

LAND SOUTH OF CHISWELL GREEN LANE,  
CHISWELL GREEN, ST ALBANS

# HIGHWAYS STATEMENT OF COMMON GROUND CD3.17

Anthony Jones BSc MCIHT

SECTION 78 APPEAL REFERENCE: APP/B1930/W/22/3313110  
PLANNING APPLICATION REFERENCE: 5/2022/0927

Prepared for: Alban Developments Limited and Alban Peter Pearson,  
CALA Homes (Chiltern) Ltd and Redington Capital Ltd  
Ref: 003\_8230258\_AJ  
Issue 3: 11 April 2023

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## 1.0 Introduction

- 1.1 This is an agreed Statement of Common Ground (SoCGT) on issues relating to highways and transportation, which has been prepared by Glanville Consultants (GLC) and agreed with Hertfordshire County Council (HCC). It sets out various matters of fact and other areas of agreement in connection with an appeal lodged under Section 78 of the Town and Country Planning Act 1990 in respect of outline planning permission for the development of land to the south of Chiswell Green Lane in Chiswell Green, Hertfordshire. The appeal scheme is for up to 391 residential dwellings, including 40% affordable homes, and a new school.
- 1.2 The SoCGT confirms the areas where there is agreement between the parties (HCC and GLC) in relation to highways and transportation issues associated with the scheme. It also confirms that there are no highway or transport related areas of disagreement subject to the package of mitigation measures set out in **Chapter 2** of this SoCGT.
- 1.3 The issues that are dealt with within this SoCGT include:
- i) The application site and the application proposal;
  - ii) Access to facilities and amenities by walking, cycling and public transport;
  - iii) Vehicular access and trip impact;
  - iv) Planning conditions and obligations;
  - v) Areas of agreement and dispute.
- 1.4 The SoCGT confirms that all matters are agreed and that there are no areas of dispute with HCC.

## 2.0 The Application Site

### Site Location and Composition

- 2.1 This appeal site is located to the south of Chiswell Green Lane around 300m west of B4630 Watford Road. The location of the site in its wider geographical context is shown within **Figure SoCGT/1**
- 2.2 It is agreed that the appeal site will not have an impact on the local Public Rights of Way routes located adjacent to the site. A copy of the definitive map extract has been provided within **Appendix SoCGT/1**.
- 2.3 The appeal site is located adjacent to the existing settlement, and it is agreed to be sustainable in terms of general location, subject to the agreed active travel mitigation package.

### The Appeal Scheme

- 2.4 The appeal seeks outline planning consent for development to the south of Chiswell Green Lane in Chiswell Green, near St Albans. It is proposed to provide up to 391 dwellings, including 40 percent affordable homes, and a new school.

### Site Access

#### Northern Parcel

- 2.5 It is proposed to provide vehicular and pedestrian / cycle access to the northern parcel via two new priority T-junctions on Chiswell Green Lane (**CD 1.22**). It is agreed that the design of these accord with the relevant design guidance and that the swept path assessment shows that suitable vehicles can access and egress the site safely.
- 2.6 It is agreed that the proposed access strategy on Chiswell Green Lane also incorporates ten formal parking spaces for existing local residents who reside on the northern side of Chiswell Green Lane and provides betterment in comparison to the extant situation where residents park on the existing southern verge.
- 2.7 It is agreed that the proposed parking scheme within the vicinity of the appeal scheme's northern site boundary and located approximately 23 metres to the east of the westernmost access on Chiswell Green Lane is appropriate in terms of highway safety and operation.
- 2.8 It is agreed that the proposed access strategy for the northern parcel is appropriate in terms of highway safety and operation.

#### Southern Parcel

- 2.9 It is proposed to provide a new priority T-junction at Forge End, positioned between an existing gap between two existing dwellings, will facilitate access to the southern parcel of the site for vehicles, pedestrians and cyclists (**CD 1.18**). Further access for pedestrians and cyclists will also be provided from both Forge End and Long Fallow.

- 2.10 The pedestrian and cycle access at Long Fallow will also facilitate a second point of access to the southern part of the site for emergency blue light service vehicles. To prevent this access point being used by vehicles other than the emergency blue light services, access will be controlled by lockable / droppable bollards (**CD 1.19**).
- 2.11 It is agreed that the proposed access strategy for the southern parcel is appropriate in terms of highway safety and operation.

### **Internal Layout**

- 2.12 The application is submitted in outline with all matters reserved except access. It is agreed that approval for the detailed internal layout will be secured through a reserved matters application or applications and that the number of car and cycling parking spaces and the details of the car park layout can be confirmed through reserved matters planning applications.
- 2.13 The residential development is split into two parcels with no vehicular access between the two parcels. Internal pedestrian / cycle links are to be provided that connect the site with the proposed pedestrian and cycle access points provided at Chiswell Green Lane, Forge End and Long Fallow.
- 2.14 It is agreed that the good walking and cycling facilities will provide improved connections between Long Fallow, Forge End and Chiswell Green Lane and have the potential to reduce vehicular travel off-site.
- 2.15 It is agreed that the number of delivery and service vehicles on any given day will be low in real terms and that these will not have a material impact on the operation or safety of the local highway network.

### **Local Highway Network**

- 2.16 It is agreed that the existing footways, footpaths and cycle routes on the surrounding road network are of a provided to a suitable standard for new residents to access the surrounding facilities and amenities in the local area, subject to the active travel mitigation measures proposed.
- 2.17 It is agreed that the existing highway infrastructure, including road junctions, pedestrian facilities and gradients, are appropriate to accommodate the existing and forecast trips by all modes of travel associated with the appeal site, subject to the provision of the active travel mitigation set out within **paragraph 2.55** of this document. It is agreed that they all function well with no adverse highway pattern or problem including Forge End and Long Fallow.
- 2.18 It is agreed that some on-street parking on residential roads can have a traffic calming effect.
- 2.19 It is agreed that Chiswell Lane, Forge End and Long Fallow are suitable roads to accommodate trips by all modes of transport forecast to be generated by the appeal scheme, subject to the active travel mitigation measures proposed.
- 2.20 It is agreed that the appeal scheme will not have an impact on existing on-street parking levels on the surrounding residential streets, including Forge End and Long Fallow.

## Public Transport

### Bus

- 2.21 The nearest operational bus stops are located on Watford Road either side of the double mini-roundabout junction, 152m south of Forge End, and 30m north of Long Fallow and Tippendell Lane. These serve routes 321, 724 and 361. The first two services are operated by Arriva and the last service is operated by Red Eagle and all provide connections to St Albans and Watford.
- 2.22 The bus service timetables are shown in **Appendix SoCGT/2**, whilst the bus routes are shown on **Figure SoCGT/2**.
- 2.23 The nearest operational bus stops on Watford Road are located within 700 metres walking distance of the centroid of the site using the footway / footpath improvements proposed as part of the appeal scheme and via existing walking routes in Chiswell Green. This equates to a circa eight minute walk based on an average walking speed of 80 metres per minute.
- 2.24 It is agreed that the highway authority did not consider that the walking distances from the appeal scheme to the local bus stop were adverse to the promotion of public transport use. Further, and in particular, the highway authority confirmed that they did not wish to see the bus 321 diverted into the site (see its final consultation response to the outline planning application as included within **Appendix SoCGT/3**).
- 2.25 It is agreed that HCC is content that through the S106 funding from the appeal scheme, funding from the Bus Service Improvement plan and funding from other sources that these services will be financially viable after 5 years (see **Appendix SoCGT/4**).

### Rail

- 2.26 How Wood and Park Street railways stations are located circa 2.8km cycle from the centre of the development.
- 2.27 It is agreed that the appeal site is within a short (2.8km) cycle journey along NCR 6 to How Wood and Park Street railway stations.
- 2.28 It is also agreed that the mainline railway stations of St Albans City and Watford Junction are around a 5km and 8.9km cycling distance of the site, respectively, and are also accessible by bus (see **Figure SoCGT/3**).

### Summary

- 2.29 It is agreed that the existing local bus services and rail service provision offer a real choice of travel to and from the appeal site. It is agreed that the appeal scheme will further encourage the use of these modes of travel via the proposed S106 funding to increase the bus frequency within Chiswell Green, the active travel improvements proposed, and the provision of a Travel Plan that includes incentives and measures, such as the provision of sustainable travel vouchers for first occupants.

## Highway Safety

- 2.30 It is agreed that there is no material existing highway accident pattern or problem on the local highway network in Chiswell Green based on the Personal Injury Accident data for the latest five year period between 01 October 2017 and 30 September 2022.
- 2.31 It is agreed that the additional trips forecast from the appeal site will not have a material impact on the safety of the local junctions, on-street parking on the surrounding residential streets, including Forge End and Long Fallow, or the general safety or operation of the local highway network.

## Proximity to Local Services and Facilities

- 2.32 It is agreed that Manual for Streets states that walkable neighbourhoods are typically characterised by having a range of facilities within 800m walking distance of residential areas, which residents may access comfortably on foot. Whilst **Figure SoCGT/4** shows that all amenities within the centre of Chiswell Green are within an 800m walk of the centre of the site, it is agreed that Manual for Streets states that this is not an upper limit and that walking offers the greatest potential to replace car trips, particularly those under 2km.
- 2.33 As shown in **Figure SoCGT/4**, it is agreed that all the existing services, facilities, amenities and bus stops within Chiswell Green are located within a 2km walk of the centre of the site. How Wood railway station is just outside of this distance at 2.8km.
- 2.34 As shown in **Figure SoCGT/3**, it is agreed that Park Street, How Wood, Bricket Wood and St Albans City railway station are within a 5km cycle of the centre of the site. Similarly, the centres of St Albans and Garston are also within a 5km cycle of the site.
- 2.35 It is agreed that the scheme is suitably located to encourage future residents to take-up opportunities to use sustainable transport modes and that a mix of existing services, facilities, amenities and public transport opportunities, which are likely to be required on a daily basis, are suitably placed and located within walking and cycling distance.

## Residential and School Travel Plans

- 2.36 It is agreed that the Residential and School Travel Plans, as submitted with the outline planning application, and the approach adopted therein, is appropriate for the scale of development, and that these documents will help to reduce car journeys, particularly single occupancy car journeys.
- 2.37 It is agreed that the School Travel Plan will be upgraded to a Modeshift STARS School Travel Plan prior to the school opening, with updated targets based on the success of the Residential Travel Plan, and that this will be approved by HCC's School Travel Plan Team before coming into operation.
- 2.38 The objectives of these Travel Plans are to encourage a modal shift away from private cars to sustainable travel.
- 2.39 The Residential Travel Plan shows a 10% reduction in car driver mode share as a result of the active travel improvements not accounting for residents who may choose to work from home, the bus funding, and the provision of sustainable travel vouchers.

- 2.40 This target would result in a modal shift of 39 private car trips in the morning peak hour and 17 private car trips in evening peak hour to other more sustainable modes of transport.
- 2.41 To achieve this, the Residential Travel Plan seeks to achieve an increase in 16 residents walking, 21 cycling, and 21 using public transport in the morning peak hour. It also seeks to achieve an increase of ten residents walking, ten cycling, and ten using public transport in the evening peak hour.
- 2.42 Noting the agreed sustainable travel package to mitigate the impact of the scheme, building on the existing good opportunities for residents to walk, cycle and / or use the nearby public transport opportunities, it is agreed that the forecast targets for increasing the modal share of walking, cycling and public transport trips are realistic and achievable.
- 2.43 It is agreed that the Travel Plans are also dynamic documents and so additional measures and initiatives can be incorporated over the life of the Travel Plans to further encourage walking and cycling in preference to car use.
- 2.44 As financial contributions will be provided as part of the S106 for HCC to undertake monitoring of the Travel Plans, the Travel Plan also including monitoring measures and opportunities to allow the highway authority to review the modal share targets and consider additional measures and initiatives if they are found to be failing.

### **Planning Application**

- 2.45 It is agreed that national and local transport policy is, wherever possible, to seek alternative solutions to building new roads / improving capacity at existing junctions.
- 2.46 It is agreed that transport mitigation plan or package of measures should focus on maximising sustainable accessibility to the development.
- 2.47 It is agreed the methodology of the Transport Assessment (**CD 2.9**) that accompanied the planning application was agreed with the highway authority at HCC. This included reaching agreement on:
- i. trip generation;
  - ii. trip distribution / assignment;
  - iii. committed / allocated development; and
  - iv. assessment years.
- 2.48 It is agreed that the highway authority at HCC acknowledges that the Transport Assessment showed that there would be a reduction in the operational performance of the B4630 Watford Road / Tippendell Lane / Chiswell Green Lane double mini-roundabout under future year (2027) traffic conditions during the weekday AM and PM peak hour periods.



- 2.49 It is agreed that the highway authority at HCC does not consider that the impact of the appeal scheme on highway capacity is sufficiently material that it could not be appropriately mitigated by way of a sustainable transport package in accordance with its wider aspirations to improve connectivity between Chiswell Green, Park Street and St Albans and reduce through traffic on the Watford Road corridor as part of the Chiswell Green Corridor Active Travel Improvements as identified in the South Central Hertfordshire Growth and Transport Plan document.
- 2.50 It is agreed that HCC considers the substantial investment in off-site active travel mode infrastructure associated with the delivery of development on the appeal site is fully in alignment with the objectives embodied within Local Transport Plan 4 (LTP4) Policy 1 (**CD 8.23**) and the NPPF (**CD 7.1**) and delivers a more balanced travel demand for future households and visitors.
- 2.51 It is agreed that this is because HCC does not consider that highway capacity improvements by way of mitigating the impact of development schemes are an appropriate long term solution to reduce reliance on private car travel, support growth in sustainable transport and the objectives embodied within their own LTP4 Policy 1 or the National Planning Policy Framework (NPPF).

### **Planning Conditions and Obligations**

- 2.52 It is agreed that the proposed planning conditions set out in Appendix 1 of the agreed overarching SoCG are appropriate (see **CD 3.12**).
- 2.53 It is agreed that the appeal scheme proposes to provide a S106 sustainable transport contribution of up to £2,668,966.00 based on £6,826 per dwelling as set out within Appendix 1 of HCC's Developer Contribution guidance document (**Appendix SoCGT/5**).
- 2.54 The draft S106 agreement identifies that this contribution will go towards the following:
- a. £6,000 for monitoring of the Residential Travel Plan;
  - b. £7,500 for monitoring of the School Travel Plan;
  - c. £175k per year of bus funding for a five-year period; and
  - d. the provision of sustainable travel vouchers to residents (£210 per dwelling).
- 2.55 It is understood that the costs of the off-site sustainable transport improvements will also be deductible from the sustainable transport S106 contribution, and these will include the following (**see Figure SoCGT/5**):
- i. The provision of a 3m footway / cycleway on Chiswell Green Lane which has been designed in accordance with LTN1/20 (see **Appendix SoCGT/6**).
  - ii. The provision of a Tiger crossing, which is a zebra crossing with an adjacent cycle crossing facility, at the double mini-roundabout junction at B4630 Watford Road / Tippendell Lane / Chiswell Green Lane, which will provide pedestrian and cycle access to the eastern side of Watford Road and improving connectivity to National Cycle Route 6.
  - iii. The provision of pedestrian / cycle accesses onto Forge End and Long Fallow to provide access to the southern end of Watford Road, and when combined with the routes through the site, improve connections between Watford Road and Chiswell Green Lane and the adjacent Public Rights of Way network.

- iv. The provision of a new Tiger crossing across Watford Road at its junction with Forge End to provide a new cycle link to the National Cycle Route 6 via Farringford Close and Carisbrook Road.
  - v. The implementation of HCC's cycle improvements along Watford Road, between Chiswell Green Lane and the A405 North Orbital Road. The proposals are just part of HCC's proposed improvements. When combined with the St Stephen's Green Farm proposals and proposals to the south of the M25, there will be a continuous improved pedestrian / cycle route along the Watford Road corridor between St Albans and Watford.
- 2.56 The off-site active travel improvements are agreed to be acceptable by the highway authority (to mitigate the forecast impact of the appeal scheme and that there is no need to consider capacity improvements at the Watford Road double mini-roundabout junction in accordance with the LTP4 (**CD 8.23**) for the individual impact of the appeal scheme.
- 2.57 It is agreed that the mitigation package will further enhance the accessibility of the application site and encourage future residents to use sustainable modes of travel.
- 2.58 It is agreed that the mitigation package will also benefit existing residents on Chiswell Green Lane, Forge End, Long Fallow and the residential areas access of both Chiswell Green Lane and Watford Road.
- 2.59 It is agreed that the agreed transport mitigation package is comprehensive and commensurate with the nature and scale of the appeal scheme.


#### **Transport Policy Guidance**

- 2.60 It is agreed that the application scheme accords with national and local transport policy.
- 2.61 It is agreed that the development to the south of Chiswell Green Lane with the package of sustainable transport measures on its own will not have a significant impact on the operation or safety of the highway network and that it is appropriately accessible, commensurate with its location to provide suitable opportunities for sustainable travel.

### **3.0 Areas of Agreement and Dispute**

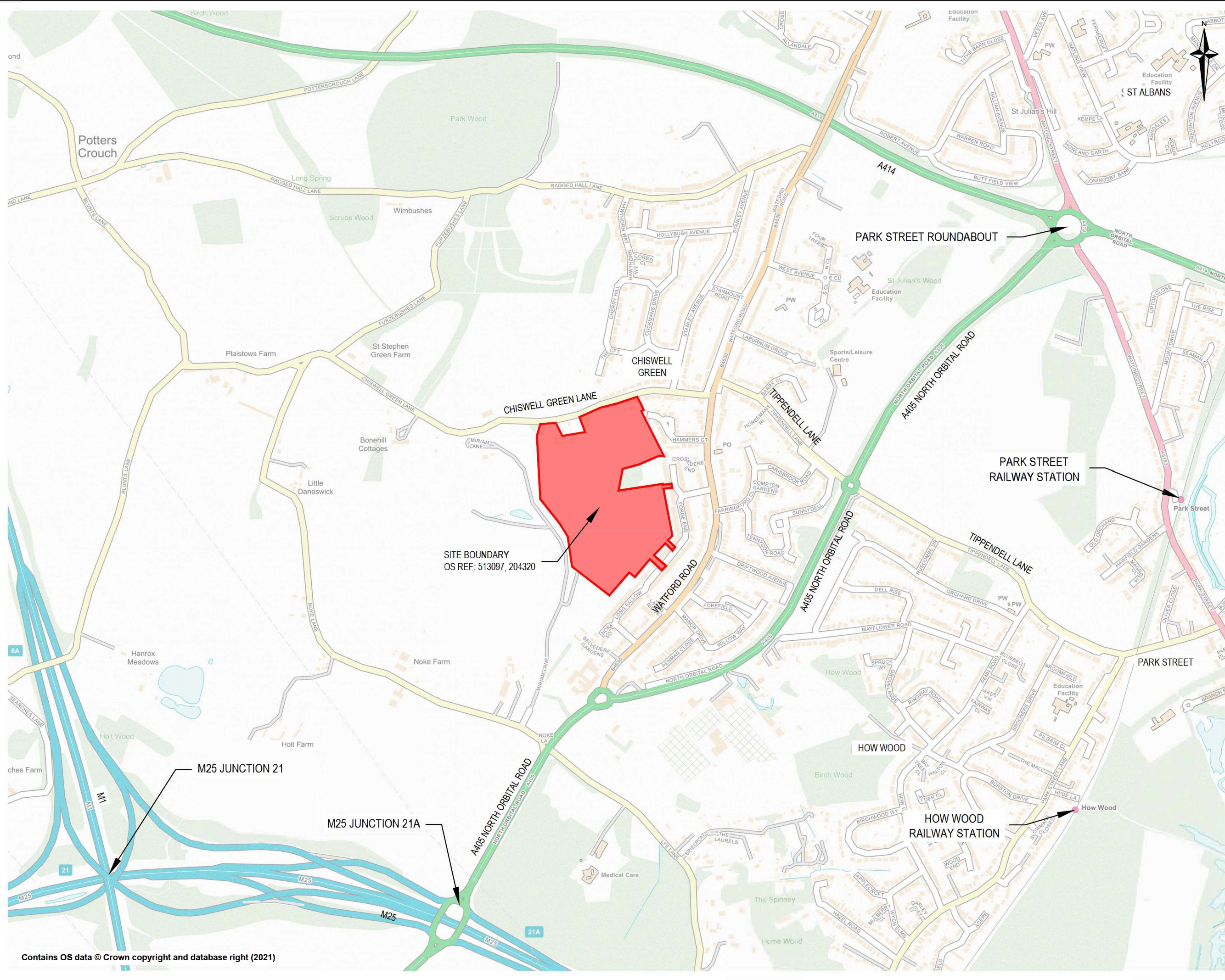
3.1 There are no areas of dispute.

## 4.0 Signatures

  
\_\_\_\_\_ 11 April 2023  
James Dale, Area Manager, Hertfordshire County Council

  
\_\_\_\_\_ 11 April 2023  
Anthony Jones, Technical Director, Glanville Consultants (on behalf of the appellants)

## Figures



**KEY**  
■ SITE LOCATION



FOR INFORMATION ONLY

12	SITE BOUNDARY UPDATED	25/02/2022	DK	JB
11	FIRST ISSUE	02/12/2021	DK	JB

Rev.	Description	Date	Chkd
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**Glanville**  
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 postbox@glanvillegroup.com  
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Client: CALA HOMES & REDLINGTON CAPITAL

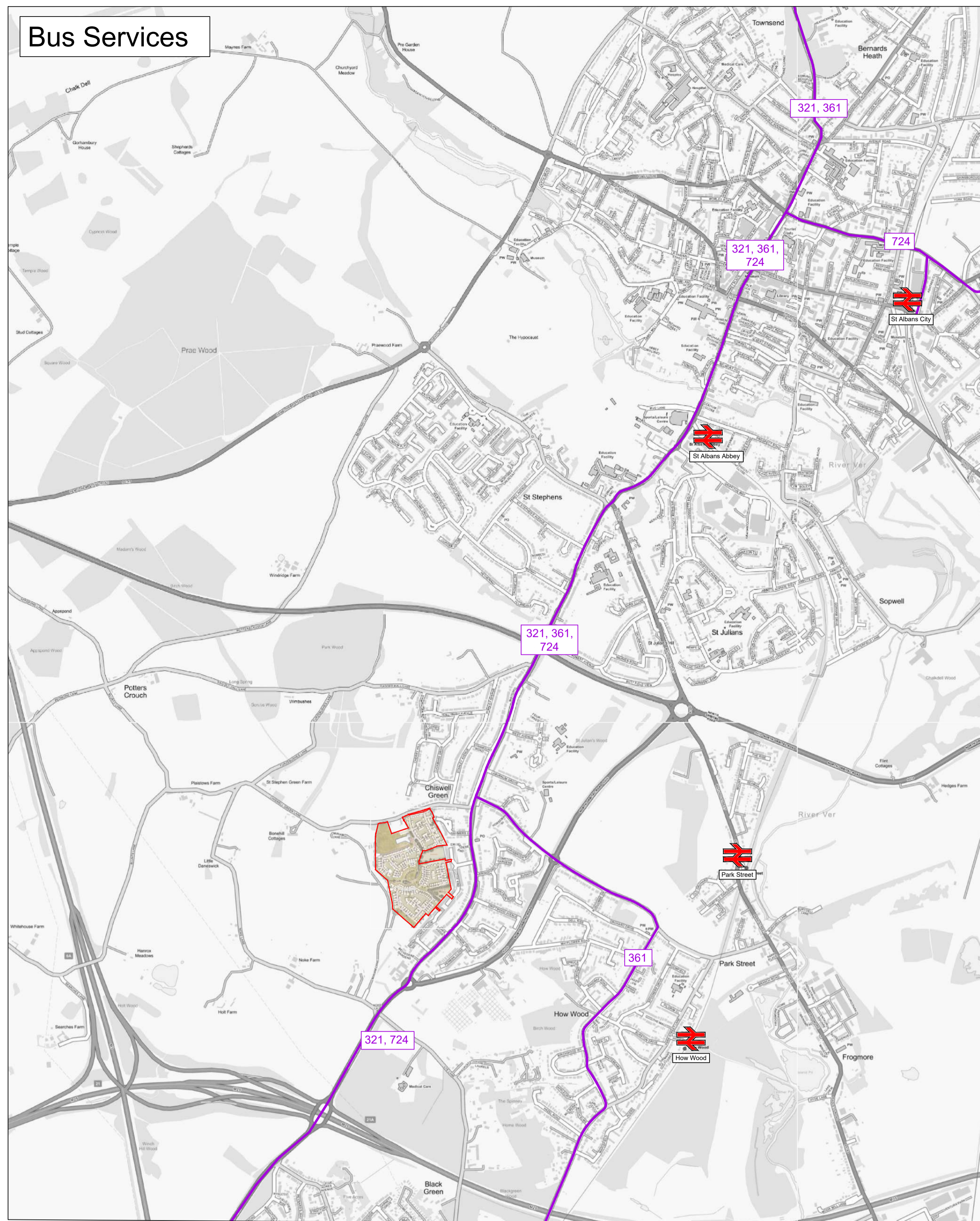
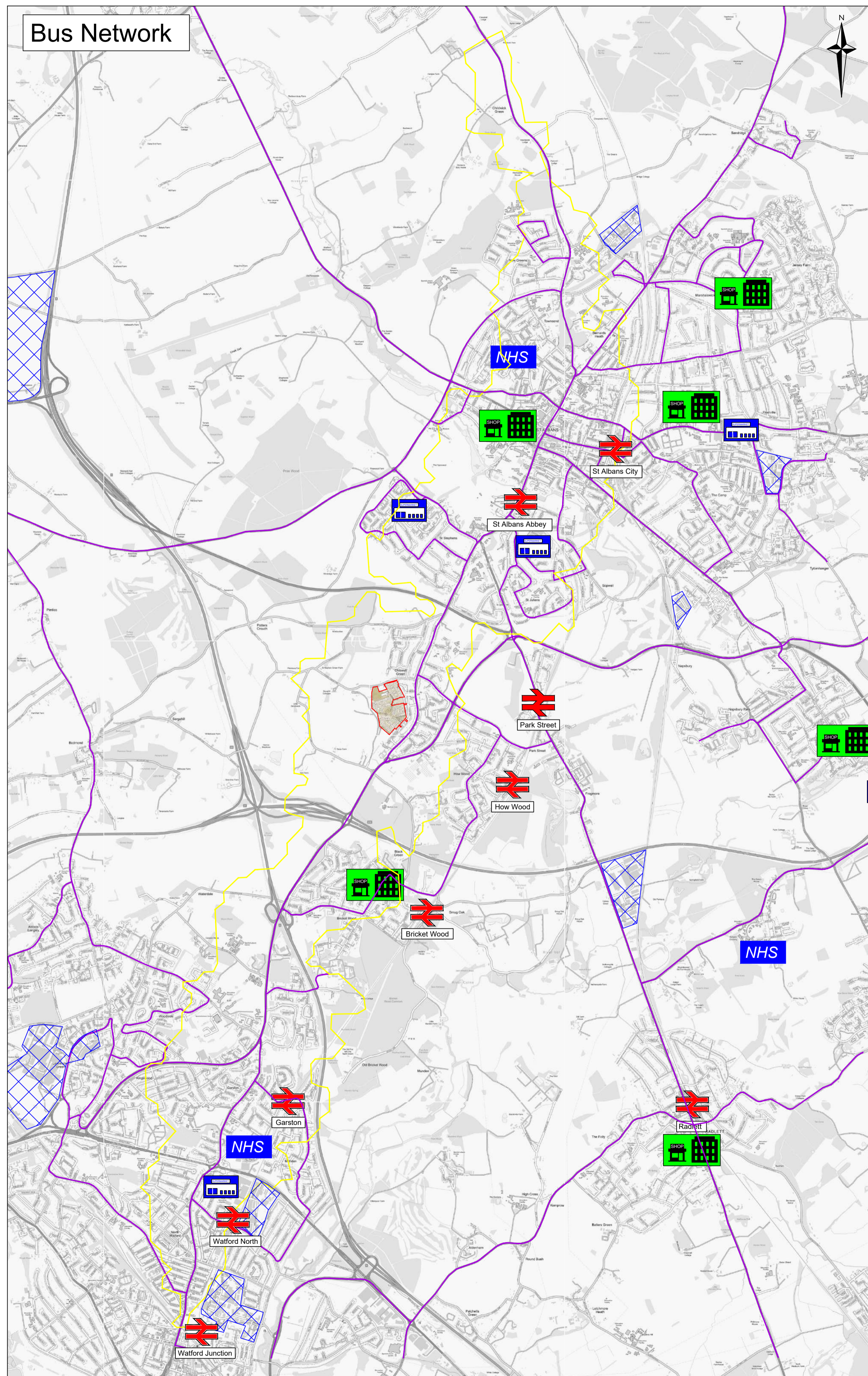
Project: LAND WEST OF CHISWELL GREEN

Title: SITE LOCATION

Project Engineer: DK Scale: 1:10,000 @ A3  
 Project Director: JB Date: DECEMBER 2021  
 Status: INFORMATION

FIGURE SoCGT/1 Rev 12

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**Table: Bus Services in Chiswell Green - BusStop (Three Hammers)**

No. SERVICE	DESTINATION	FIRST/LAST SERVICE	FREQUENCY		
			AM PEAK	PM PEAK	
321	Luton - St Albans - Watford - Rickmansworth	Luton/St Albans	05:58/23:25	3 Buses	3 Buses
		Watford/Rickmansworth	05:56/23:23	3 Buses	3 Buses
365	Garston - St Albans	St Albans	07:51/16:58	1 Bus	1 Bus
		Garston	08:51/17:32	1 Bus	1 Bus
724	* Harlow - St Albans - Watford - Heathrow Airport	Watford/Heathrow Airport	05:12/22:01**	1 Bus	1 Bus
		St Albans/Harlow	06:27/23:49***	1 Bus	1 Bus

\* 724 Express Bus Service stops only on dedicated bus stops  
 \*\* There are two night services departing at 02:38 and 04:43  
 \*\*\* There are one night service departing at 01:49  
 Average Bus Journey Time Isochrones (NTS 2021) takes into account the time allowed walking from the site to the bus stop and from last stop plus a 10min walk. The length of time between different bus services is limited to 10min.

**Table: Average Bus Journey Time**

DESTINATION	JOURNEY TIME (min)
How Wood Train Station	27
St Albans Train Station	29
Watford Junction Train Station	40
St Albans City Centre	20
Watford City Centre	43
St Albans Hospital	44
Watford General Hospital	59
Brick Knoll Business Park	48
Porters Wood Business Park	45
Hemel Hempstead Maylands	71
North Watford Business Park	34

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**Key:**

- Proposed Site Location
- Bus Routes
- Bus Stop
- Train Station
- Average Bus Journey Time Isochrone (39min)
- Employment Area
- Hospital
- Town Centre
- Supermarkets

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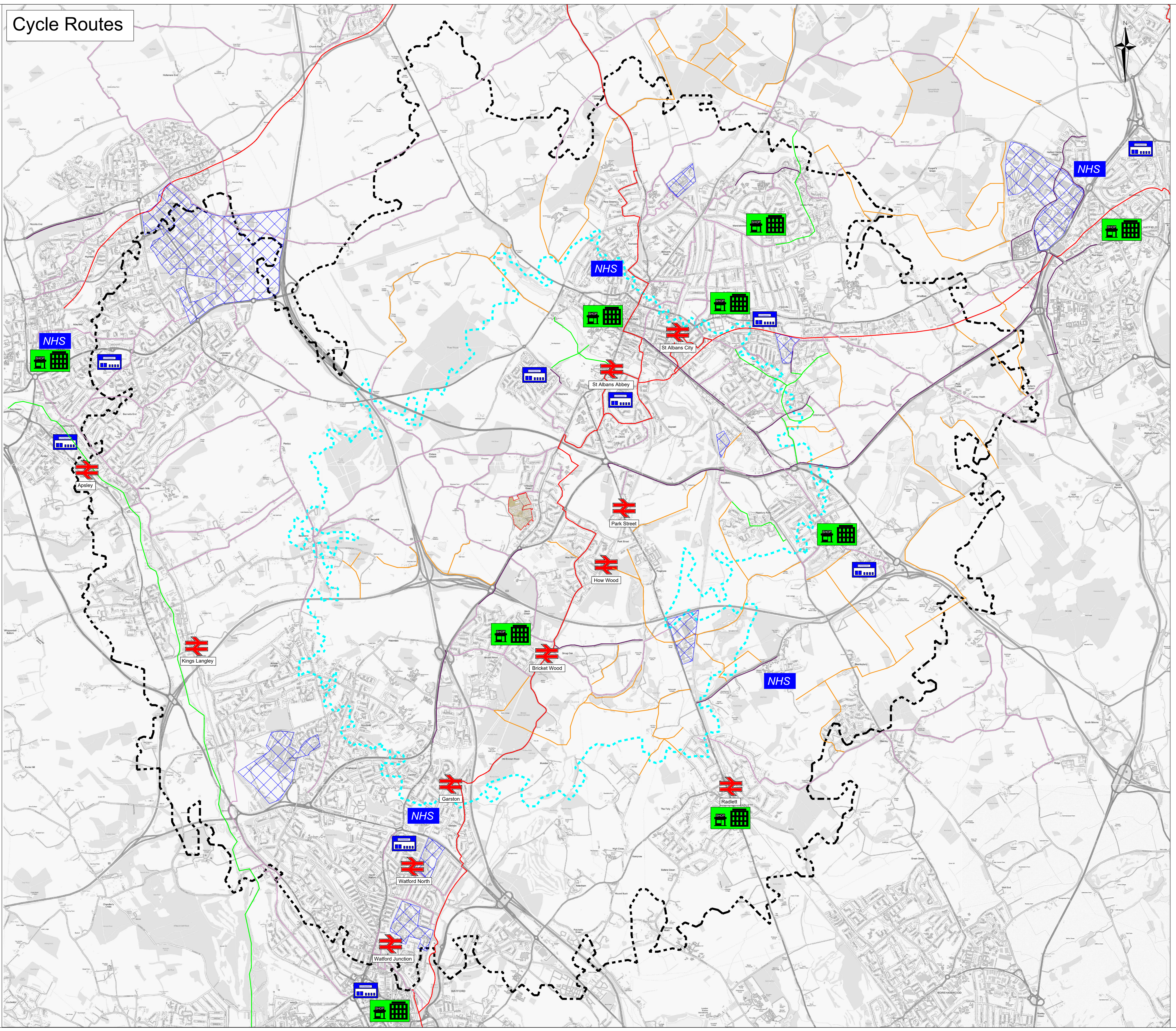
Client: CALA HOMES (CHILTERN) & REDINGTON CAPITAL

Project: LAND SOUTH OF CHISWELL GREEN LANE

Title: BUS NETWORK


Project Engineer: DK Scale: NTS  
 Project Director: AHJ Date: MARCH 2023  
 Status:

# Cycle Routes



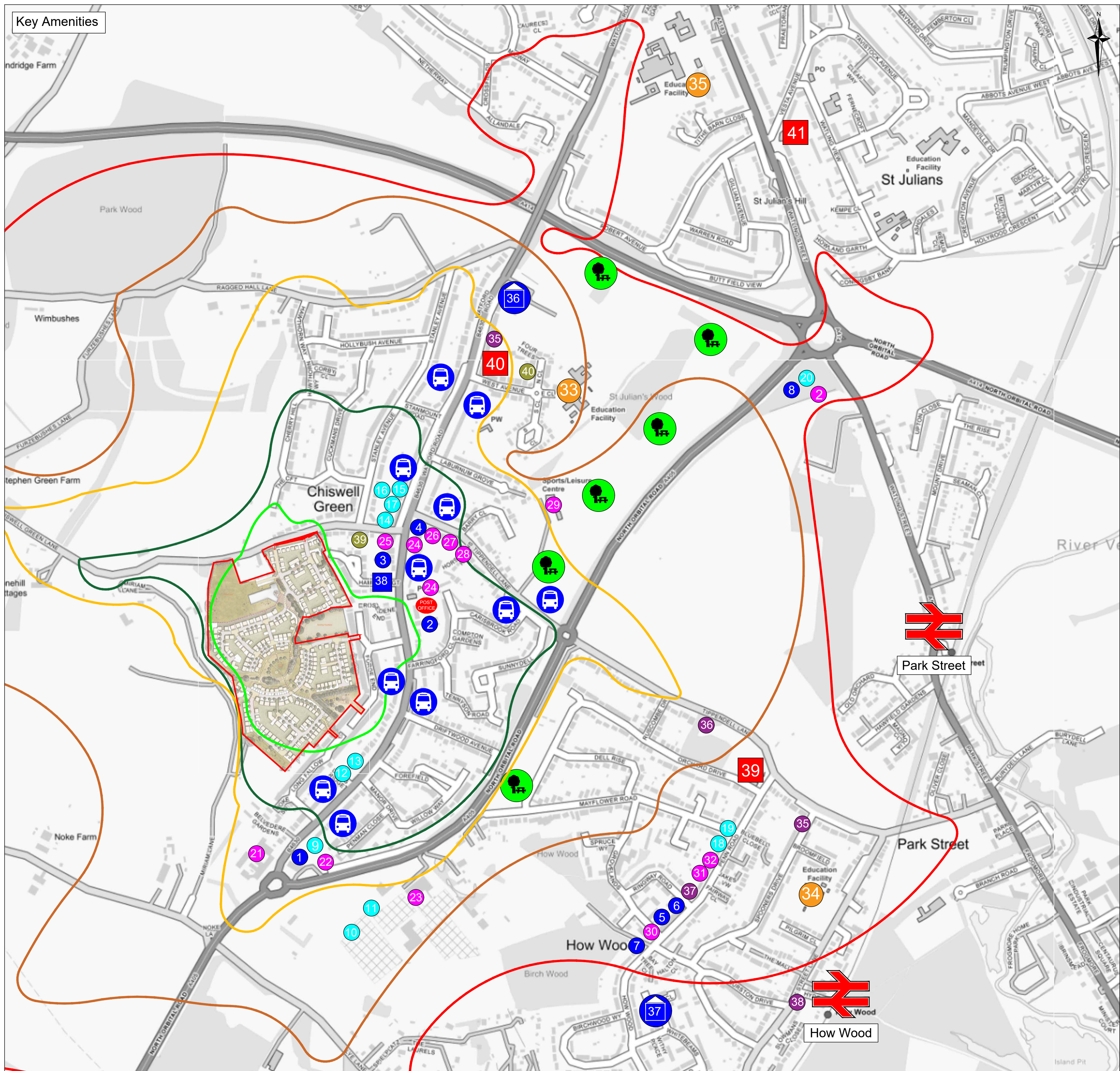
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- Key:**
- Proposed Site Location
  - Indicative Cycle Isochrone (5km/20min)
  - Indicative Cycle Isochrone (10km/40min)
  - Train Station
  - Employment Area
  - Hospital
  - Town Centre
  - Supermarkets
- Cycling routes:**
- National Cycle Routes
  - Shared with Pedestrians
  - Traffic Free Route
  - Bridleway/ Track / Other
  - Routes Suggested by Local Cyclists

Rev	Description	Date	Chkd
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Client: CALA HOMES (CHILTERN) & REDINGTON CAPITAL			
Project: LAND SOUTH OF CHISWELL GREEN LANE			
Title: CYCLE ISOCHRONES			
Project Engineer: DK		Scale: NTS	
Project Director: AHJ		Date: MARCH 2023	
Status:			
FIGURE SoGCT/3			Rev 11



**Key Amenities**



**Convenience Store:**

- 1 Little Waitrose
- 2 Foodfare Convenience Store
- 3 Co-op Food
- 4 Chiswell Green Local Store
- 5 The Co-Operative Food
- 6 The Bok and Rose South African Shop
- 7 Moonlight
- 8 M&S Food

**Retail:**

- 9 Shell Gas Station
- 10 Burston Garden Centre
- 11 Hertfordshire Fisheries
- 12 Ride St Albans Bicycle Shop
- 13 JMB Motorspor
- 14 Hire One Hardware Store
- 15 Globe Pharmacy
- 16 Chiswell Fireplaces
- 17 KC Flooring Specialists
- 18 How Wood Pharmacy
- 19 Lily Alley Florist
- 20 BP Gas Station

**Hospitality:**

- 21 The Noke Restaraunt
- 22 Starbucks Coffee
- 23 Burston Restaurant
- 24 Gracey's Pizza
- 25 The Three Hammers Public House
- 26 Flamelight
- 27 The Rami Tandori
- 28 Simmons Bakers
- 29 Lazy Llama Cafe
- 30 The Village Spice
- 31 Sea World
- 32 Simmons Bakers

**Education:**

- 33 Killigrew Primary and Nursery School
- 34 How Wood Primary School and Nursery
- 35 The Marlborough Science Academy

**GP:**

- 36 Midway Surgery
- 37 Park Street Surgery

**Dentist:**

- 38 UK Dental Specialists

**Religious Facilities:**

- 39 Park Street Baptist Church
- 40 Green Wood United Reformed Church
- 41 St Bartholomew Church

**Beauty:**

- 35 Greenwood Natural Therapies
- 36 Indigo Beauty Room
- 37 The Sun Set
- 38 The Anti Ageing Clinic

**Pet Store:**

- 39 Walkalot
- 40 Your Pet Concierge

**NOTES**

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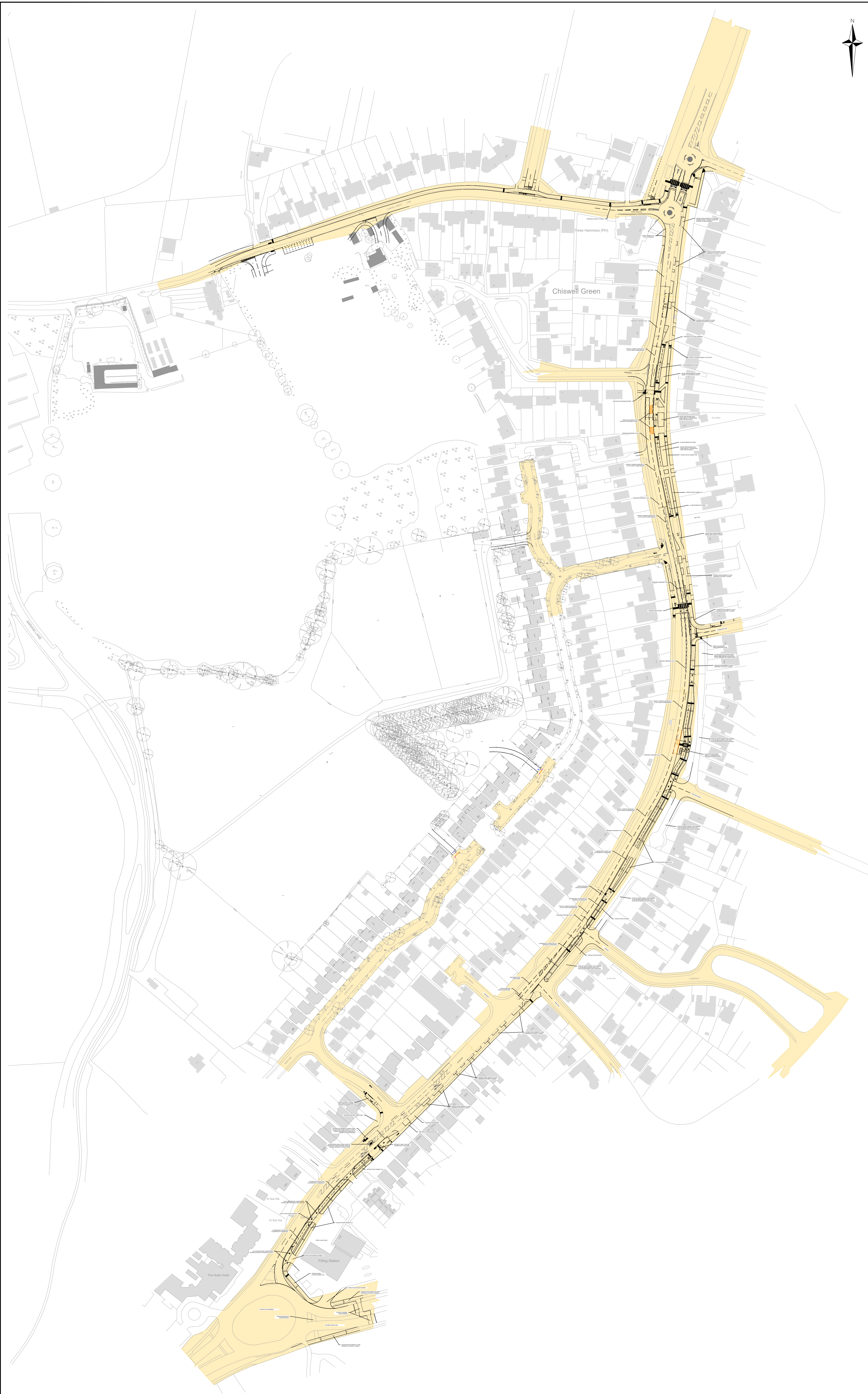
- Site Boundary
- Train Station
- Bus Stop
- Shop
- Retail
- Hospitality
- Education
- GP
- Dentist
- Churches
- Beauty Salon
- Pet Store
- Park - Recreation
- Post Office

**Walking Distance:**

- 0-5min walk (0-400m)
- 5-10min walk (400-800m)
- 10-15min walk (800-1200m)
- 15-20min walk (1200-1600m)
- 20-25min walk (1600-2000m)

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Project:	LAND SOUTH OF CHISWELL GREEN LANE
Title:	LOCAL AMENITIES
Project Engineer:	DK
Project Director:	AHU
Status:	INTS
Date:	MARCH 2023



- NOTES**
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**KEY**

	OS BASE MAPPING
	PROPOSED PEDESTRIAN / CYCLE IMPROVEMENTS

Rev	Description	Date	CHKD

**Glanville**  
 3 Grovelands Business Centre  
 Boundary Way  
 Hemel Hempstead, Herts. HP2 7TE  
 Tel: (01442) 335599 Fax: (01442) 258924  
 postbox@glanvillegroup.com  
 www.glanvillegroup.com

Client: CALA HOMES (CHILTERN) & REDINGTON CAPITAL

Project: LAND SOUTH OF CHISWELL GREEN LANE

Title: CHISWELL GREEN CORRIDOR ACTIVE TRAVEL IMPROVEMENTS

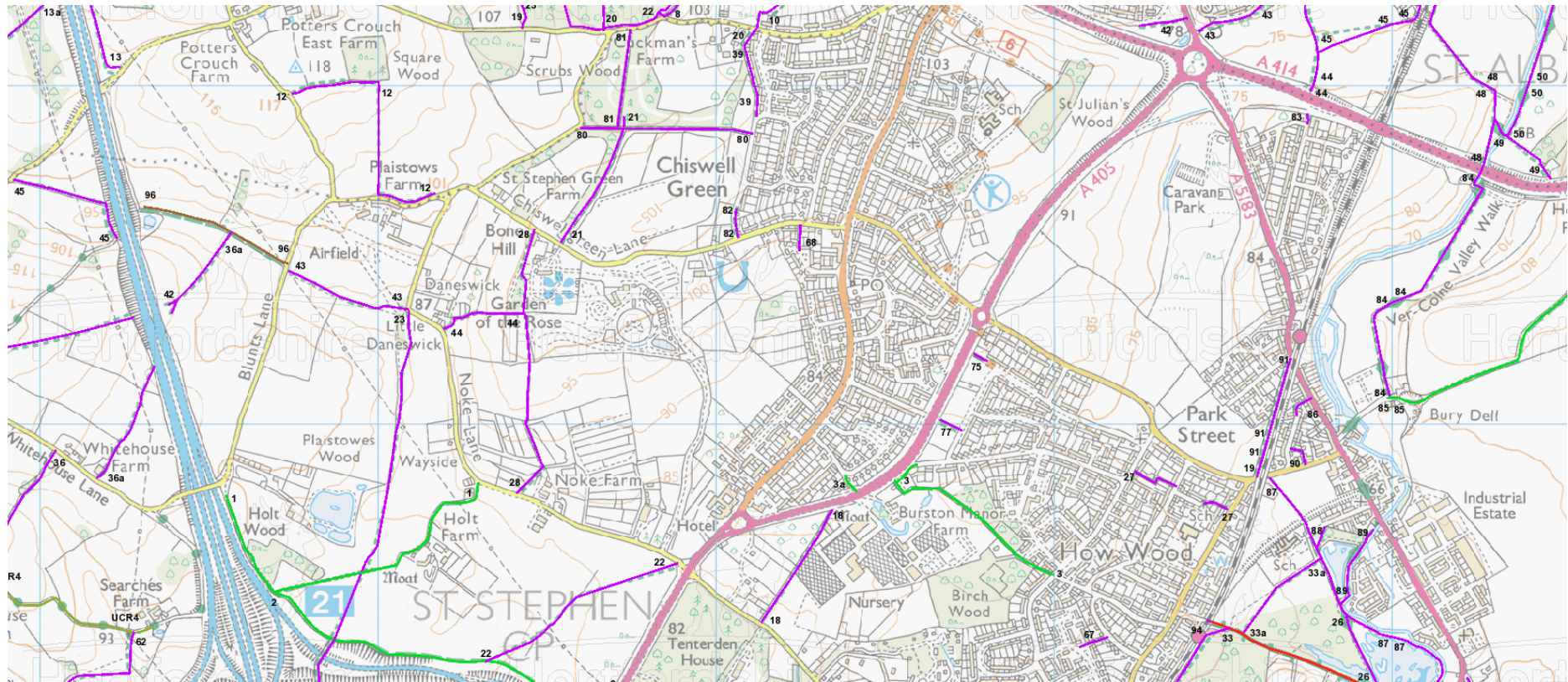
Project Engineer: DK Scale: 1:1000 (B4)  
 Project Director: JB Date: MARCH 2023

Status: INFORMATION

## Appendices

**Appendix SoCGT/1**  
**Local Public Rights of Way**

Extract from Hertfordshire County Council's Online Public Right of Way Map (taken from <https://webmaps.hertfordshire.gov.uk/row/row.htm>)



Rights of Way

-  Byway Open to All Traffic
-  Restricted Byway
-  Bridleway
-  Footpath
-  Temporary Footpath
-  Temporarily Closed Footpath
-  Unmetalled UCR

Rights of Way PTRO

-  PTRO

**Appendix SoCGT/2**

**Local Bus Timetables**









Saturday - Luton Station Interchange

	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321
Maple Cross Downings Wood Terminus	--	--	--	0725	--	0805	--	--	--	05	--	1505	--	--	1605	--	--	1705	--	--	1805	--	--
Berry Lane Estate Oakfield	--	--	0700	--	0755	--	--	0823	48	--	23	--	1523	1548	--	1623	1648	--	1723	1748	--	1825	1855
Rickmansworth Railway Station	--	--	0710	0740	0805	0820	--	0840	00	20	40	1520	1540	1600	1620	1640	1700	1720	1740	1800	1820	1840	1915
Croxley Green Owens Way	--	--	0720	0750	0815	0830	--	0851	11	31	51	1531	1551	1611	1631	1651	1711	1731	1751	1811	1830	1850	1923
Watford General Hospital	--	--	0730	0800	0825	0840	--	0903	23	43	03	1543	1603	1623	1643	1703	1723	1743	1803	1823	1840	1900	1931
Watford Market Street	--	0714	0740	0810	0830	0850	0900	0915	35	55	15	1555	1615	1635	1655	1715	1735	1755	1815	1835	1845	1905	1940
Watford Junction Railway Station	--	0719	0745	0815	0835	0855	0907	0922	42	02	22	1602	1622	1642	1702	1722	1742	1802	1822	1842	--	1910	1945
North Watford Library	--	0725	0752	0822	0842	0902	0917	0932	52	12	32	1612	1632	1652	1712	1732	1752	1812	1832	1852	--	1918	1953
Garston Bus Garage	--	0728	0756	0826	0846	0906	0921	0936	56	16	36	1616	1636	1656	1716	1736	1756	1816	1836	1856	--	1922	1958
Chiswell Green Three Hammers PH	--	0735	0805	0835	0855	0915	0930	0945	05	25	45	1625	1645	1705	1725	1745	1805	1825	1844	1902	--	1930	2003
St Albans Abbey Railway Station	--	0743	0813	0845	0905	0925	0940	0955	15	35	55	1635	1655	1715	1735	1755	1815	1835	1855	1910	--	1938	2010
St Albans St Peter's Street	0720	0750	0820	0855	0915	0935	0950	1005	25	45	05	1645	1705	1725	1745	1805	1825	1845	1905	1915	--	1945	2014
New Greens St Albans Girls School	0724	0754	0824	0900	0920	0940	0955	1010	30	50	10	1650	1710	1730	1750	1810	1830	1849	1909	--	--	1949	--
Harpenden The George PH	0732	0802	0832	0909	0929	0949	1004	1019	39	59	19	1659	1719	1739	1759	1819	1839	1858	1917	--	--	1957	--
Kinsbourne Green The Common	0741	0811	0841	0919	0939	0959	1014	1029	49	09	29	1709	1729	1749	1809	1829	1847	1905	1923	--	--	2003	--
Stockwood Park Entrance	0745	0815	0845	0923	0943	1003	1018	1033	53	13	33	1713	1733	1753	1813	1833	1851	1909	1927	--	--	2007	--
Luton Town Centre Church Street	0750	0820	0850	0928	0948	1010	1025	1040	00	20	40	1720	1740	1800	1820	1840	1858	1915	1933	--	--	2013	--
Luton Station Interchange	0754	0824	0854	0932	0952	1014	1029	1044	04	24	44	1724	1744	1804	1824	1844	1902	1919	1937	--	--	2017	--

	321	321	321	321
Maple Cross Downings Wood Terminus	--	--	--	--
Berry Lane Estate Oakfield	1926	26	2226	2326
Rickmansworth Railway Station	1935	35	2235	2335
Croxley Green Owens Way	1943	43	2243	2343
Watford General Hospital	1951	51	2251	2351
Watford Market Street	2000	00	2300	2356
Watford Junction Railway Station	2005	05	2305	--
North Watford Library	2013	13	2313	--
Garston Bus Garage	2018	18	2318	--
Chiswell Green Three Hammers PH	2023	23	2323	--
St Albans Abbey Railway Station	2030	30	2330	--
St Albans St Peter's Street	2035	35	2335	--
New Greens St Albans Girls School	2039	39	2339	--
Harpenden The George PH	2047	47	2347	--
Kinsbourne Green The Common	2053	53	2353	--
Stockwood Park Entrance	2057	57	2357	--
Luton Town Centre Church Street	2103	03	0003	--
Luton Station Interchange	2107	07	0007	--

Sunday - Berry Lane Estate Oakfield

	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	
Luton Station Interchange	--	0745	0840	0935	1030	1130	1230	1330	1430	1530	1635	1735	1835	1935	2035	2135	2235							
Luton Town Centre Church Street	--	0750	0845	0939	1035	1135	1235	1335	1435	1535	1640	1740	1840	1935	2035	2135	2235							
Stockwood Park Entrance	--	0755	0850	0944	1040	1140	1240	1340	1440	1540	1645	1745	1845	1945	2045	2145	2245							
Kinsbourne Green The Common	--	0759	0854	0948	1044	1144	1244	1344	1444	1544	1649	1749	1849	1949	2049	2149	2249							
Harpenden The George PH	--	0805	0900	0954	1052	1152	1252	1352	1452	1552	1657	1756	1856	1956	2056	2156	2256							
New Greens St Albans Girls School	--	0813	0908	1002	1101	1201	1301	1401	1501	1601	1706	1805	1905	2005	2105	2205	2305							
St Albans St Peter's Street	--	0820	0915	1010	1110	1210	1310	1410	1510	1610	1715	1814	1914	2014	2114	2214	2314							
St Albans Abbey Railway Station	--	0825	0920	1015	1115	1215	1315	1415	1515	1615	1718	1816	1916	2016	2116	2216	2316							
Chiswell Green Three Hammers PH	--	0830	0925	1021	1121	1221	1321	1421	1521	1621	1724	1823	1923	2023	2123	2223	2323							
Garston Bus Garage	0737	0837	0932	1029	1129	1229	1329	1429	1529	1629	1732	1830	1930	2030	2130	2230	2330							
North Watford Library	0741	0841	0936	1034	1134	1234	1334	1434	1534	1634	1736	1834	1934	2034	2134	2234	2334							
Watford Junction Railway Station	0750	0850	0945	1045	1145	1245	1345	1445	1545	1645	1745	1843	1943	2043	2143	2243	2343							
Watford Market Street	0757	0857	0952	1052	1152	1252	1352	1452	1552	1652	1755	1850	1950	2050	2150	2250	2348							
Watford General Hospital	0802	0902	0957	1057	1157	1257	1357	1457	1557	1657	1800	1855	1955	2055	2155	2255	--							
Croxley Green Owens Way	0810	0910	1006	1106	1206	1306	1406	1506	1606	1706	1808	1904	2004	2104	2204	2304	--							
Rickmansworth Railway Station	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1913	2013	2113	2213	2313	--							
Berry Lane Estate Oakfield	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1921	2021	2121	2221	2321	--							

## Sunday - Luton Station Interchange

	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321	321
Berry Lane Estate Oakfield	--	--	0850	0940	1038	38	1438	1538	1638	1738	1835	1926	26	2226	2326	
Rickmansworth Railway Station	--	--	0859	0949	1048	48	1448	1548	1648	1748	1845	1935	35	2235	2335	
Croxley Green Owens Way	--	--	0908	1000	1100	00	1500	1600	1700	1800	1855	1943	43	2243	2343	
Watford General Hospital	--	--	0916	1009	1109	09	1509	1609	1709	1809	1903	1951	51	2251	2351	
Watford Market Street	0745	0835	0925	1020	1120	20	1520	1620	1720	1820	1910	2000	00	2300	2356	
Watford Junction Railway Station	0750	0840	0930	1025	1125	25	1525	1625	1725	1825	1915	2005	05	2305	--	
North Watford Library	0758	0848	0938	1035	1135	35	1535	1635	1735	1835	1924	2013	13	2313	--	
Garston Bus Garage	0802	0852	0942	1040	1140	40	1540	1640	1740	1840	1929	2018	18	2318	--	
Chiswell Green Three Hammers PH	0809	0859	0949	1048	1148	48	1548	1648	1748	1847	1935	2023	23	2323	--	
St Albans Abbey Railway Station	0816	0906	0956	1055	1155	55	1555	1655	1755	1854	1942	2030	30	2330	--	
St Albans St Peter's Street	0822	0912	1002	1102	1202	02	1602	1702	1802	1900	1945	2035	35	2335	--	
New Greens St Albans Girls School	0826	0916	1006	1106	1206	06	1606	1706	1806	1904	1949	2039	39	2339	--	
Harpenden The George PH	0835	0925	1015	1116	1216	16	1616	1716	1815	1912	1957	2047	47	2347	--	
Kinsbourne Green The Common	0843	0933	1023	1124	1224	24	1624	1724	1822	1919	2003	2053	53	2353	--	
Stockwood Park Entrance	0847	0937	1027	1128	1228	28	1628	1728	1826	1923	2007	2057	57	2357	--	
Luton Town Centre Church Street	0852	0942	1032	1134	1234	34	1634	1734	1832	1929	2013	2103	03	0003	--	
Luton Station Interchange	0856	0946	1036	1139	1239	39	1639	1738	1836	1933	2017	2107	07	0007	--	

**724 Green Line Harlow to London Heathrow Airport**

via Hertford, Welwyn Garden City, Hatfield, St Albans, Watford and Maple Cross - Valid from Sunday, January 8, 2023 to Thursday, June 15, 2023



Monday to Friday - Harlow Town Centre Bus Station

	724	724	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724	724	724	724	724	724	724	724	724 <sup>1</sup>	
Heathrow Airport Heathrow Central Bus Station	--	0510	0610	0620	--	--	--	--	--	0645	0710	--	--	0755	0815	--	--	0915	--	1015	--	1115	--	1215	--
Heathrow Airport Terminal 5 Heathrow Terminal 5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Uxbridge York Road (UB8)	--	0527	0627	0636	--	--	--	--	--	0703	0727	--	--	0817	0832	--	--	0933	--	1033	--	1133	--	1233	--
Denham Station Parade	--	0536	0636	0644	--	--	--	--	--	0716	0736	--	--	0829	0842	--	--	0942	--	1042	--	1142	--	1245	--
Maple Cross The Cross	--	0542	0642	0650	--	--	--	--	--	0727	0743	--	--	0840	0850	--	--	0952	--	1052	--	1152	--	1255	--
Rickmansworth Railway Station	--	0549	0649	0657	--	--	--	--	--	0742	0752	--	--	0854	0900	--	--	1000	--	1100	--	1200	--	1303	--
Watford Clarendon Road	--	0602	0702	0710	--	--	--	--	--	0809	0807	--	--	0914	0916	--	--	1015	--	1115	--	1215	--	1318	--
Watford Junction Railway Station	--	0608	0708	0715	--	--	--	--	--	0814	0813	--	--	0920	0922	--	--	1020	--	1120	--	1220	--	1323	--
Garston Bus Garage	--	0620	0721	0727	--	--	--	--	--	0827	0826	--	--	0933	0934	--	--	1031	--	1131	--	1231	--	1335	--
Chiswell Green Three Hammers PH	--	0627	0730	0738	--	--	--	--	--	0836	0835	--	--	0941	0942	--	--	1039	--	1139	--	1239	--	1344	--
St Albans St Peter's Street	0201	0635	0743	0750	--	--	0645	0748	0800	0849	0848	0854	0857	0951	0952	0956	0957	1052	1057	1152	1157	1252	1257	1357	1402
St Albans City Railway Station	0205	--	--	--	--	--	0650	0756	0806	--	--	0900	0903	--	--	1002	1002	--	1103	--	1203	--	1303	--	1408
Hatfield The Galleria	0216	--	--	--	--	--	0703	0814	0820	--	--	0915	0917	--	--	1016	1016	--	1117	--	1217	--	1317	--	1424
Hatfield Town Centre	0219	--	--	--	--	--	0706	0817	0823	--	--	0917	0919	--	--	1018	1018	--	1119	--	1219	--	1319	--	1427
Hatfield Railway Station	0222	--	--	--	--	--	0709	0820	0826	--	--	0920	0922	--	--	1021	1021	--	1122	--	1222	--	1322	--	1430
Welwyn Garden City New QEII Hospital	0228	--	--	--	--	--	0720	0830	0834	--	--	0929	0930	--	--	1030	1030	--	1130	--	1230	--	1330	--	1439
Welwyn Garden City Bus Station	0238	--	--	--	--	--	0731	0844	0846	--	--	0941	0945	--	--	1042	1042	--	1142	--	1242	--	1342	--	1451
Panshanger Windhill	0243	--	--	--	--	--	0741	0852	0854	--	--	0949	0952	--	--	1050	1050	--	1150	--	1250	--	1350	--	1459
Hertford North Railway Station	0251	--	--	--	--	--	0751	0902	0902	--	--	0958	1000	--	--	1059	1059	--	1159	--	1259	--	1359	--	1509
Hertford Bus Station	0258	--	--	0644	0644	0759	0912	0912	--	--	1008	1008	--	--	1107	1107	--	1207	--	1307	--	1407	--	1518	--
Ware Hertford Regional College	0304	--	--	0651	0651	0808	0921	0921	--	--	1017	1017	--	--	1116	1116	--	1216	--	1316	--	1416	--	1527	--
Great Amwell Amwell Roundabout	0307	--	--	0655	0655	0812	0925	0925	--	--	1021	1021	--	--	1120	1120	--	1220	--	1320	--	1420	--	1531	--
Harlow Town Centre Bus Station	0317	--	--	0705	0705	0825	0935	0935	--	--	1031	1031	--	--	1130	1130	--	1230	--	1330	--	1430	--	1543	--

	724 <sup>2</sup>	724	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724	724	724	724	724 <sup>1</sup>	724 <sup>2</sup>	
Heathrow Airport Heathrow Central Bus Station	--	1315	--	--	1415	--	1430	--	1530	0025	--	1555	--	1635	--	1701	--	1745	--	1800	--	1900	--	2000	2000
Heathrow Airport Terminal 5 Heathrow Terminal 5	--	--	--	--	--	--	--	--	0035	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Uxbridge York Road (UB8)	--	1333	--	--	1433	--	1448	--	1548	0054	--	1612	--	1654	--	1719	--	1806	--	1818	--	1918	--	2016	2016
Denham Station Parade	--	1345	--	--	1445	--	1500	--	1600	0102	--	1621	--	1707	--	1728	--	1820	--	1827	--	1928	--	2024	2024
Maple Cross The Cross	--	1355	--	--	1455	--	1510	--	1610	0110	--	1628	--	1717	--	1735	--	1828	--	1834	--	1936	--	2032	2032
Rickmansworth Railway Station	--	1403	--	--	1504	--	1518	--	1620	0117	--	1637	--	1727	--	1744	--	1836	--	1843	--	1944	--	2040	2040
Watford Clarendon Road	--	1418	--	--	1519	--	1533	--	1638	0129	--	1652	--	1746	--	1759	--	1851	--	1858	--	1956	--	2052	2052
Watford Junction Railway Station	--	1423	--	--	1524	--	1538	--	1644	0134	--	1658	--	1752	--	1805	--	1857	--	1904	--	2001	--	2057	2057
Garston Bus Garage	--	1435	--	--	1538	--	1550	--	1658	0142	--	1710	--	1809	--	1817	--	1911	--	1916	--	2011	--	2106	2106
Chiswell Green Three Hammers PH	--	1444	--	--	1548	--	1559	--	1708	0149	--	1718	--	1819	--	1825	--	1919	--	1924	--	2018	--	2112	2112
St Albans St Peter's Street	1402	1457	1502	1502	1601	1606	1612	1617	1721	0156	1726	1733	1738	1831	1836	1838	1843	1930	1935	1937	1942	2026	2031	2119	2119
St Albans City Railway Station	1408	--	1508	1508	--	1612	--	1623	--	1732	--	1744	--	1842	--	1849	--	1940	--	1947	--	2035	--	--	--
Hatfield The Galleria	1424	--	1524	1524	--	1630	--	1639	--	1752	--	1759	--	1858	--	1903	--	1953	--	2001	--	2048	--	--	--
Hatfield Town Centre	1427	--	1528	1528	--	1633	--	1643	--	1755	--	1801	--	1901	--	1905	--	1956	--	2003	--	2051	--	--	--
Hatfield Railway Station	1430	--	1531	1531	--	1636	--	1646	--	1758	--	1804	--	1904	--	1908	--	1959	--	2006	--	2054	--	--	--
Welwyn Garden City New QEII Hospital	1439	--	1541	1541	--	1646	--	1656	--	1809	--	1812	--	1911	--	1915	--	2006	--	2013	--	2101	--	--	--
Welwyn Garden City Bus Station	1451	--	1553	1553	--	1659	--	1708	--	1821	--	1824	--	1922	--	1926	--	2017	--	2024	--	2112	--	--	--
Panshanger Windhill	1459	--	1601	1601	--	1707	--	1716	--	1829	--	1831	--	1929	--	1933	--	2023	--	2031	--	2118	--	--	--
Hertford North Railway Station	1509	--	1611	1611	--	1718	--	1726	--	1838	--	1839	--	1938	--	1941	--	2032	--	2039	--	2127	--	--	--
Hertford Bus Station	1518	--	1622	1622	--	1731	--	1737	--	1849	--	1847	--	1949	--	1949	--	2039	--	2046	--	2134	--	--	--
Ware Hertford Regional College	1527	--	1631	1631	--	1740	--	1746	--	1856	--	1856	--	1956	--	1956	--	2045	--	2054	--	2140	--	--	--
Great Amwell Amwell Roundabout	1531	--	1636	1636	--	1745	--	1750	--	1900	--	1900	--	2000	--	2000	--	2048	--	2058	--	2143	--	--	--
Harlow Town Centre Bus Station	1543	--	1649	1649	--	1757	--	1803	--	1910	--	1910	--	2010	--	2010	--	2058	--	2108	--	2153	--	--	--

	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724 <sup>1</sup>	724 <sup>2</sup>	724	724 <sup>3</sup>
Heathrow Airport Heathrow Central Bus Station	--	--	2050	2050	--	--	2140	2140	--	--	2240	--
Heathrow Airport Terminal 5 Heathrow Terminal 5	--	--	--	--	--	--	--	--	--	--	--	--
Uxbridge York Road (UB8)	--	--	2106	2106	--	--	2154	2154	--	--	2254	--
Denham Station Parade	--	--	2114	2114	--	--	2202	2202	--	--	2302	--
Maple Cross The Cross	--	--	2122	2122	--	--	2210	2210	--	--	2310	--
Rickmansworth Railway Station	--	--	2130	2130	--	--	2217	2217	--	--	2317	--
Watford Clarendon Road	--	--	2142	2142	--	--	2229	2229	--	--	2329	--
Watford Junction Railway Station	--	--	2147	2147	--	--	2234	2234	--	--	2334	--
Garston Bus Garage	--	--	2156	2156	--	--	2242	2242	--	--	2342	--
Chiswell Green Three Hammers PH	--	--	2202	2202	--	--	2249	2249	--	--	2349	--
St Albans St Peter's Street	2124	2124	2209	2209	2214	2214	2256	2256	2301	2301	2356	0001
St Albans City Railway Station	2128	2128	--	--	2218	2218	--	--	2305	2305	--	

Saturday - Heathrow Airport Heathrow Central Bus Station

	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	
Harlow Town Centre Bus Station	0110	--	0315	--	0415	--	0505	--	0600	--	0645	--	0745	--	0845	--	0945	--	1045	--	1200	--	1300	--	1400
Great Amwell Amwell Roundabout	0121	--	0326	--	0426	--	0516	--	0611	--	0656	--	0756	--	0856	--	0956	--	1056	--	1211	--	1311	--	1411
Ware Hertford Regional College	0125	--	0330	--	0430	--	0520	--	0615	--	0700	--	0800	--	0900	--	1000	--	1100	--	1215	--	1315	--	1415
Hertford Bus Station	0131	--	0336	--	0436	--	0526	--	0625	--	0710	--	0811	--	0913	--	1013	--	1113	--	1228	--	1328	--	1428
Hertford North Railway Station	0135	--	0340	--	0440	--	0530	--	0629	--	0714	--	0816	--	0918	--	1018	--	1118	--	1233	--	1333	--	1433
Panshanger Windhill	0144	--	0349	--	0449	--	0539	--	0639	--	0724	--	0826	--	0928	--	1028	--	1128	--	1243	--	1343	--	1443
Welwyn Garden City Bus Station	0151	--	0356	--	0458	--	0547	--	0647	--	0732	--	0836	--	0938	--	1038	--	1138	--	1253	--	1353	--	1453
Welwyn Garden City New QEII Hospital	0158	--	0402	--	0504	--	0554	--	0654	--	0739	--	0844	--	0946	--	1046	--	1146	--	1301	--	1401	--	1501
Hatfield Railway Station	0205	--	0410	--	0512	--	0602	--	0702	--	0747	--	0853	--	0955	--	1055	--	1155	--	1310	--	1410	--	1510
Hatfield Town Centre	0208	--	0413	--	0515	--	0605	--	0705	--	0750	--	0856	--	0958	--	1058	--	1158	--	1313	--	1413	--	1513
Hatfield The Galleria	0211	--	0416	--	0518	--	0608	--	0708	--	0753	--	0859	--	1001	--	1101	--	1201	--	1316	--	1416	--	1516
St Albans City Railway Station	0223	--	0428	--	0530	--	0621	--	0721	--	0807	--	0913	--	1015	--	1115	--	1215	--	1330	--	1430	--	1530
St Albans St Peter's Street	0226	0231	0431	0436	0533	0538	0626	0631	0725	0730	0811	0816	0918	0923	1020	1025	1120	1125	1220	1225	1335	1340	1435	1440	1535
Chiswell Green Three Hammers PH	--	0238	--	0443	--	0545	--	0638	--	0737	--	0825	--	0932	--	1034	--	1134	--	1234	--	1349	--	1449	--
Garston Bus Garage	--	0245	--	0451	--	0553	--	0645	--	0745	--	0835	--	0942	--	1044	--	1144	--	1244	--	1359	--	1459	--
Watford Junction Railway Station	--	0256	--	0503	--	0605	--	0658	--	0757	--	0848	--	0955	--	1057	--	1157	--	1257	--	1412	--	1512	--
Watford Town Hall	--	0300	--	0507	--	0609	--	0703	--	0802	--	0853	--	1000	--	1102	--	1202	--	1302	--	1417	--	1517	--
Rickmansworth Railway Station	--	0309	--	0516	--	0619	--	0713	--	0812	--	0904	--	1013	--	1115	--	1215	--	1315	--	1430	--	1530	--
Maple Cross The Cross	--	0315	--	0525	--	0628	--	0722	--	0821	--	0913	--	1023	--	1125	--	1225	--	1325	--	1440	--	1540	--
Denham Station Parade	--	0321	--	0531	--	0634	--	0728	--	0827	--	0919	--	1029	--	1131	--	1231	--	1331	--	1446	--	1546	--
Uxbridge York Road (UB8)	--	0329	--	0539	--	0642	--	0736	--	0835	--	0927	--	1038	--	1140	--	1240	--	1340	--	1455	--	1555	--
Heathrow Airport Terminal 5 Heathrow Terminal 5	--	0345	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Heathrow Airport Heathrow Central Bus Station	--	0355	--	0555	--	0703	--	0755	--	0854	--	0946	--	1058	--	1159	--	1259	--	1359	--	1514	--	1614	--

	724	724	724	724	724	724	724	724	724	724	724	724	724	724
Harlow Town Centre Bus Station	--	1500	--	1620	--	1740	--	1835	--	1930	--	2030	--	--
Great Amwell Amwell Roundabout	--	1511	--	1631	--	1751	--	1846	--	1941	--	2041	--	--
Ware Hertford Regional College	--	1515	--	1635	--	1755	--	1850	--	1945	--	2045	--	--
Hertford Bus Station	--	1528	--	1648	--	1804	--	1859	--	1954	--	2054	--	--
Hertford North Railway Station	--	1533	--	1653	--	1808	--	1903	--	1958	--	2058	--	--
Panshanger Windhill	--	1543	--	1703	--	1817	--	1912	--	2007	--	2107	--	--
Welwyn Garden City Bus Station	--	1553	--	1713	--	1827	--	1922	--	2015	--	2115	--	--
Welwyn Garden City New QEII Hospital	--	1601	--	1721	--	1836	--	1930	--	2022	--	2122	--	--
Hatfield Railway Station	--	1610	--	1730	--	1843	--	1937	--	2029	--	2129	--	--
Hatfield Town Centre	--	1613	--	1733	--	1846	--	1940	--	2032	--	2131	--	--
Hatfield The Galleria	--	1616	--	1736	--	1849	--	1943	--	2035	--	2133	--	--
St Albans City Railway Station	--	1630	--	1750	--	1901	--	1953	--	2045	--	2143	--	--
St Albans St Peter's Street	1540	1635	1640	1755	1800	1905	1910	1957	2002	2049	2054	2146	2154	--
Chiswell Green Three Hammers PH	1549	--	1649	--	1809	--	1918	--	2009	--	2101	--	2201	--
Garston Bus Garage	1559	--	1659	--	1819	--	1926	--	2016	--	2111	--	2210	--
Watford Junction Railway Station	1612	--	1712	--	1832	--	1939	--	2029	--	2124	--	2224	--
Watford Town Hall	1617	--	1717	--	1837	--	1943	--	2032	--	2127	--	2227	--
Rickmansworth Railway Station	1630	--	1730	--	1850	--	1952	--	2041	--	2136	--	2236	--
Maple Cross The Cross	1640	--	1740	--	1900	--	2000	--	2048	--	2143	--	2243	--
Denham Station Parade	1646	--	1746	--	1906	--	2005	--	2053	--	2148	--	2248	--
Uxbridge York Road (UB8)	1655	--	1755	--	1915	--	2013	--	2101	--	2156	--	2255	--
Heathrow Airport Terminal 5 Heathrow Terminal 5	--	--	--	--	--	--	--	--	--	--	--	--	--	
Heathrow Airport Heathrow Central Bus Station	1714	--	1814	--	1933	--	2029	--	2117	--	2212	--	2310	--

Saturday - Harlow Town Centre Bus Station

	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724
Heathrow Airport Heathrow Central Bus Station	--	0530	--	0630	--	0720	--	0810	--	0915	--	1015	--	1115	--	1215	--	1315	--	1415	--	1530	--	1630	1730
Heathrow Airport Terminal 5 Heathrow Terminal 5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Uxbridge York Road (UB8)	--	0546	--	0646	--	0736	--	0829	--	0934	--	1034	--	1134	--	1234	--	1334	--	1434	--	1549	--	1647	1747
Denham Station Parade	--	0554	--	0654	--	0745	--	0838	--	0943	--	1043	--	1143	--	1243	--	1343	--	1443	--	1558	--	1656	1755
Maple Cross The Cross	--	0602	--	0702	--	0754	--	0847	--	0952	--	1052	--	1152	--	1252	--	1352	--	1452	--	1607	--	1705	1803
Rickmansworth Railway Station	--	0610	--	0710	--	0802	--	0855	--	1000	--	1100	--	1200	--	1300	--	1400	--	1500	--	1615	--	1712	1810
Watford Clarendon Road	--	0622	--	0722	--	0814	--	0909	--	1014	--	1114	--	1214	--	1314	--	1414	--	1514	--	1629	--	1725	1823
Watford Junction Railway Station	--	0627	--	0727	--	0819	--	0915	--	1020	--	1120	--	1220	--	1320	--	1420	--	1520	--	1635	--	1730	1828
Garston Bus Garage	--	0636	--	0736	--	0828	--	0927	--	1032	--	1132	--	1232	--	1332	--	1432	--	1532	--	1647	--	1742	1840
Chiswell Green Three Hammers PH	--	0643	--	0743	--	0835	--	0935	--	1040	--	1140	--	1240	--	1340	--	1440	--	1540	--	1655	--	1749	1847
St Albans St Peter's Street	0201	0650	0655	0750	0755	0845	0850	0948	0953	1053	1058	1153	1158	1253	1258	1353	1358	1453	1458	1553	1558	1708	1713	1801	1857
St Albans City Railway Station	0205	--	0700	--	0800	--	0855	--	1000	--	1105	--	1205	--	1305	--	1405	--	1505	--	1605	--	1720	--	--
Hatfield The Galleria	0216	--	0711	--	0811	--	0907	--	1016	--	1121	--	1221	--	1321	--	1421	--	1521	--	1621	--	1736	--	--
Hatfield Town Centre	0219	--	0714	--	0814	--	0910	--	1019	--	1124	--	1224	--	1324	--	1424	--	1524	--	1624	--	1739	--	--
Hatfield Railway Station	0222	--	0717	--	0817	--	0913	--	1022	--	1127	--	1227	--	1327	--	1427	--	1527	--	1627	--	1742	--	--
Welwyn Garden City New QEII Hospital	0228	--	0725	--	0825	--	0921	--	1030	--	1135	--	1235	--	1335	--	1435	--	1535	--	1635	--	1750	--	--
Welwyn Garden City Bus Station	0238	--	0735	--	0835	--	0932	--	1042	--	1147	--	1247	--	1347	--	1447	--	1547	--	1647	--	1802	--	--
Panshanger Windhill	0243	--	0742	--	0842	--	0939	--	1050	--	1155	--	1255	--	1355	--	1455	--	1555	--	1655	--	1810	--	--
Hertford North Railway Station	0251	--	0752	--	0852	--	0949	--	1100	--	1205	--	1305	--	1405	--	1505	--	1605	--	1705	--	1820	--	--
Hertford Bus Station	0258	--	0759	--	0859	--	0957	--	1108	--	1213	--	1313	--	1413	--	1513	--	1613	--	1713	--	1828	--	--
Ware Hertford Regional College	0304	--	0806	--	0906	--	1004	--	1115	--	1220	--	1320	--	1420	--	1520	--	1620	--	1720	--	1835	--	--
Great Amwell Amwell Roundabout	0307	--	0810	--	0910	--	1008	--	1119	--	1224	--	1324	--	1424	--	1524	--	1624	--	1724	--	1839	--	--
Harlow Town Centre Bus Station	0317	--	0820	--	0920	--	1018	--	1130	--	1235	--	1335	--	1435	--	1535	--	1635	--	1735	--	1850	--	--

	724	724	724	724	724	724	724	724	724	724	724	724	724
Heathrow Airport Heathrow Central Bus Station	--	1830	--	1945	--	2040	--	2140	--	2240	0025	--	--
Heathrow Airport Terminal 5 Heathrow Terminal 5	--	--	--	--	--	--	--	--	--	0035	--	--	--
Uxbridge York Road (UB8)	--	1847	--	2001	--	2056	--	2154	--	2254	0054	--	--
Denham Station Parade	--	1855	--	2009	--	2104	--	2202	--	2302	0102	--	--
Maple Cross The Cross	--	1903	--	2018	--	2113	--	2211	--	2311	0110	--	--
Rickmansworth Railway Station	--	1909	--	2024	--	2119	--	2217	--	2317	0117	--	--
Watford Clarendon Road	--	1922	--	2037	--	2132	--	2229	--	2329	0129	--	--
Watford Junction Railway Station	--	1927	--	2042	--	2137	--	2234	--	2334	0134	--	--
Garston Bus Garage	--	1938	--	2051	--	2146	--	2242	--	2342	0142	--	--
Chiswell Green Three Hammers PH	--	1945	--	2057	--	2152	--	2249	--	2349	0149	--	--
St Albans St Peter's Street	1902	1955	2000	2104	2109	2159	2204	2256	2301	2356	0156	1806	0001
St Albans City Railway Station	1907	--	2005	--	2113	--	2208	--	2305	--	--	1811	0005
Hatfield The Galleria	1919	--	2017	--	2126	--	2221	--	2316	--	--	1825	0016
Hatfield Town Centre	1922	--	2020	--	2129	--	2224	--	2319	--	--	1828	0019
Hatfield Railway Station	1925	--	2023	--	2132	--	2227	--	2322	--	--	1831	0022
Welwyn Garden City New QEII Hospital	1932	--	2030	--	2138	--	2233	--	2328	--	--	1838	0028
Welwyn Garden City Bus Station	1943	--	2041	--	2148	--	2243	--	2338	--	--	1849	0038
Panshanger Windhill	1949	--	2047	--	2154	--	2249	--	2343	--	--	1857	0043
Hertford North Railway Station	1958	--	2056	--	2202	--	2257	--	2351	--	--	1906	0051
Hertford Bus Station	2005	--	2103	--	2209	--	2304	--	2358	--	--	1913	0058
Ware Hertford Regional College	2011	--	2109	--	2215	--	2310	--	0004	--	--	1919	0104
Great Amwell Amwell Roundabout	2015	--	2113	--	2218	--	2313	--	0007	--	--	1923	0107
Harlow Town Centre Bus Station	2025	--	2123	--	2228	--	2323	--	0017	--	--	1933	0117

Sunday - Heathrow Airport Heathrow Central Bus Station

	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724				
Harlow Town Centre Bus Station	0110	--	0310	--	0510	--	0645	--	0845	--	1045	--	1245	--	1445	--	1725	--	2030	--	
Great Amwell Amwell Roundabout	0121	--	0321	--	0521	--	0656	--	0856	--	1056	--	1256	--	1456	--	1736	--	2041	--	
Ware Hertford Regional College	0125	--	0325	--	0525	--	0701	--	0901	--	1101	--	1301	--	1501	--	1741	--	2045	--	
Hertford Bus Station	0131	--	0331	--	0532	--	0712	--	0912	--	1112	--	1312	--	1512	--	1752	--	2054	--	
Hertford North Railway Station	0135	--	0335	--	0536	--	0718	--	0918	--	1118	--	1318	--	1518	--	1758	--	2058	--	
Panshanger Windhill	0144	--	0344	--	0544	--	0727	--	0927	--	1127	--	1327	--	1527	--	1807	--	2107	--	
Welwyn Garden City Bus Station	0151	--	0351	--	0551	--	0737	--	0937	--	1137	--	1337	--	1537	--	1817	--	2115	--	
Welwyn Garden City New QEII Hospital	0158	--	0358	--	0558	--	0746	--	0946	--	1146	--	1346	--	1546	--	1824	--	2122	--	
Hatfield Railway Station	0205	--	0405	--	0605	--	0754	--	0954	--	1154	--	1354	--	1554	--	1831	--	2129	--	
Hatfield Town Centre	0208	--	0408	--	0608	--	0757	--	0957	--	1157	--	1357	--	1557	--	1833	--	2131	--	
Hatfield The Galleria	0211	--	0411	--	0611	--	0800	--	1000	--	1200	--	1400	--	1600	--	1835	--	2133	--	
St Albans City Railway Station	0223	--	0423	--	0623	--	0814	--	1014	--	1214	--	1414	--	1614	--	1845	--	2143	--	
St Albans St Peter's Street	0226	0231	0426	0431	0626	0632	0820	0825	1020	1025	1220	1225	1420	1425	1620	1625	1850	1855	2146	2154	
Chiswell Green Three Hammers PH	--	0238	--	0438	--	0639	--	0832	--	1032	--	1232	--	1432	--	1632	--	1902	--	2201	--
Garston Bus Garage	--	0245	--	0445	--	0648	--	0844	--	1044	--	1244	--	1444	--	1644	--	1912	--	2210	--
Watford Junction Railway Station	--	0256	--	0456	--	0702	--	0902	--	1102	--	1302	--	1502	--	1702	--	1925	--	2224	--
Watford Town Hall	--	0300	--	0500	--	0706	--	0906	--	1106	--	1306	--	1506	--	1706	--	1928	--	2227	--
Rickmansworth Railway Station	--	0309	--	0509	--	0716	--	0916	--	1116	--	1316	--	1516	--	1716	--	1937	--	2236	--
Maple Cross The Cross	--	0315	--	0515	--	0725	--	0925	--	1125	--	1325	--	1525	--	1725	--	1945	--	2243	--
Denham Station Parade	--	0321	--	0521	--	0731	--	0931	--	1131	--	1331	--	1531	--	1731	--	1950	--	2248	--
Uxbridge York Road (UB8)	--	0329	--	0529	--	0739	--	0939	--	113											



Sunday - Harlow Town Centre Bus Station

	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724	724
Heathrow Airport Heathrow Central Bus Station	--	0530	--	0705	--	0915	--	1115	--	1315	0025	--	1515	--	1715	--	1915	--	2125	--	--
Heathrow Airport Terminal 5 Heathrow Terminal 5	--	--	--	0715	--	--	--	--	--	--	0035	--	--	--	--	--	--	--	--	--	--
Uxbridge York Road (UB8)	--	0546	--	0733	--	0933	--	1133	--	1333	0054	--	1533	--	1733	--	1932	--	2142	--	--
Denham Station Parade	--	0554	--	0742	--	0942	--	1142	--	1342	0102	--	1542	--	1742	--	1940	--	2150	--	--
Maple Cross The Cross	--	0602	--	0748	--	0948	--	1148	--	1348	0110	--	1548	--	1748	--	1945	--	2155	--	--
Rickmansworth Railway Station	--	0610	--	0757	--	0957	--	1157	--	1357	0117	--	1557	--	1757	--	1953	--	2203	--	--
Watford Clarendon Road	--	0622	--	0812	--	1012	--	1212	--	1412	0129	--	1612	--	1812	--	2004	--	2214	--	--
Watford Junction Railway Station	--	0627	--	0817	--	1017	--	1217	--	1417	0134	--	1617	--	1817	--	2008	--	2218	--	--
Garston Bus Garage	--	0636	--	0829	--	1029	--	1229	--	1429	0142	--	1629	--	1829	--	2020	--	2228	--	--
Chiswell Green Three Hammers PH	--	0643	--	0837	--	1037	--	1237	--	1437	0149	--	1637	--	1837	--	2027	--	2235	--	--
St Albans St Peter's Street	0201	0650	0655	0852	0857	1052	1057	1252	1257	1452	0156	1457	1652	1657	1852	1857	2038	2043	2246	2251	0001
St Albans City Railway Station	0205	--	0700	--	0903	--	1103	--	1303	--	--	1503	--	1703	--	1902	--	2048	--	2256	0005
Hatfield The Galleria	0216	--	0711	--	0917	--	1117	--	1317	--	--	1517	--	1717	--	1914	--	2100	--	2306	0016
Hatfield Town Centre	0219	--	0714	--	0919	--	1119	--	1319	--	--	1519	--	1719	--	1916	--	2102	--	2310	0019
Hatfield Railway Station	0222	--	0717	--	0922	--	1122	--	1322	--	--	1522	--	1722	--	1918	--	2104	--	2312	0022
Welwyn Garden City New QEII Hospital	0228	--	0725	--	0930	--	1130	--	1330	--	--	1530	--	1730	--	1924	--	2110	--	2318	0028
Welwyn Garden City Bus Station	0238	--	0735	--	0942	--	1142	--	1342	--	--	1542	--	1742	--	1932	--	2118	--	2326	0038
Panshanger Windhill	0243	--	0742	--	0949	--	1149	--	1349	--	--	1549	--	1749	--	1937	--	2123	--	2331	0043
Hertford North Railway Station	0251	--	0752	--	0958	--	1158	--	1358	--	--	1558	--	1758	--	1946	--	2132	--	2340	0051
Hertford Bus Station	0258	--	0759	--	1005	--	1205	--	1405	--	--	1605	--	1805	--	1951	--	2135	--	2343	0058
Ware Hertford Regional College	0304	--	0806	--	1014	--	1214	--	1414	--	--	1614	--	1814	--	1958	--	2142	--	2350	0104
Great Amwell Amwell Roundabout	0307	--	0810	--	1018	--	1218	--	1418	--	--	1618	--	1818	--	2002	--	2145	--	2354	0107
Harlow Town Centre Bus Station	0317	--	0820	--	1029	--	1229	--	1429	--	--	1629	--	1829	--	2012	--	2155	--	0004	0117



## New Greens/St Albans - Bricket Wood/Garston

361

MONDAY-FRIDAY									
From 1st April 2019									
ROUTE VARIANT:	20	20	20	20	20	20	18	18	
New Greens, High Oaks Terminus	0825								1545
St Albans, Green Lane, New Greens Ave	0828								1548
St Albans, Harpenden Rd, Ancient Briton	0830								1550
St Albans, St Peter's Street, Stop 5	0840	0940	1040		1240	1340	1440	1600	1720
St Albans Abbey Railway Station, Stop A	0845	0945	1045		1245	1345	1445	1605	1726
Chiswell Grn, Tippendell Ln, 3 Hammers PH (E)	0851	0951	1051		1251	1351	1451	1611	1732
How Wood, Penn Rd, Shops, Stop 2	0855	0955	1055		1255	1355	1455	1616	1737
Bricket Wood, West Riding, North Riding	0901	1001	1101		1301	1401	1501	1622	1743
Bricket Wood, Victor Smith Court, Stop B	0903	1003	1103		1303	1403	1503		
Bricket Wood, Mt Pleasant Lane, School								1625	1746
Garston, St Albans Rd, Bus Garage									1630

MONDAY-FRIDAY									
ROUTE VARIANT:	19	24	24	24	24	24	15	4	
Garston, St Albans Rd, opp Bus Garage	0725								1638
Bricket Wood, Mt Pleasant Lane, opp Sch	0735								1643
Bricket Wood, Victor Smith Court, Stop B		0903	1003	1103		1303	1403	1503	
Bricket Wood, W Riding, opp North Riding	0739	0905	1005	1105		1305	1405	1505	1647
How Wood, Penn Rd, Shops, Stop 1	0746	0911	1011	1111		1311	1411	1511	1653
Chiswell Green, Watford Rd, 3 Hammers PH	0751	0915	1015	1115		1315	1415	1515	1658
St Albans Abbey Railway Station, Stop B	0758	0920	1020	1120		1320	1420	1520	1704
St Albans, St Peter's Street, Stop 14		0928	1028	1128		1328	1428		1712
St Albans, St Peter's Street, Stop 11	0813								1530
St Albans, Harpenden Rd, opp Ancient Briton	0817								1534
St Albans, Green Ln, opp New Greens Ave	0819								1536
New Greens, High Oaks Terminus	0824								1539

SATURDAY										
ROUTE VARIANT:	20	20	20	20	20	20	20	20	20	
St Albans, St Peter's Street, Stop 5	0840	0940	1040		1240	1340	1440	1540	1640	1740
St Albans Abbey Railway Station, Stop A	0845	0945	1045		1245	1345	1445	1545	1645	1745
Chiswell Grn, Tippendell Ln, 3 Hammers PH (E)	0851	0951	1051		1251	1351	1451	1551	1651	1751
How Wood, Penn Rd, Shops, Stop 2	0855	0955	1055		1255	1355	1455	1555	1655	1755
Bricket Wood, West Riding, North Riding	0901	1001	1101		1301	1401	1501	1601	1701	1801
Bricket Wood, Victor Smith Court, Stop B	0903	1003	1103		1303	1403	1503	1603	1703	1803

SATURDAY									
ROUTE VARIANT:	24	24	24	24	24	24	24	24	24
Bricket Wood, Victor Smith Court, Stop B	0903	1003	1103		1303	1403	1503	1603	1703
Bricket Wood, W Riding, opp North Riding	0905	1005	1105		1305	1405	1505	1605	1705
How Wood, Penn Rd, Shops, Stop 1	0911	1011	1111		1311	1411	1511	1611	1711
Chiswell Green, Watford Rd, 3 Hammers PH	0915	1015	1115		1315	1415	1515	1615	1715
St Albans Abbey Railway Station, Stop B	0920	1020	1120		1320	1420	1520	1620	1720
St Albans, St Peter's Street, Stop 14	0928	1028	1128		1328	1428	1528	1628	1728

Write to us: Red Eagle Buses, The Blinking Owl Garage, Oxford Road, Dinton, HP17 8TT  
 Email: [info@redeagle.org.uk](mailto:info@redeagle.org.uk)  
 All Enquiries to 01296 747926  
 Emergency line 07999 223359

## **Appendix SoCGT/3**

### **Email from HCC Confirming a Preference for Bus Funding**

## David Kemp

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**From:** Oliver Sowerby <[REDACTED]>  
**Sent:** 18 August 2022 13:58  
**To:** David Kemp  
**Cc:** James Dale; Delafield, James; John Birch  
**Subject:** RE: Land South of Chiswell Green Lane  
**Attachments:** Transport Assessment Addendum June 2022.pdf

**CAUTION:** This email originated from outside of the organisation. Do not click or open attachments, if you suspect the content may not be safe.

David,

Thanks for this. I am content with the drawings.

With respect to the bus service, after some consideration (and in conjunction with the wider mitigation package), we have decided to opt for an increased frequency for existing services on Watford Road. I will seek to work this out with our bus planner, but in the first instance, a S106 contribution of £175k p.a. for five years may be fitting.

I note the polo club site to the north and James has recently provided comments. They issued the attached TAA.

In terms of Chiswell Green Lane, we would seek (for whichever site comes forward first), the off carriageway cycle route.

For the double mini roundabout, we are content with your scheme (similar to the polo club) and wouldn't need much adjustment to reflect the cycle route on Chiswell Green Lane.

For the Watford Road (cycle route) scheme that I sent over, we are seeking that your development delivers the improvements to the south of Chiswell Green Lane down to the Shell Garage, ideally via S278. Could you please let us know your thoughts on this?

We would ideally like this information to be presented in a TAA (similar to the polo club) and submitted back to the LPA. However, we can certainly review this before submission.

If anything isn't clear, I'm happy to schedule a meeting.

Thanks,

Oliver



**Oliver Sowerby**  
**Senior Development Officer | Development Management | Environment & Infrastructure**  
**Hertfordshire County Council**  
County Hall, Pegs Lane, Hertford, SG13 8DE, Postal Point: CHN213

**T:** [REDACTED]  
**E:** [REDACTED]



## **Appendix SoCGT/4**

### **Email from HCC Regarding the Bus Funding**

## David Kemp

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**From:** James Dale <[REDACTED]>  
**Sent:** 15 March 2023 16:24  
**To:** David Kemp  
**Cc:** Oliver Sowerby; Anthony Jones; John Birch; Deni Krevesic  
**Subject:** RE: Chiswell Green Appeal - Bus Funding Queries

**CAUTION:** This email originated from outside of the organisation. Do not click or open attachments, if you suspect the content may not be safe.

Hi David

Our Passenger Transport Team provided the following response...

Hi James

Please find below the answers to the questions posed.

If you need any further information, please let me know.

Consequently, we are keen to understand exactly what HCC wish to use the funding for in case the Inspector asks. Therefore, please could you confirm the following:

- What is HCC's vision for this funding and what will it be put towards? **The section of route between St Albans and Watford, which includes Chiswell Green, is a key component of the HCC Bus Service Improvement Plan.**
- Why does the frequency of the bus service need to increase? **As part of the BSIP proposals, this corridor is earmarked for a ten-minute 'turn up and go' frequency.**
- Is the bus service likely to be viable after 5 years and how can we prove to the Inspector that it will be? **With the funding earmarked by BSIP, further funding from elsewhere, and this s106 funding, it is anticipated that this service should be viable within this timeframe. The purpose of BSIP is to ensure that these funded improvements should lead to fully commercial operation by the end of the plan.**
- Is there likely to be anything in the s106 that will specify the future situation if the bus is not viable? **We do not feel that there will be alternatives within the s106. As stated previously, we are confident that the increased frequency on the main road will be viable. There are likely to be future s106 pots to help with any funding shortfall.**

Regards

Rob

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**From:** David Kemp <DKemp@glanvillegroup.com>  
**Sent:** 15 March 2023 11:58  
**To:** James Dale <[REDACTED]>  
**Cc:** Oliver Sowerby <[REDACTED]>; Anthony Jones <[REDACTED]>; John Birch <[REDACTED]>; Deni Krevesic <[REDACTED]>  
**Subject:** Chiswell Green Appeal - Bus Funding Queries

Hi James,

I hope that you are well.

## **Appendix SoCGT/5**

### **Technical Appendix 1 of the HCC Developer Contribution Guideline**

# Technical Appendix 1: Transport

## 1.0 Service Overview

- 1.1 The Hertfordshire County Council 4<sup>th</sup> Local Transport Plan (LTP4)<sup>1</sup> has developed strategies and plans for the county and the towns and areas within it which identifies the sustainable transport and accessibility measures for which contributions would be sought. The Hertfordshire Infrastructure Funding Prospectus (HIFP)<sup>2</sup> outlines a detailed list of projects necessary to support growth outlined within Local Plans, and a number of Growth & Transport Plans across the county are now in place to progress the delivery of such schemes.
- 1.2 LTP4 builds on current national planning guidance, with particular emphasis on paragraphs 108 – 110 of the National Planning Policy Framework 2019 (NPPF). These paragraphs set out how maximising accessibility by sustainable travel modes is one of the key considerations in the 'severe' highways test of determining the acceptability of a proposed development. Planning obligations is one way to ensure developments achieve this, and can also be used to secure safe access/egress and minimise development-related impacts such as traffic congestion. The county council will actively seek planning obligations which will improve sustainable transport facilities and services for passenger transport users who are using the development and generally for those users in the surrounding area.
- 1.3 Measures necessary to mitigate against the impact of new developments should be identified through Transport Assessments (TAs) or via site specific negotiations. The thresholds at which a Transport Statement (TS) or a more comprehensive TA should form part of a planning application are set out in Chapter 7 of Section 1 of the highways design guide 'Roads in Hertfordshire'. For a residential development, more than 80 units usually require a TA, and for a B1 office development the figure is a gross floor area of 2500 square metres.
- 1.4 Smaller developments do not always require a TS or TA, but the cumulative impacts of such developments can be very significant and may well exceed those of larger developments in total. It is therefore justified to consider seeking a planning contribution, or relevant conditions, for all developments whatever their size, to ensure that accessibility by sustainable modes is maximised in line with the Hertfordshire LTP Policies and objectives, and other supporting material considerations, such as adopted Local Plans.
- 1.5 The county council intends to update the existing two strand approach to transport contributions. The immediate and specific impacts of larger developments are established via a TA and mitigated via S278 obligation, or

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<sup>1</sup> <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transport-planning/local-transport-plan.aspx>

<sup>2</sup> <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/hertfordshire-infrastructure-and-funding-prospectus-2018-2031.pdf>



funded via CIL/S106 agreement in the conventional way. This is the first strand of possible transport contributions.

- 1.6 The second strand should address the cumulative impacts of all development, large and small, facilitating delivery and enhancement of the necessary active and sustainable transport networks. These local sustainable networks must be provided in their entirety to provide the sustainable connections to the key trip generators, as such contributions will be pooled to fund these networks within the local area (subject to any legislative restrictions), as supported by National Planning Policy Framework (NPPF). This second strand contribution is intended to help implement broader transport measures in the catchments of new development from which contributions are secured. The need for second strand contributions will be balanced against the level of first strand contributions and any other relevant planning matters.

In areas without a Community Infrastructure Levy adopted, this second strand is the principal means of securing contributions towards broader sustainable transport infrastructure. At the time of publication, the second strand contribution generally does not apply in Dacorum, Hertsmere, Stevenage, Three Rivers and Watford as they have fully adopted CIL regimes in place.

- 1.7 Impacts of cross boundary sites will be considered on a case by case basis. It is anticipated that strategic development sites will require a bespoke package of transport measures and contributions.

## **2.0 Assessing need and calculating demand**

- 2.1 CIL Regulation 122 (2)(c) makes it clear that any financial contribution sought should be fair and reasonable in proportion to the scale of the proposed development. As per other county council services, it is intended that a connection is made between the number of bedrooms of an individual dwelling and the scale of contribution.
- 2.2 The residential charge provides a benchmark against which non-residential charges can be set. The appropriate basis for comparison is some measure of transport and traffic impact; the greater that impact, the greater the need for accessibility measures. As with residential development, the likely number of trips for non-residential development will vary according to the proposed use of an individual site as identified in the TA and/or transport modelling.
- 2.3 Non-residential development will also contribute to traffic growth, attracting new travel activity to new facilities (e.g. leisure) and possibly from neighbouring authorities with less competitive attractions.
- 2.4 At this stage, it is not possible to analyse the likely quantum and location of future non-residential development to devise a matrix of non-residential based contributions. Non-residential charges should be levied on the basis that they should reflect likely transport impacts as per residential charges. In this case, the likely number of trips is again used as a proxy for transport and traffic impact.

- 2.5 A significant amount of highway infrastructure needs to be constructed across the county to support the amount of new development coming forward in a cumulative context. In line with the County Council's Local Transport Plan 4, much of this infrastructure will be designed to accommodate and actively encourage sustainable travel, and reduce dependence on the private motorcar. Reference should be made to policy 1 of LTP4 in particular.
- 2.6 The type, scale and likely cost of the necessary infrastructure will vary across the county depending on geographic location and specific circumstances/needs. The scale and quantum of transport infrastructure is constantly evolving as District & Borough Local Plans continue to be developed and reviewed. Accordingly the County Council's aspirations in this respect are also constantly evolving and listed within various strategies which sit beneath the LTP4. This includes, but is not limited to, Growth and Transport Plans, jointly developed area specific Transport Strategic to support Local Plans, the A414 Strategy, etc. As such, in order to meet the 'directly related' CIL test of any s106 request, it seems reasonable to break down the cost of these wider highway works to a district/borough level.
- 2.7 Section 6.0 sets out the strand 2 calculations and shows how much an individual dwelling within each District/Borough would need to pay to cumulatively cover the cost of delivering the wider necessary sustainable transport works within their area. However, it should be stressed that these figures are the starting point for S106 discussions, and each application needs to be considered on its own merits.
- 2.8 The exact and most appropriate amount of S106 contributions should be established through early discussions with the developer, ideally at the pre-application stage, and will be based on the specific circumstances of the development (such as its location, size, type, amount of off-site sustainable-travel works to be delivered by condition, and cost of HCC sustainable transport infrastructure schemes which are in the vicinity of the development). For example, the rationale behind calculating a suitable S106 contribution from a development which lies close to the border of an adjacent district/borough may have to consider the infrastructure needs of two districts/boroughs.
- 2.9 In some cases the most appropriate amount sought may be less than the headline figures in section 6.0 below; in other cases it might be more. The Highway Authority will provide a clear rationale in each case as to how S106 figures have been calculated and meet the 3 CIL tests (see paragraph 1.3.7 of the Guide).
- 2.10 Where a development genuinely cannot commit to paying a financial contribution to cover the cost of highway works which would normally be considered necessary due to financial viability issues, the Highway Authority will consider this in determining its consultation response. Generally, the Highway Authority will look to the Local Planning Authority for advice in this respect, as they hold the expertise to examine financial viability assessments of developments. It should be noted however that financial viability issues

does not make a fundamentally unsustainable and/or unsafe development acceptable. See also paragraph 3.5 of the Guide.

- 2.11 All highway contributions are to be Index linked by SPON'S from January 2019, which is the point in time at which the figures were calculated. Contributions should be payable before commencement of the development wherever possible as trigger dates later than this carry additional risks for HCC. Exceptional circumstances should be demonstrated by the developer if alternative trigger points are proposed.
- 2.12 Some LPA's adopt their own S106 planning obligations approach, and these are usually published as SPDs on their websites. Where variation is evident, the more recent document usually takes precedence. However, each case is considered on its own merit, and where an obvious difference exists, discussion will take place with the LPA as to the most suitable approach.

### **3.0 Transport projects**

- 3.1 In all cases, financial contributions will be passed directly by the developer to either the Highway Authority or the LPA as appropriate. Generally, payment direct to the Highway Authority is preferable as highway schemes are usually delivered by the Highway Authority, and direct funding avoids unnecessary delay.
- 3.2 Some highway works and sustainable transport measures are better delivered through planning condition rather than planning obligation. Indeed, paragraph 54 of the NPPF states that "Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition".
- 3.3 Any requirements for highway works or sustainable infrastructure works as part of a planning condition should be in the form a Grampian condition and delivered through a S278 agreement with the Highway Authority, under the Highways Act 1980.
- 3.4 This method means that the Developer is responsible for designing and implementing the necessary highway measures following approval from the LPA. It also ensures that the necessary works are completed on time, and directly linked to a trigger point of the development, usually before first occupation or use. In exceptional circumstances, alternative or phased trigger points may be considered. In addition, the s278 route eliminates the risks associated with an s106 Agreement, which include the necessary works not being delivered on time, and possible overspend due to unexcepted costs further down the line.
- 3.5 The following items are often more suitably delivered through planning condition via a Section 278 agreement, though there may be occasions when a planning obligation is more appropriate:
  - works to ensure safe access and egress to a development;

- changes to the highway network to improve capacity or safety;
- smaller infrastructure such as bus stops/shelters/raised kerbing, and real time information displays;
- provision of amended highway networks, including roads/ cycleways/ footways.

3.6 The following items are more likely to be considered as appropriate for developer contributions, though there may be occasions when a planning condition is more appropriate:

- subsidy to forward fund a new or enhanced bus service for a set period;
- purchase or upgrade of vehicles on a bus service;
- payment towards community transport services;
- large infrastructure which requires partnership working with other organisations;
- a highway measure or sustainable transport scheme which has already been identified by HCC, and towards which a pooled contribution can be justified. This is typically a scheme identified in the HCC's Local Transport Plan (LTP) and its supporting documents, Growth and Transport Plans (GTPs). Schemes in addition to these plans will be considered where they are identified in other recognised strategies and a need has been identified as a result of new development;
- small-scale local improvements which would not be covered by the IDP and CIL funded items in CIL authorities;
- The county council's reasonable costs in ensuring that travel plans are fully implemented;
- The provision of new or improvement to existing Rights of Way or active travel routes within green infrastructure;
- The county council's reasonable costs in ensuring that any developer-created Rights of Way meet required specifications.

3.7 Many of the schemes lists in paragraphs 3.5 and 3.6 form a key part in contributing to the Council's broader objectives of active and inclusive travel, future mobility, modal shift, place-making, use of innovative transport technology, etc.

3.8 Whilst this Guide provides a figure to determine what level of second strand contribution is reasonable in proportion to the scale of the proposed development, CIL tests state that any works/measures undertaken (whether they are delivered by planning condition or planning obligation) must be necessary to make the development acceptable in planning and directly related to the development. As such, any figure calculated according to the method above should be treated as a headline figure only, and the actual figure is dependent on the specific measures/works identified as absolutely necessary.

3.9 For second strand contributions, the Highway Authority will consider the cost to the developer of implementing of any measures necessary as part of a

condition. In some circumstances, it may be justified to factor this into the overall calculation.

#### **4.0 Pre-Application Charges**

- 4.1 The county council Highways Development Management Team encourages developers to have discussion before submitting a planning application. For up to date information and guidance on pre-application charges, please contact the county council as indicated in Chapter 5 (specifically paragraph 5.2.3) of the Guide.

#### **5.0 Travel Plans**

- 5.1 Travel Plans are a useful tool for enabling sustainable development, in particular for residential, commercial and school developments. Working in synergy with sustainable transport infrastructure provision and supported by local policy that encourages sustainable development, travel plans improve and promote access to, from and around development sites. The county council's requirements of travel plans can be found in the current Travel Plan Guidance, available on our website via [this link](#).
- 5.2 In the delivery of schools, the county council will seek reference to the Modeshift STARS accreditation Framework, or any such replacement School Travel Plan accreditation framework. Further details are available via [www.modeshiftstars.org](http://www.modeshiftstars.org). A School Travel Plan would contain practical measures to promote active, healthy, safe and sustainable travel to and from and in the vicinity of schools.
- 5.3 The county council will seek contributions towards its costs in providing Travel Plan Evaluation and Support throughout the travel plan implementation period for all developments requiring a Travel Plan or Travel Plan Statement.
- 5.4 The value of the contribution sought will be in accordance with the levels set out in the Travel Plan Guidance current at the time of application. The Travel Plan Evaluation and Support contribution will be index-linked from the date of agreement to the date of payment to the RPI and secured by a Section 106 agreement or Unilateral Undertaking.
- 5.5 The county council may seek additional contributions for large development that would fund and enable delivery of additional measures if the objectives or targets of the Travel Plan are not being met, or to mitigate observed impacts of the development on the transport network. The need for and specifics of these contributions would be determined on a case-by-case basis. The contribution would be included into the agreement along with any other contributions. Developers are encouraged to discuss this at an early stage.
- 5.6 Securing delivery of the approved travel plan should be written into the agreement. It is not current practice for the county council to seek financial contributions (as planning obligations) towards delivery of Travel Plans. Developers should fund, manage and deliver such measures, monitoring and

employ a Travel Plan Co-ordinator themselves, and these commitments should be written into the Travel Plan.

## 6.0 Strand 2

6.1 A guide to the strand 2 calculation is provided below:

- a) [HIFP](#) Active Travel Funding Gap: £589,010,000
- b) [HIFP](#) homes planned from 2017 – 2031: 83,530
- c) [HIFP](#) jobs planned from 2017 – 2031: 44,650
- d) Average bedrooms per dwelling, based on dwelling composition data from the SMART planning database (2002 to 2020): 2.35
- e) [2019 National Travel Survey](#), average daily trip rate: 2.6<sup>3</sup>
- f) [2019 National Travel Survey](#), average daily commuting trip rate: 0.38<sup>4</sup>
- g) [2018 Hertfordshire County Travel Survey](#), proportions of non-car driver trips: 52%
- h) Daily non-car driver trip rate: 1.4
- i) Daily non-car driver trip employment rate: 0.2

### Calculations\*

1. Number of forecasted sustainable daily residential trips from 2017 to 2031:
  - a.  $(b * d) * h = 267,244$
2. Number of forecasted sustainable daily non-residential trips from 2017 to 2031:  $c * i = 8,823$
3. Proportion of funding gap based on residential and non-residential trips:
  - a. Total:  $267,244 + 8,823 = 276,067$
  - b. Residential:  $267,244 / 276,067 = 97\%$
  - c. Non-residential:  $8,823 / 276,067 = 3\%$
4. Residential and non-residential contribution of the funding gap based on trips:
  - a. Residential: 97% of £589,010,000 = £570,185,769
  - b. Non-residential: 3% of £589,010,000 = £18,824,230
5. Contribution per dwelling based on forecasted residential development proportion required to meet Active Travel funding gap (cost per dwelling):  
 $£570,185,769 / 83,530 = \mathbf{£6,826}$

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<sup>3</sup> 2019 [NTS0101](#): Trips, distance travelled and time taken: England. All Trips per annum: 953 (953/52/7 = 2.6).

<sup>4</sup> 2019 [NTS0403](#): Average number of trips, miles and time spent travelling by trip purpose: England. Commuting in 2019: 140 a year (140/52/7 = 0.38).

\*Please note numbers may not sum due to rounding.

6. Contribution per job based on forecasted non-residential development proportion required to meet Active Travel funding gap (cost per job):  
 $\text{£}18,824,230 / 44,650 = \text{£}422$
7. Cost per non-car driver residential trip:  $\text{£}570,185,769 / 267,244 = \text{£}2,133$
8. Cost per non-car driver non-residential trip:  $\text{£}18,824,230 / 8,823 = \text{£}2,133$

Example 1: 500 residential dwelling

[S106 strand 2 Contribution a 500 residential development:  $500 * \text{£}6,826 = \text{£}3,413,059$ ]

[Daily trips of a 500 residential development:  $500 * (d * h) = 1,600$ ]

[Cost per trip of a 500 residential development:  $\text{£}3,413,059 / 1,600 = \text{£}2,133$ ]

Example 2: a non-residential development creating 100 jobs

[S106 strand 2 Contribution:  $100 * \text{£}422 = \text{£}42,159$ ]

[Daily trips of a 100 non-residential development:  $100 * i = 19.76$ ]

[Cost per trip of a 100 non-residential development:  $\text{£}42,159 / 19.76 = \text{£}2,133$ ]

Summary

- 6.2 Based on current evidence, the analysis concludes that each non-car driver trip should contribute **£2,133** to S106 strand 2 contributions, which translates to **£6,826** per each average residential dwelling and **£422** per job.

## **Appendix SoCGT/6**

### **LTN1/20 Extract**





Department  
for Transport

# Cycle Infrastructure Design

**Local Transport Note 1/20**  
July 2020



- In situations where high cycle and high pedestrian flows occur at different times (also see Figure 6.27).

**6.5.7** Recommended minimum widths of shared use routes carrying up to 300 pedestrians per hour are given in Table 6-3. Wherever possible, and where pedestrian flows are higher, greater widths should be used to reduce conflict.

**Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour**

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

**6.5.8** Designers should be realistic about cyclists wanting to make adequate progress. The preferred approach for shared use routes is therefore to provide sufficient space so that cyclists can comfortably overtake groups of pedestrians and slower cyclists.

**6.5.9** Research shows that cyclists alter their behaviour according to the density of pedestrians – as pedestrian flows rise, cyclists tend to ride more slowly and where they become very high cyclists typically dismount.<sup>30</sup> It should therefore rarely be necessary to provide physical calming features to slow cyclists down on shared use routes, but further guidance on this, and reducing conflict more generally, is given in Chapter 8, section 8.2.

## 6.6 Cycling on bus and tram routes

### Bus lanes

**6.6.1** Cyclists are usually permitted to use with-flow and contraflow bus lanes. Whilst not specifically a cycle facility, bus lanes can offer some degree of segregation for cyclists as they significantly reduce the amount of interaction with motor traffic. However, they do not provide an environment attractive to a wide range of people and should therefore not be regarded as inclusive. Some bus lanes also allow taxis and motorcycles to use them, which can significantly increase traffic flows, thereby acting as a deterrent to cycling while also increasing risk of conflict.

**6.6.2** Where cyclists are using bus lanes, the lane should be at least 4m wide, and preferably 4.5m, to enable buses to pass cyclists with sufficient room. Bus lanes less than 4m in width are not recommended and widths between 3.2m and 3.9m wide should not be used.

**6.6.3** Cycle lanes or protected space for cycling may be provided within or adjacent to bus lanes where the overall width available is 4.5m or more – see Figure 6.28. At bus stops a bus stop bypass or bus boarder arrangement may be appropriate (see 6.6.7).



**Figure 6.28:** Cycle lane within bus lane, Brighton

### Bus gates and bus-only roads

**6.6.4** Bus gates are used to control routes and access to bus-only roads by preventing access by general traffic. Nearside bus gates and bus-only roads should by default be accessible by cyclists.

**6.6.5** Bus gates may be implemented through the use of rising bollards, traffic signals or simply traffic signs. Where bus activated signals are used without a cycle bypass, it will be necessary to provide a means for cyclists to activate the signals. This may be achieved by a suitable means of detection or a pushbutton unit for cyclists to operate. Care should be taken to ensure push-buttons can be reached by cyclists who cannot dismount, including from a recumbent position.

30 Davies DG et al. (2003) Cycling in Vehicle Restricted Areas: TRL583

