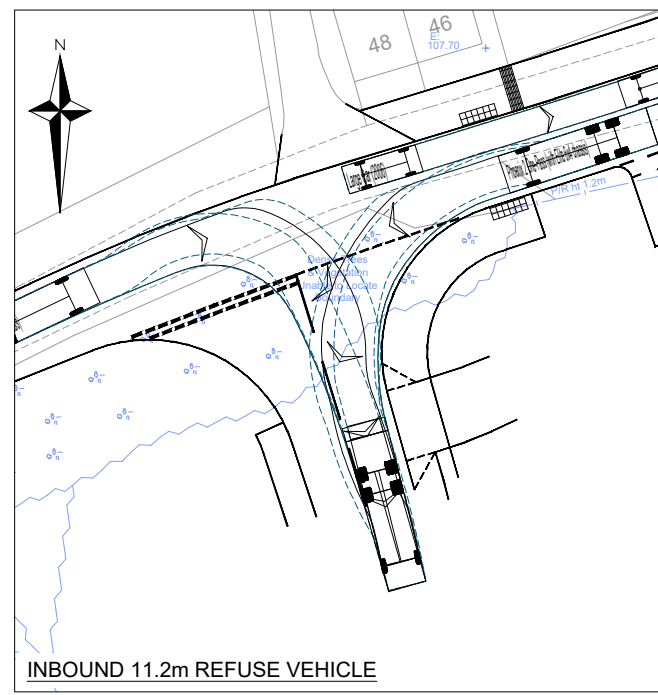
OUTBOUND FIRE TENDER



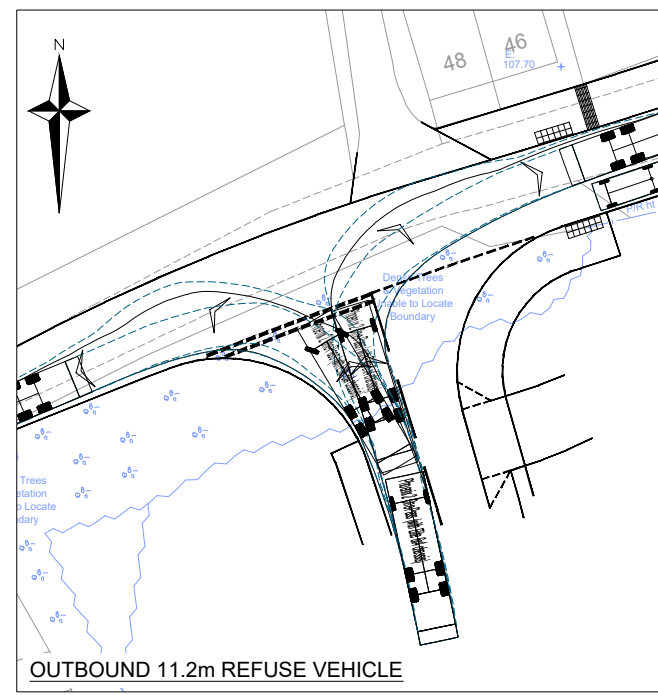
INBOUND SINGLE DECK 12m BUS



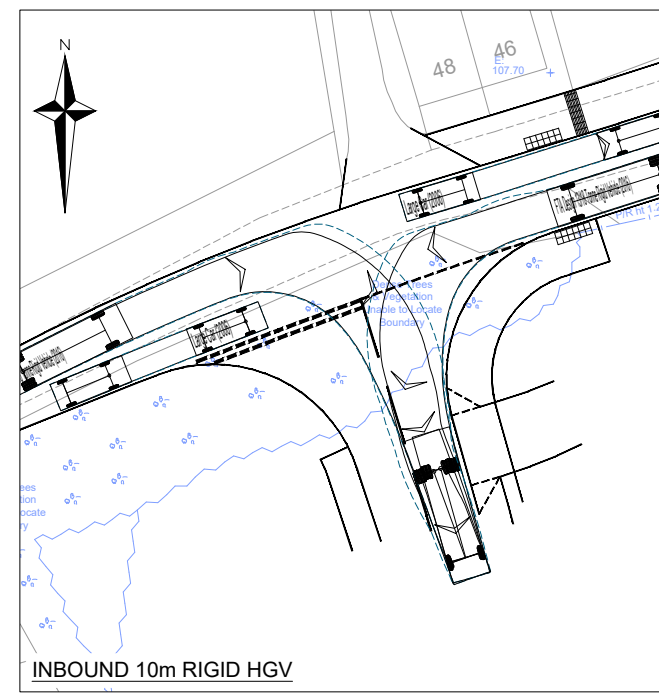
OUTBOUND SINGLE DECK 12m BUS



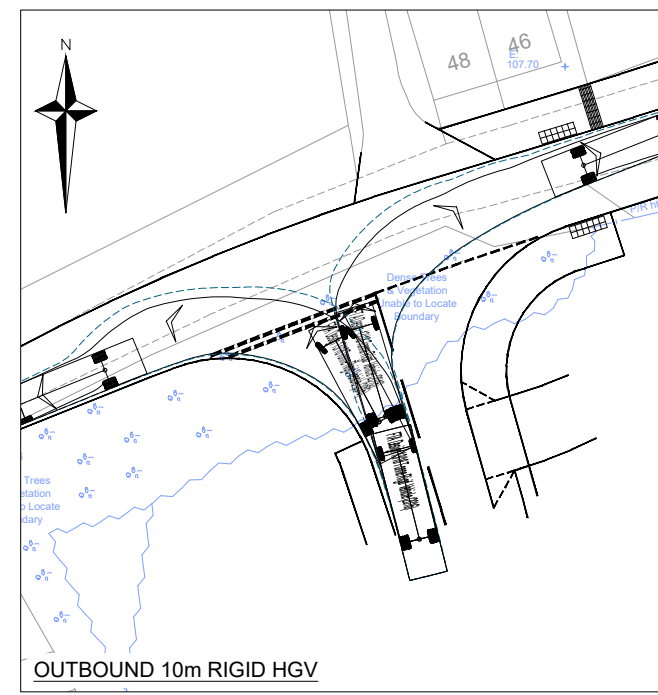
INBOUND 11.2m REFUSE VEHICLE



OUTBOUND 11.2m REFUSE VEHICLE



INBOUND 10m RIGID HGV



OUTBOUND 10m RIGID HGV

NOTES

- DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.

KEY

- TOPOGRAPHICAL SURVEY
- PROPOSED JUNCTION

VEHICLE DIMENSIONS (FORWARDS)

- DIRECTION OF TRAVEL (FORWARDS)
- VEHICLE OUTLINE
- BODY OVERHANG
- WHEEL EXTENTS

VEHICLE DIMENSIONS (REVERSE)

- DIRECTION OF TRAVEL (REVERSE)
- VEHICLE OUTLINE
- BODY OVERHANG
- WHEEL EXTENTS

TECHNICAL DATA OF VEHICLES USED

Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

Type 29 Home Delivery Van

Overall Length	6.433m
Overall Width	2.042m
Overall Body Height	2.586m
Min Body Ground Clearance	0.359m
Track Width	1.900m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.750m

Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	10.150m

'Standard' Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	10.771m

FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

FOR PLANNING APPROVAL

13	JUNCTION LAYOUT UPDATED	15/08/2022	JB
12	JUNCTION LAYOUT UPDATED	30/03/2022	JB
11	FIRST ISSUE	25/02/2022	JB

Rev.	Description	Date	Chkd
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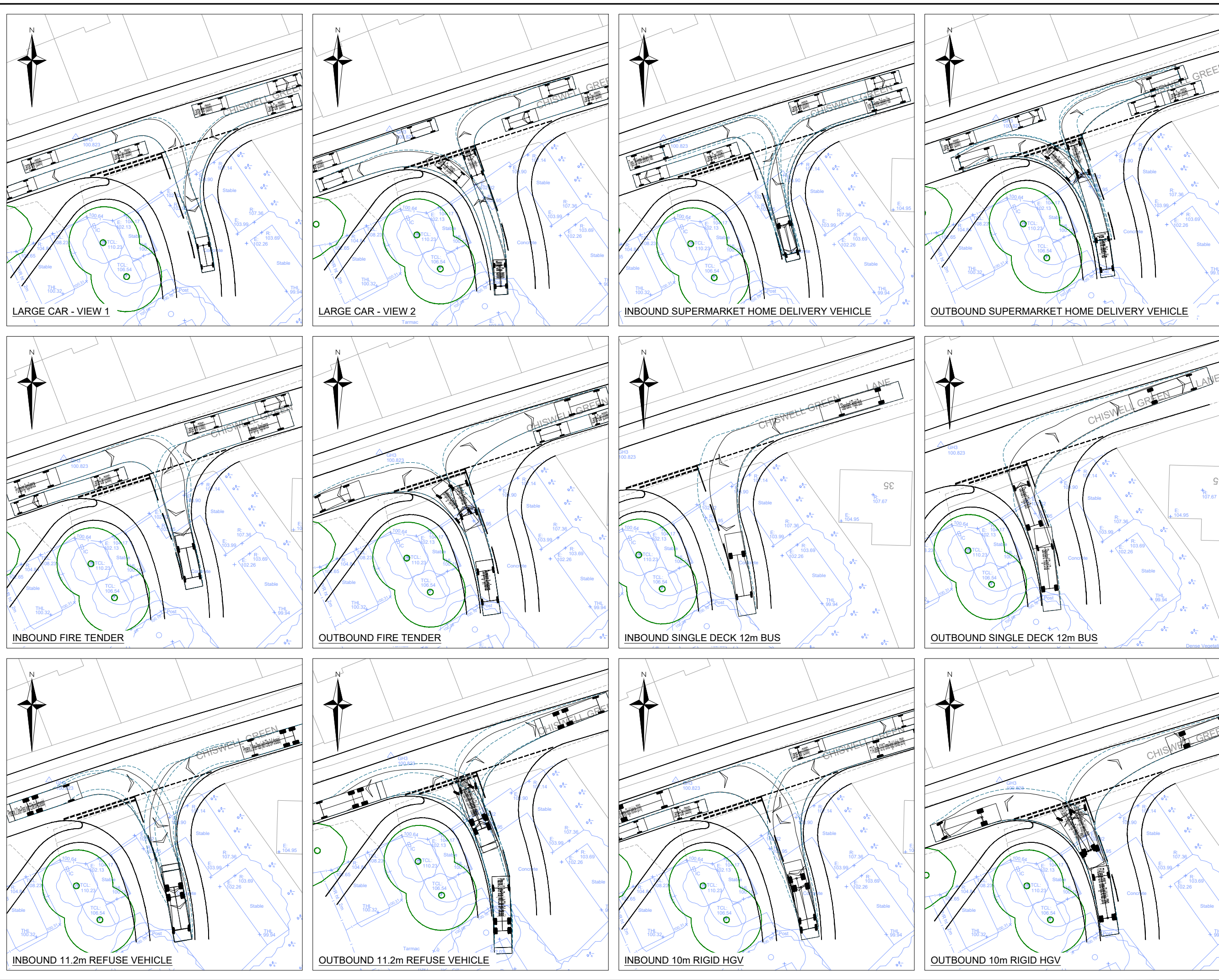
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Client: **CALA HOMES & REDINGTON CAPITAL**

Project: **LAND WEST OF CHISWELL GREEN**

Title: **SWEPT PATH ASSESSMENT - NORTHERN SITE ACCESS (WEST)**

Project Engineer: DK Scale: 1:200 @ A3
 Project Director: JB Date: FEBRUARY 2022
 Status: INFORMATION



NOTES

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KEY

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- PROPOSED JUNCTION

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- DIRECTION OF TRAVEL (FORWARDS)
- VEHICLE OUTLINE
- BODY OVERHANG
- WHEEL EXTENTS

VEHICLE DIMENSIONS (REVERSE)

- DIRECTION OF TRAVEL (REVERSE)
- VEHICLE OUTLINE
- BODY OVERHANG
- WHEEL EXTENTS

TECHNICAL DATA OF VEHICLES USED

Vehicle Type	Overall Length	Overall Width	Overall Body Height	Min Body Ground Clearance	Track Width	Lock to Lock Time	Kerb to Kerb Turning Radius
Large Car (2006)	5.079m	1.872m	1.525m	0.310m	1.831m	4.00s	5.900m
Type 29 Home Delivery Van	6.433m	2.042m	2.586m	0.359m	1.900m	4.00s	6.000m
Pumping Appliance	7.900m	2.500m	3.300m	0.140m	2.500m	4.00s	7.750m
Phoenix 2 One-Pass (with Elite 6x4 chassis)	11.180m	2.550m	3.760m	0.312m	2.550m	4.00s	10.150m
'Standard' Rigid Bus	12.000m	2.550m	3.069m	0.309m	2.350m	4.00s	10.771m
FTA Design 13/18 Tonne Rigid Vehicle (2016)	10.000m	2.550m	3.645m	0.440m	2.470m	3.00s	11.000m

FOR PLANNING APPROVAL

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13	JUNCTION LAYOUT UPDATED	15/08/2022	JB
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Client: **CALA HOMES & REDINGTON CAPITAL**

Project: **LAND WEST OF CHISWELL GREEN**

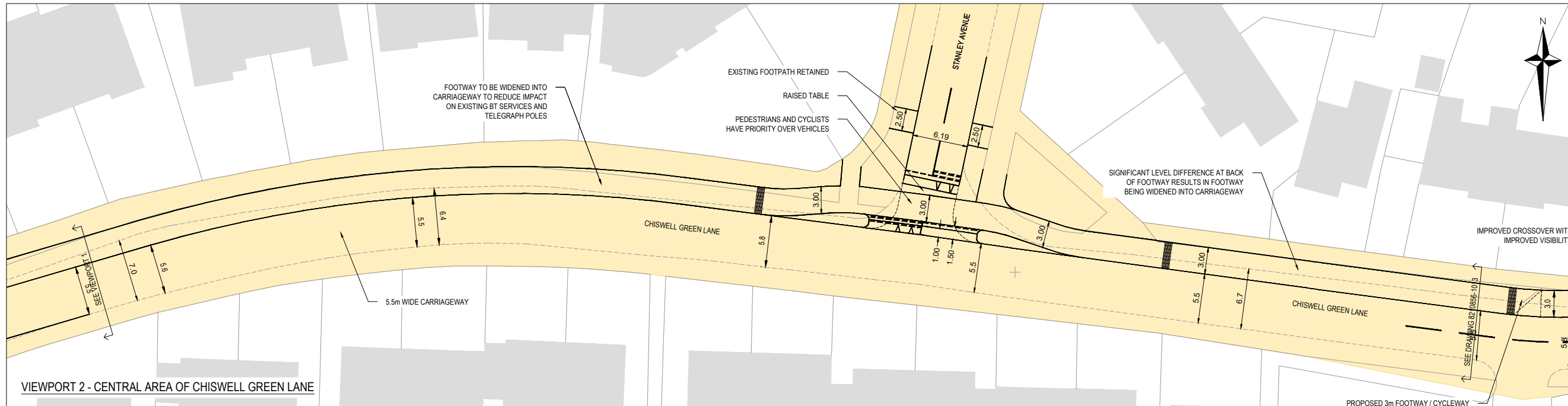
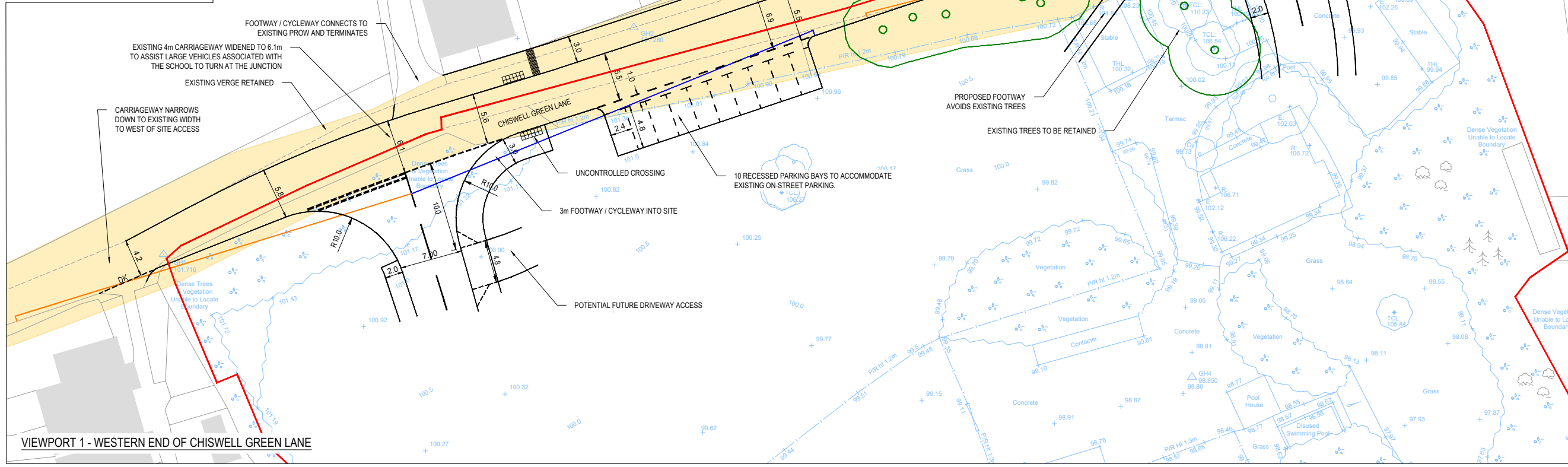
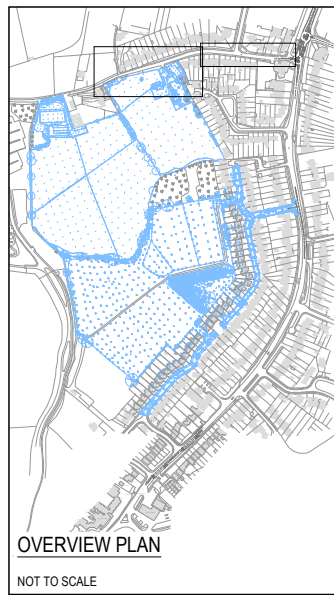
Title: **SWEPT PATH ASSESSMENT - NORTHERN SITE ACCESS (EAST)**

Project Engineer: DK Scale: 1:200 @ A3
 Project Director: JB Date: FEBRUARY 2022
 Status: INFORMATION

Drawing No. 8210856_2007 Rev 13

Appendix B

Chiswell Green Lane
Proposed Footway / Cycleway



- NOTES**
1. DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
 2. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SPECIFICALLY STATED AS FOR CONSTRUCTION IN THE DRAWING STATUS.
 3. THE JUNCTION ARRANGEMENT IS BASED ON THE OS BASE MAPPING AND WILL NEED TO BE CHECKED AGAINST A TOPOGRAPHICAL SURVEY.
 4. THE EXTENT OF ADOPTED HIGHWAY AT THE FORGE END JUNCTION WILL NEED TO BE CHECKED TO CONFIRM THAT THE PROPOSALS ARE WITHIN THE ADOPTED HIGHWAY.

- KEY**
- SITE BOUNDARY
 - OS BASE
 - TOPOGRAPHICAL SURVEY
 - PROPOSED JUNCTION
 - 2.4m x 47.9m (32.2mph) JUNCTION VISIBILITY
 - 2.4m x 46.0m (31.3mph) JUNCTION VISIBILITY
 - EXISTING TREES TO BE RETAINED
 - ADOPTED HIGHWAY

FOR INFORMATION ONLY

15	UPDATED TO SHOW FOOTWAY / CYCLEWAY	31/08/2022	JB
14	INTERNAL SITE LAYOUT REMOVED	30/03/2022	JB
13	SITE BOUNDARY & LABELS UPDATED	11/03/2022	JB

Rev.	Description	Date	Chkd
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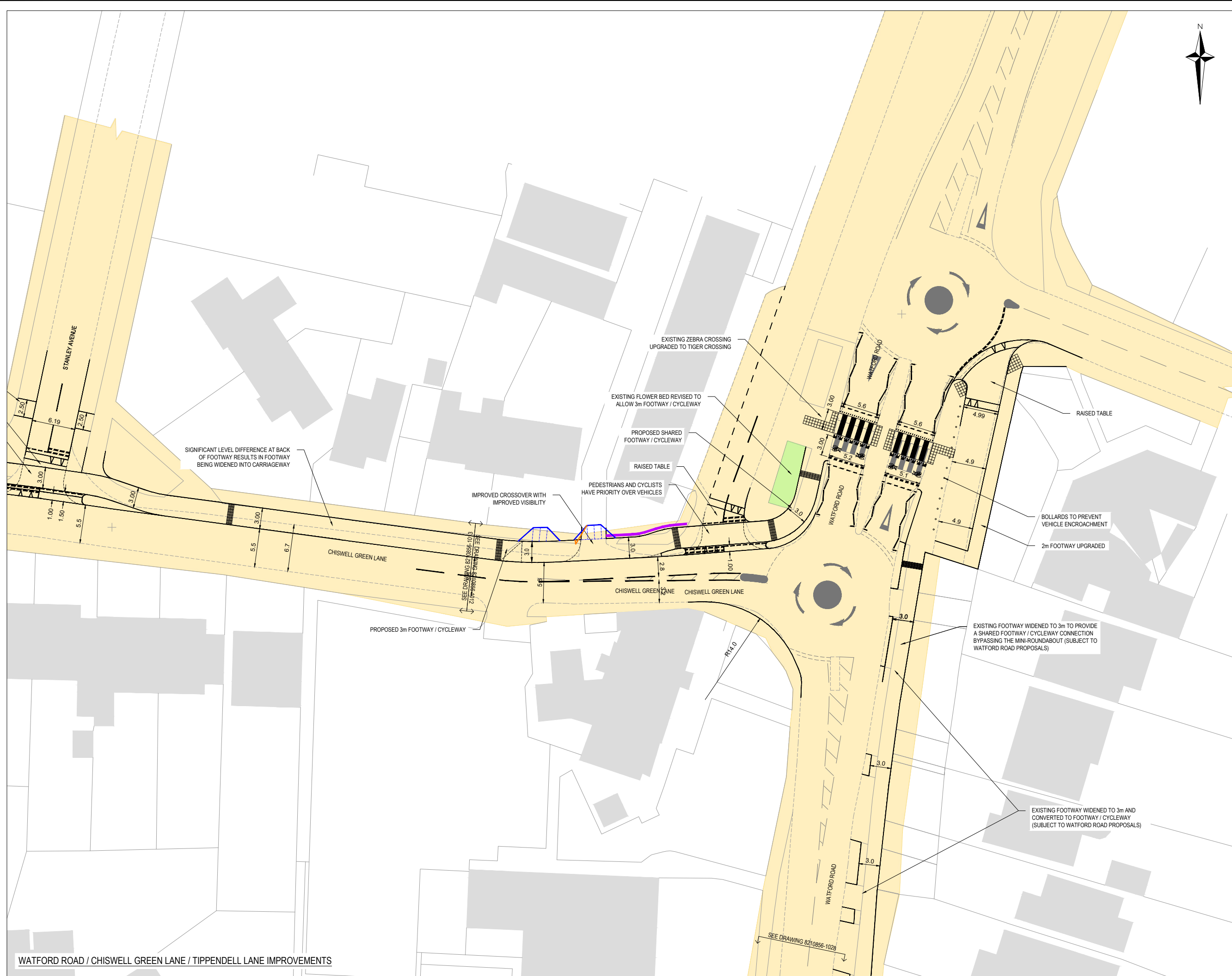
Client: CALA HOMES (CHILTERN) & REDINGTON CAPITAL

Project: LAND WEST OF CHISWELL GREEN

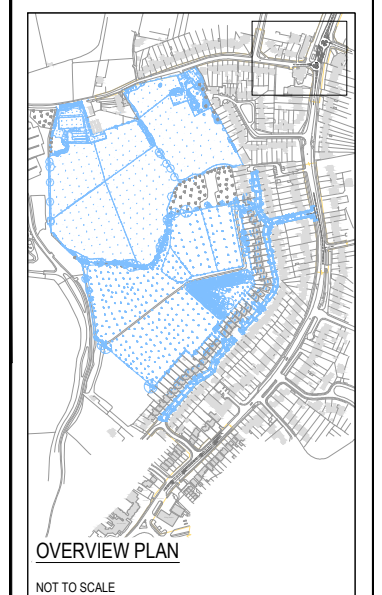
Title: PROPOSED SUSTAINABLE TRAVEL IMPROVEMENTS - CHISWELL GREEN LANE

Project Engineer: DK Scale: 1:500 @ A3
 Project Director: JB Date: FEBRUARY 2022
 Status: INFORMATION

Drawing No. 8210856-1012 Rev 15



- NOTES**
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 - THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SPECIFICALLY STATED AS FOR CONSTRUCTION IN THE DRAWING STATUS.
 - THE JUNCTION ARRANGEMENT IS BASED ON THE OS BASE MAPPING AND WILL NEED TO BE CHECKED AGAINST A TOPOGRAPHICAL SURVEY.
 - THE EXTENT OF ADOPTED HIGHWAY AT THE FORGE END JUNCTION WILL NEED TO BE CHECKED TO CONFIRM THAT THE PROPOSALS ARE WITHIN THE ADOPTED HIGHWAY.
- KEY**
- OS BASE MAPPING
 - PROPOSED IMPROVEMENTS
 - TACTILE PAVING / CORROUROY PAVING
 - ADOPTED HIGHWAY
 - 2m x 2m FOOTWAY VISIBILITY SPLAY
 - POTENTIAL RETAINING WALL



FOR INFORMATION ONLY

14	UPDATED TO SHOW FOOTWAY / CYCLEWAY	31/08/2022	JB
13	TIGER CROSSING & ADOPTED HIGHWAY ADDED	11/03/2022	JB
12	PROPOSALS UPDATED	11/02/2022	JB
11	FIRST ISSUE	08/02/2022	JB

Rev.	Description	Date	Chkd
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Client: **CALA HOMES (CHILTERN) & REDINGTON CAPITAL**

Project: **LAND WEST OF CHISWELL GREEN**

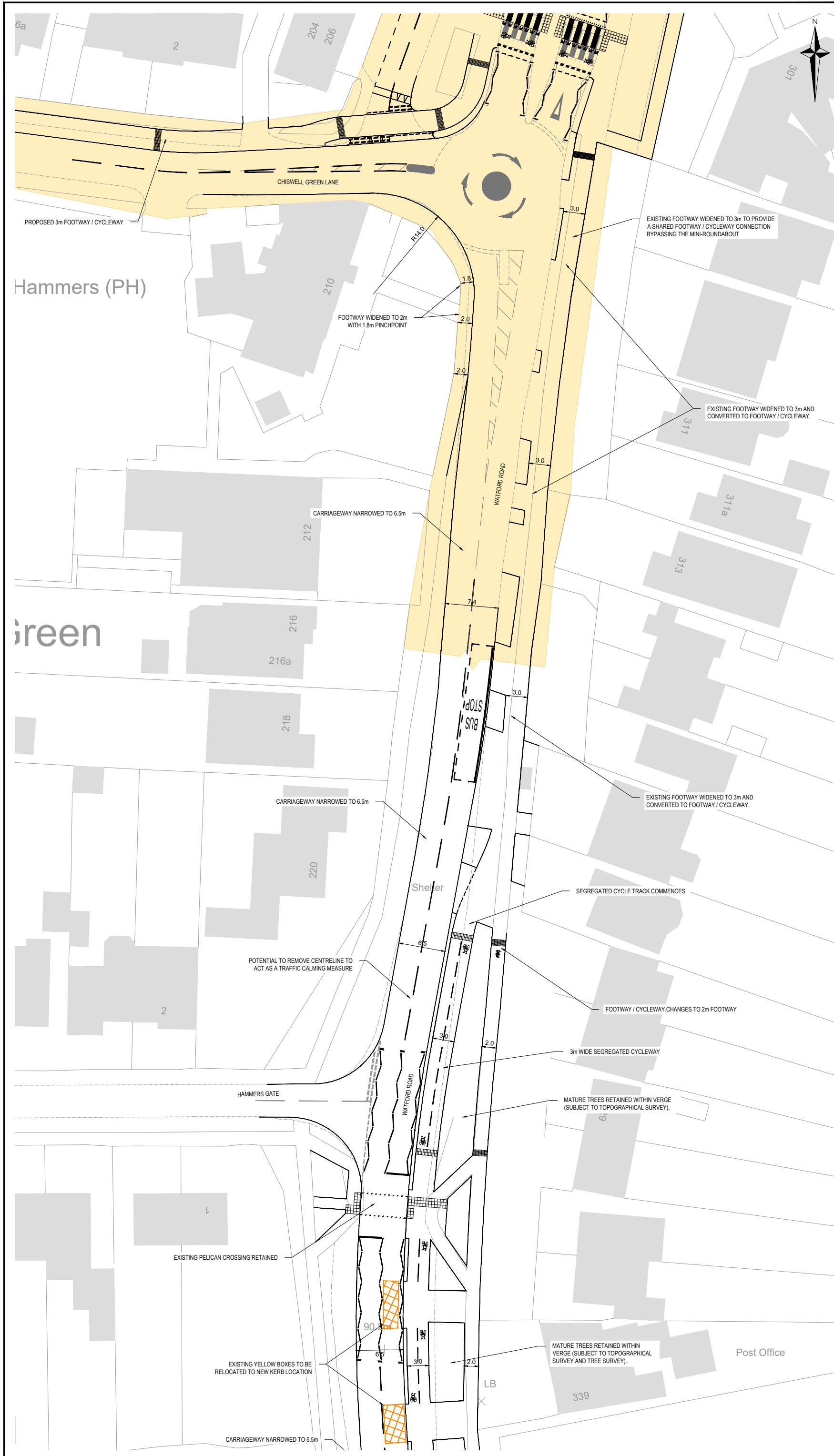
Title: **PROPOSED SUSTAINABLE TRAVEL IMPROVEMENTS - WATFORD ROAD / CHISWELL GREEN LANE**

Project Engineer: DK Scale: 1:500 @ A3
 Project Director: JB Date: FEBRUARY 2022
 Status: INFORMATION

Drawing No. 8210856-1013 Rev 14

Appendix C

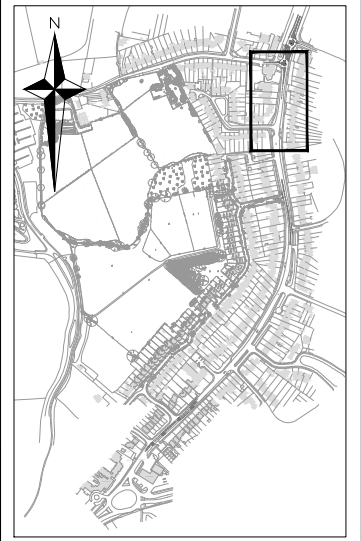
**Indicative Watford Road
Pedestrian & Cycle Improvements**



- NOTES**
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KEY

	OS BASE MAPPING
	AVAILABLE ADOPTED HIGHWAY BOUNDARY EXTENT
	PROPOSED PEDESTRIAN / CYCLE IMPROVEMENTS



WATFORD ROAD OVERVIEW
NOT TO SCALE

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11	FIRST ISSUE	24/08/2022	DK	JB
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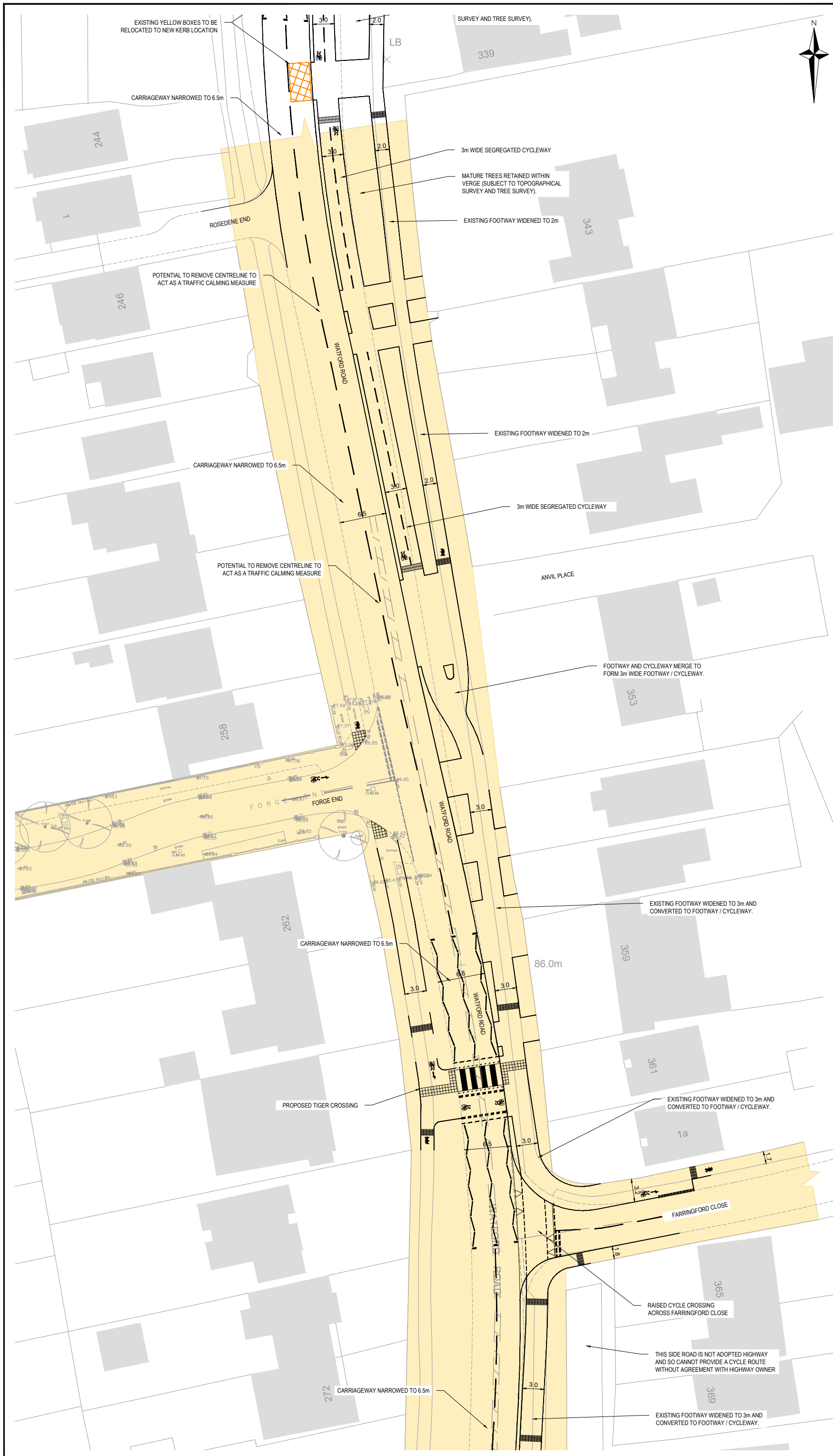
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Client: **CALA HOMES (CHILTERN) & REDINGTON CAPITAL**

Project: **LAND SOUTH OF CHISWELL GREEN LANE**

Title: **HERTFORDSHIRE COUNTY COUNCIL'S WATFORD ROAD CYCLE IMPROVEMENTS (SHEET 1 OF 6)**

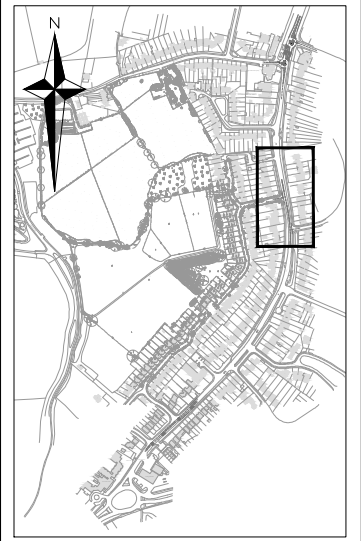
Project Engineer:	DK	Scale:	1:500 @ A3
Project Director:	JB	Date:	AUGUST 2022
Status:	INFORMATION		



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KEY

	OS BASE MAPPING
	AVAILABLE ADOPTED HIGHWAY BOUNDARY EXTENT
	PROPOSED PEDESTRIAN / CYCLE IMPROVEMENTS



WATFORD ROAD OVERVIEW
NOT TO SCALE

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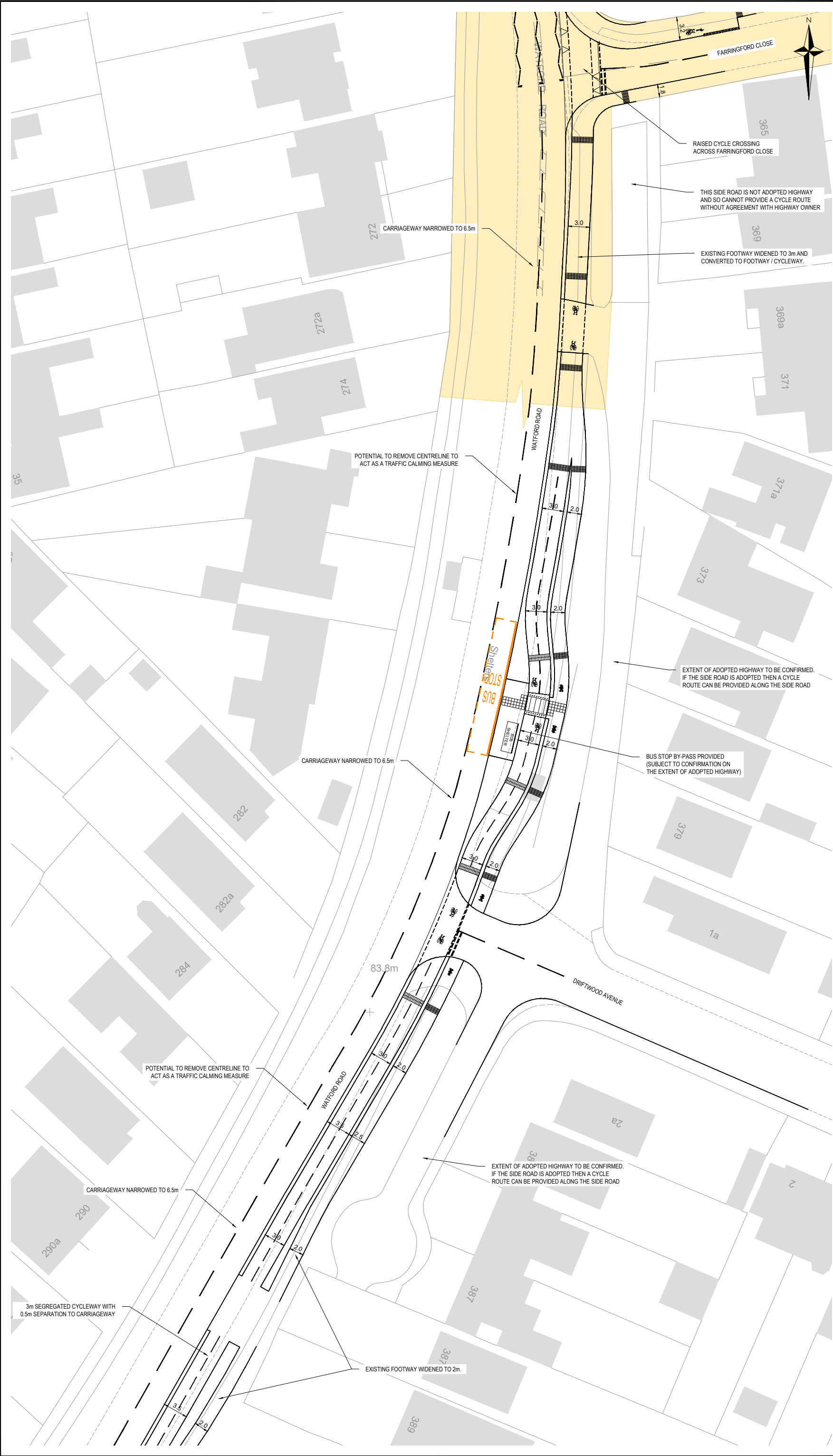
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Client: **CALA HOMES (CHILTERN) & REDINGTON CAPITAL**

Project: **LAND SOUTH OF CHISWELL GREEN LANE**

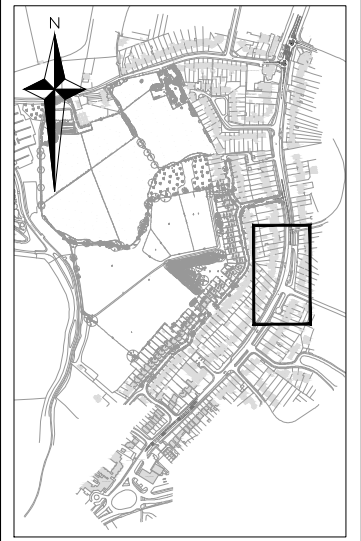
Title: **HERTFORDSHIRE COUNTY COUNCIL'S WATFORD ROAD CYCLE IMPROVEMENTS (SHEET 2 OF 6)**

Project Engineer:	DK	Scale:	1:500 @ A3
Project Director:	JB	Date:	AUGUST 2022
Status:	INFORMATION		



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- KEY**
- OS BASE MAPPING
 - AVAILABLE ADOPTED HIGHWAY BOUNDARY EXTENT
 - PROPOSED PEDESTRIAN / CYCLE IMPROVEMENTS



WATFORD ROAD OVERVIEW
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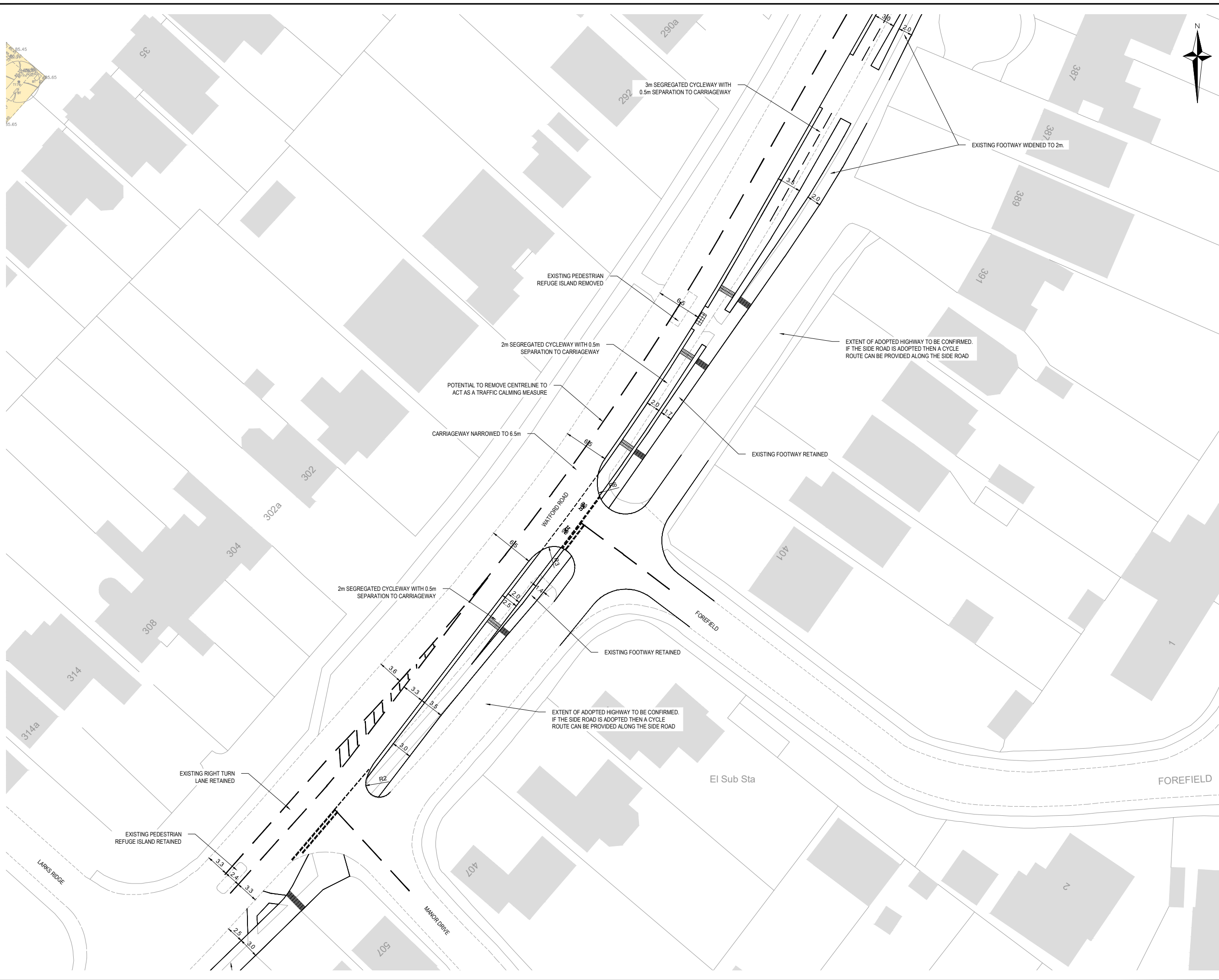
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Client: **CALA HOMES (CHILTERN) & REDINGTON CAPITAL**

Project: **LAND SOUTH OF CHISWELL GREEN LANE**

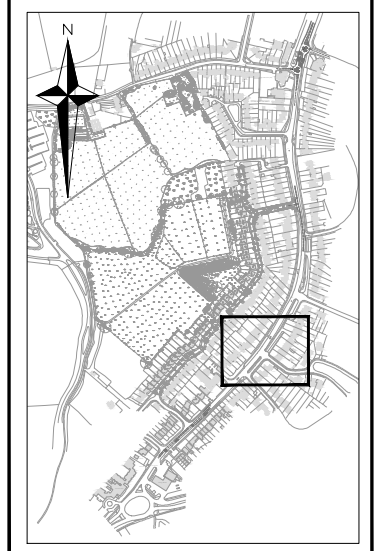
Title: **HERTFORDSHIRE COUNTY COUNCIL'S
WATFORD ROAD CYCLE IMPROVEMENTS
(SHEET 3 OF 6)**

Project Engineer: DK Scale: 1:500 @ A3
Project Director: JB Date: AUGUST 2022
Status: INFORMATION



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- KEY**
- OS BASE MAPPING
 - AVAILABLE ADOPTED HIGHWAY BOUNDARY EXTENT
 - PROPOSED PEDESTRIAN / CYCLE IMPROVEMENTS



WATFORD ROAD OVERVIEW
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Client: **CALA HOMES (CHILTERN) & REDINGTON CAPITAL**

Project: **LAND SOUTH OF CHISWELL GREEN LANE**

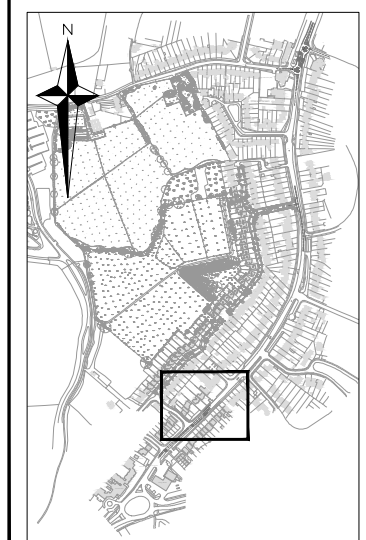
Title: **HERTFORDSHIRE COUNTY COUNCIL'S WATFORD ROAD CYCLE IMPROVEMENTS (SHEET 4 OF 6)**

Project Engineer :	DK	Scale :	1:500 @ A3
Project Director :	JB	Date :	AUGUST 2022
Status :	INFORMATION		



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- KEY**
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WATFORD ROAD OVERVIEW
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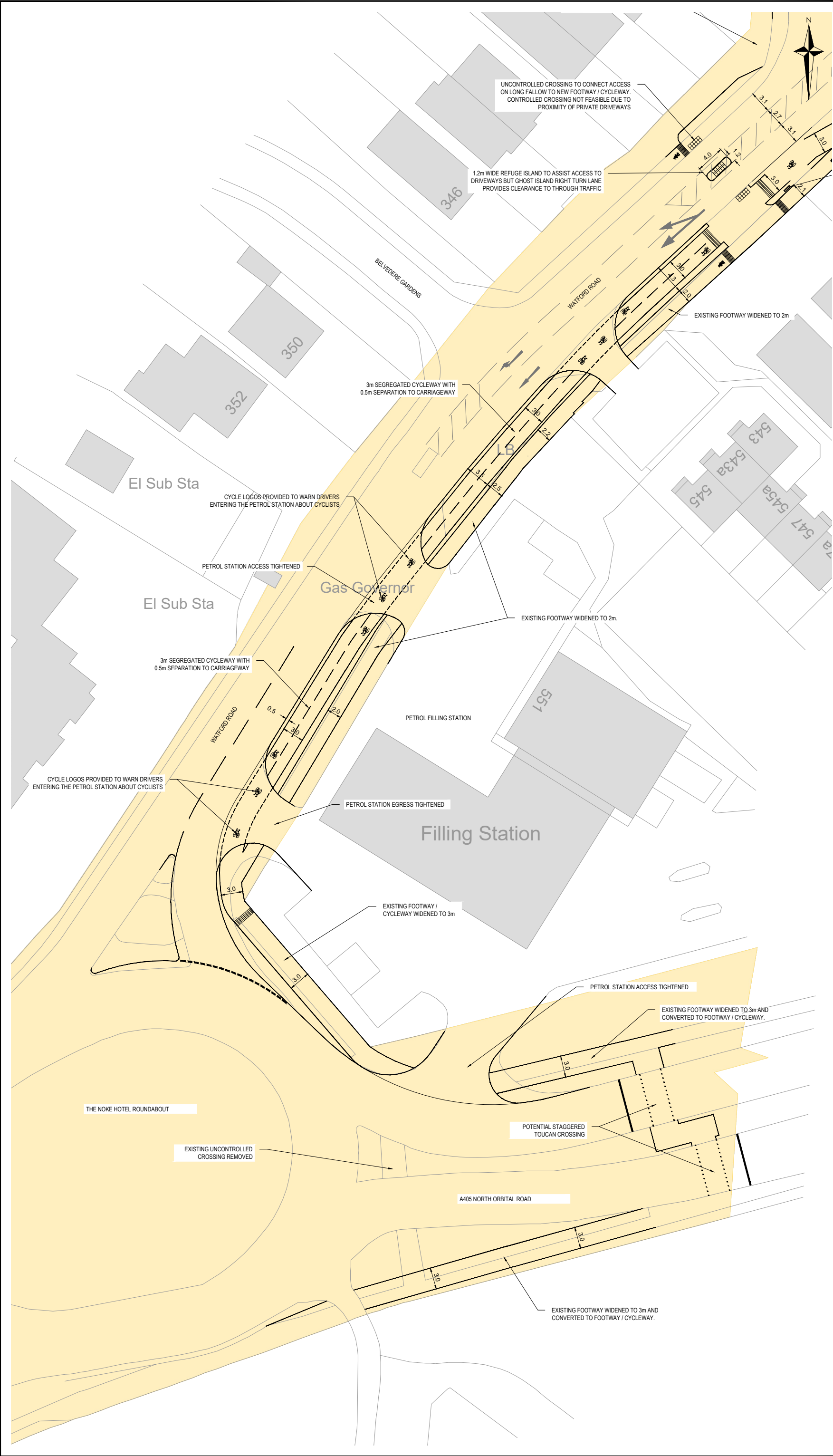
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Client: **CALA HOMES (CHILTERN) & REDINGTON CAPITAL**

Project: **LAND SOUTH OF CHISWELL GREEN LANE**

Title: **HERTFORDSHIRE COUNTY COUNCIL'S WATFORD ROAD IMPROVEMENTS (SHEET 5 OF 6)**

Project Engineer: DK Scale: 1:500 @ A3
Project Director: JB Date: AUGUST 2022
Status: INFORMATION



- NOTES**
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- KEY**
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Project: **LAND SOUTH OF CHISWELL GREEN LANE**

Title: **HERTFORDSHIRE COUNTY COUNCIL'S WATFORD ROAD CYCLE IMPROVEMENTS (SHEET 6 OF 6)**

Project Engineer: DK Scale: 1:500 @ A3
 Project Director: JB Date: AUGUST 2022
 Status: INFORMATION



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