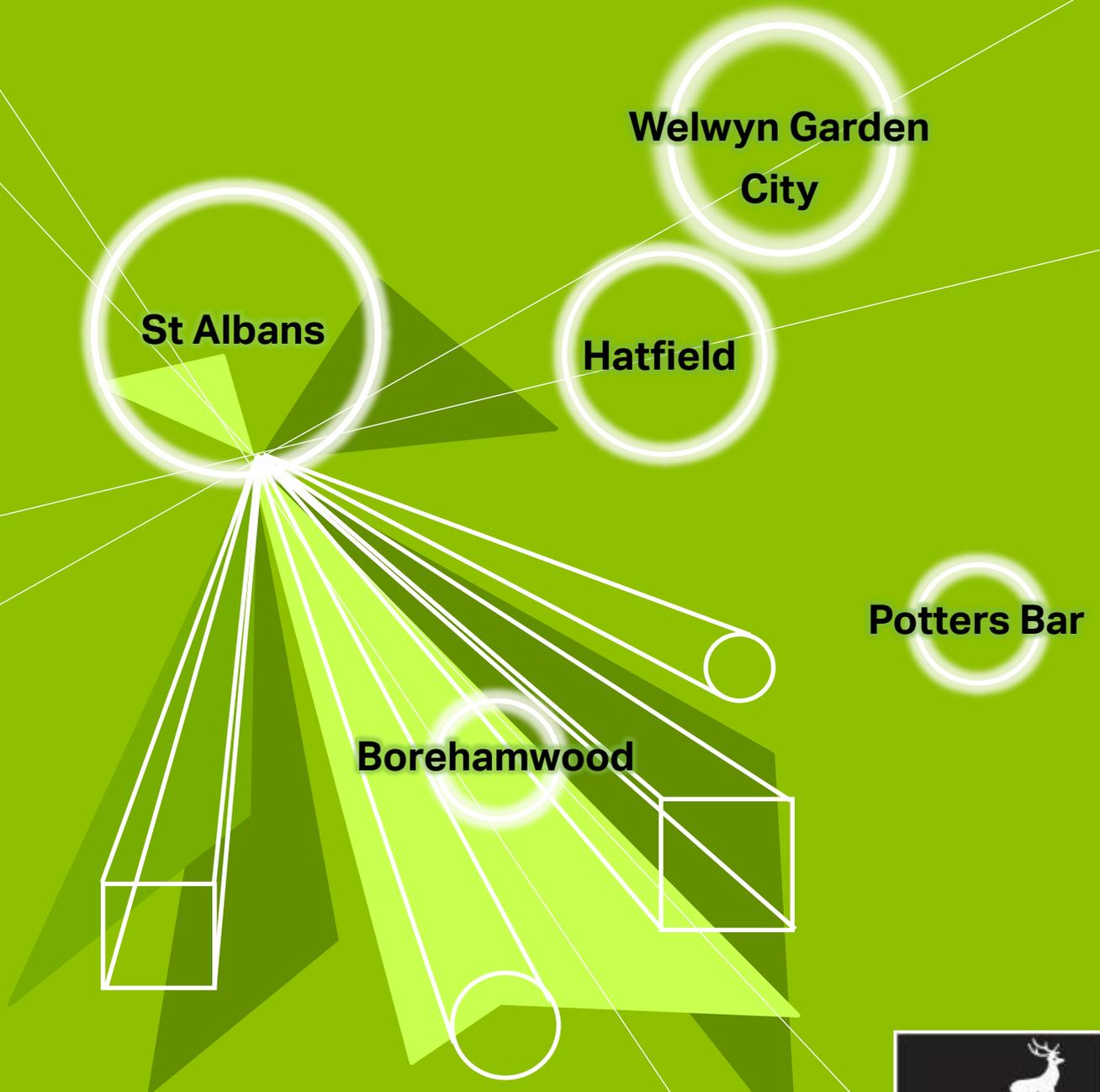


South Central Hertfordshire Growth and Transport Plan

Prospectus

2019



1 / What is a Growth and Transport Plan and why is it needed?

2 / What are the objectives of the GTP?

3 / How was the GTP developed?

4 / What does the GTP propose?

5 / How you can have a say on the GTP & Next Steps

1 /

What is a Growth and Transport Plan and why is it needed?

A Growth and Transport Plan ('GTP') has been developed by Hertfordshire County Council with involvement from district/borough councils and other stakeholders, to consider the key problems and opportunities which currently exist or may occur in the future on the transport network, and to identify what types of interventions are needed to improve the transport network.

A GTP is a supporting document to the County Council's Local Transport Plan 4 which defines the important policies and priorities affecting transport across Hertfordshire. A GTP identifies what interventions could be required to deliver the County Council's overarching policies and priorities.

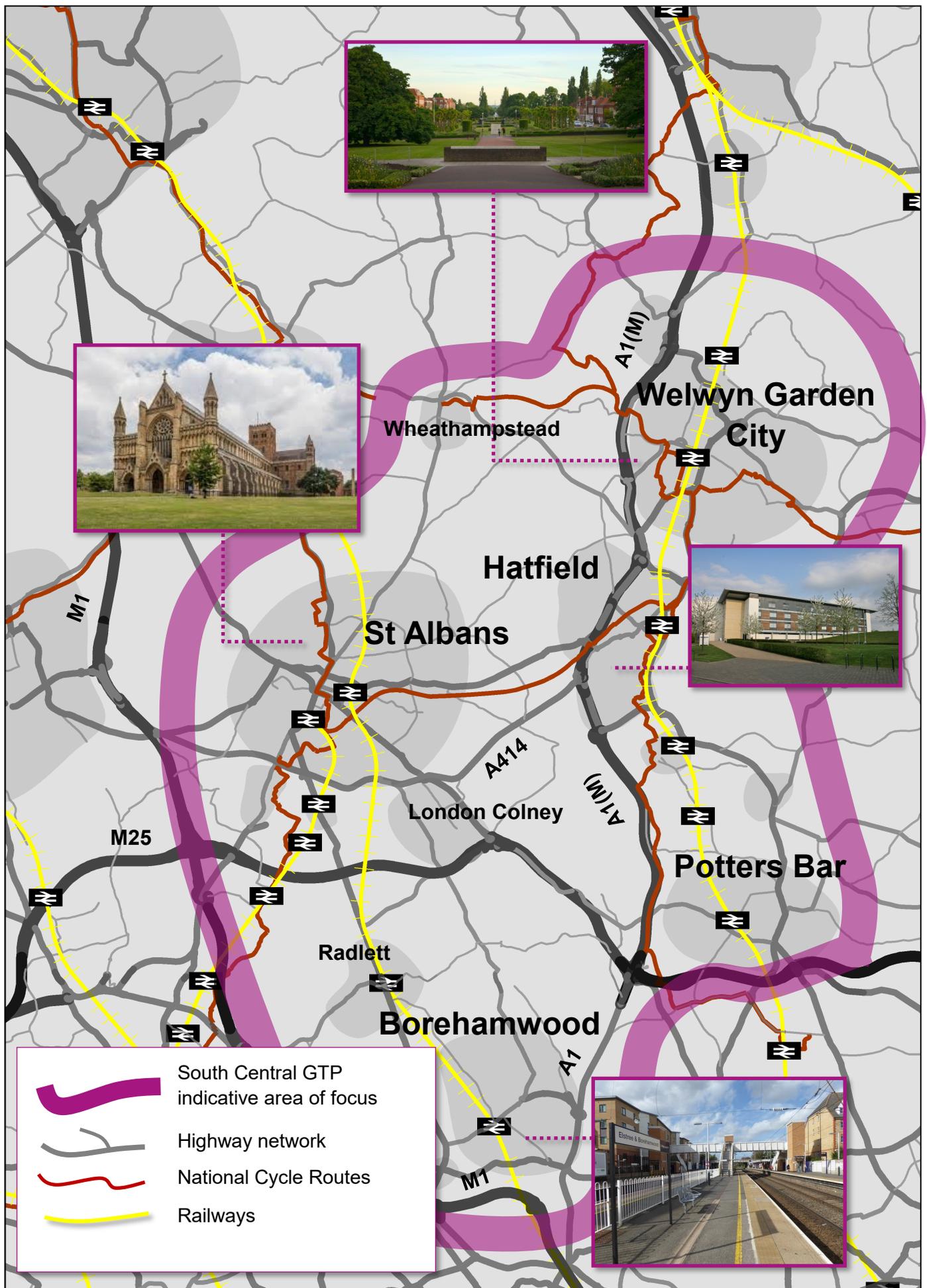
The South Central (SC) GTP is one of five GTPs being developed for different parts of Hertfordshire. It covers the towns of Hatfield, Welwyn Garden City, Potters Bar, Borehamwood, Radlett and St Albans, and key transport links between these towns and to surrounding areas. The North Central (NC) GTP has been developed alongside the SCGTP and covers the northern end of the A1(M) including Stevenage. The two GTPs are therefore aligned and packages of interventions will work together.

Important transport links in this area include the M1, M25, A1(M), A414 and A405 roads, the East Coast Main Line, the Midland Main Line, the National Cycle Route 6, 12 and 61 and a range of local and longer distance bus and coach services.

This area faces significant levels of proposed new housing and employment development. This will create additional travel pressure on different parts of the transport network including extra cars on roads and people needing to access jobs, schools, shops and key services on foot, by bike and by public transport.

New homes and jobs are also proposed in surrounding areas including north London boroughs, Luton (including the airport) and the rest of Hertfordshire.

To help ensure the transport network continues to work safely and efficiently, the GTP identifies packages of interventions. These interventions could address current and future traffic congestion issues; provide more opportunities and choice for people to walk, cycle or travel by bus and train; and help to reduce the negative impacts that transport can have on communities including noise and poor air quality. Interventions can be small or large, and could be introduced in the near future or the longer term depending on whether or not there is local support for them; how complex they are to develop and construct; when they are needed, and if enough funding is available.



	South Central GTP indicative area of focus
	Highway network
	National Cycle Routes
	Railways

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What are the objectives of the GTP?

Objectives are important as they can help to guide the preparation of a Growth and Transport Plan and ensure the types of interventions and decisions being made will lead to the right outcomes.

Six objectives are identified for the SC GTP based on the following themes (which are closely aligned with Hertfordshire County Council's LTP4):



The six objectives provide guidance on what the SC GTP should aim to achieve.

These objectives seek to improve transport links between and within towns and rural areas; reducing disruption to improve journeys; making transport networks and services more accessible for different people particularly those in more remote areas; enhancing neighbourhood and town centres to support vibrant communities and boosting the economy; and preserve and enhance the local environment and quality of life.

Planning for transport needs to move away from the building of new roads as the main way of dealing with the effects of planned new homes and jobs. Whilst more targeted improvements to some roads will continue to be required, this approach is no longer sustainable as it can have long lasting, negative impacts on the environment and local communities. Instead, there needs to be a focus towards making journeys by sustainable modes of travel like walking, cycling and public transport, easier and more attractive to people. This shift in approach provides a backdrop to LTP4 and to the proposals put forward in the SCGTP.

Connected



Improved transport connections between and within towns and rural areas; improved services to support economic activity, education, access to services; and the development of new jobs and homes.

Accessible



Provide improved transport networks by all travel modes, including public transport services, to increase the choice available and reduce barriers to prosperity, development and growth.

Efficient



Make the most efficient use of resources and technology by reducing peoples' need to travel and enabling a shift to more sustainable modes of travel.

Place



Enhance the function and character of South Central Hertfordshire's neighbourhoods and public locations to support vibrant communities, and preserve and enhance the local environment and quality of life.

Reliable



Improved network resilience and journey time reliability for all users, so that transport networks and services provide consistent and dependable journeys throughout the day.

Healthy & Safe



Promote measures to improve safety and reduce the negative impacts of motorised travel, in particular private car travel; to reduce the harm caused to public health, the environment, and to minimise safety risks.

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How was the GTP developed?



The process of developing the SC GTP starts with a review of evidence at **Stage 1**. This evidence includes UK Census data which shows where people travel to and from for work and by which mode of transport, e.g. car or train; data on how the transport network currently operates, e.g. where traffic

delays and congestion can occur, and how it is predicted to operate in the future; and information on where new homes and jobs are planned.



At **Stage 2**, the evidence is used to identify where improvements are needed. The SC GTP area is very large, and it would therefore not be feasible or affordable for the County Council to address all known growth and transport challenges. The approach has

therefore been to prioritise movements between locations (what are called Interactions) to help focus on where improvements are most needed.



Stage 3 Option Development involves using the evidence of the current and future growth and transport challenges reviewed during Stage 1, and the outcomes identified at Stage 2, to identify interventions which are grouped into Packages.



Following public consultation comments will be reviewed and updates will be made where appropriate to the SC GTP before it is adopted (**Stage 5**).



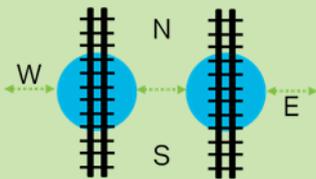
Key challenges in the SC GTP area



Traffic Congestion and Routing - Delays occur at key junctions within and between towns. Journey times can be very unreliable and this causes some motorists to find alternative routes potentially on roads which are not supposed to carry a lot of traffic for example through quiet residential areas, past schools and through along narrow country lanes.



Lack of safe and attractive cycle and pedestrian routes – some very busy roads and junctions are difficult to cross on foot and by bike. It is not easy to travel by bike within and between towns so cycling is not a safe and attractive alternative to the car for short and some medium distance trips. There are also many gaps in cycle routes.



Poor east-west public transport connections – While there are good north-south public transport connections, particularly railways, there are more limited, fast and frequent public transport connections running east-west through the SC GTP area



Growth - the delivery of new homes and jobs in the most sustainable way is both a challenge and an opportunity for the area. Transport will play an important role in the successful delivery of growth, for example providing the range of transport links between planned urban extensions and adjacent towns.

South Central Hertfordshire GTP Portfolio of Documents

More detailed information on the SC GTP can be found in the following documents

Stage 1 Evidence Review Paper

This paper describes the evidence used to confirm the key growth and transport challenges that the GTP needs to address

Stage 2 Strategy Development Paper

This paper describes the investigation and prioritisation of challenges against the set of GTP objectives

Stage 3 Interventions Paper

This paper puts forward proposed interventions to address the challenges and meet the objectives of the GTP.

The SC GTP should be read in conjunction with Hertfordshire County Council's **Local Transport Plan 4** and A14 Corridor Strategy, as well as Welwyn Hatfield Borough Council's **Hatfield 2030+ Transport Strategy**

Reference has also been made to various town-based **Evidence Packs** and to the **Traffic and Transport Data Report** (HCC).



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What does the GTP propose?

The proposals in the SC GTP are defined as **Interventions**.

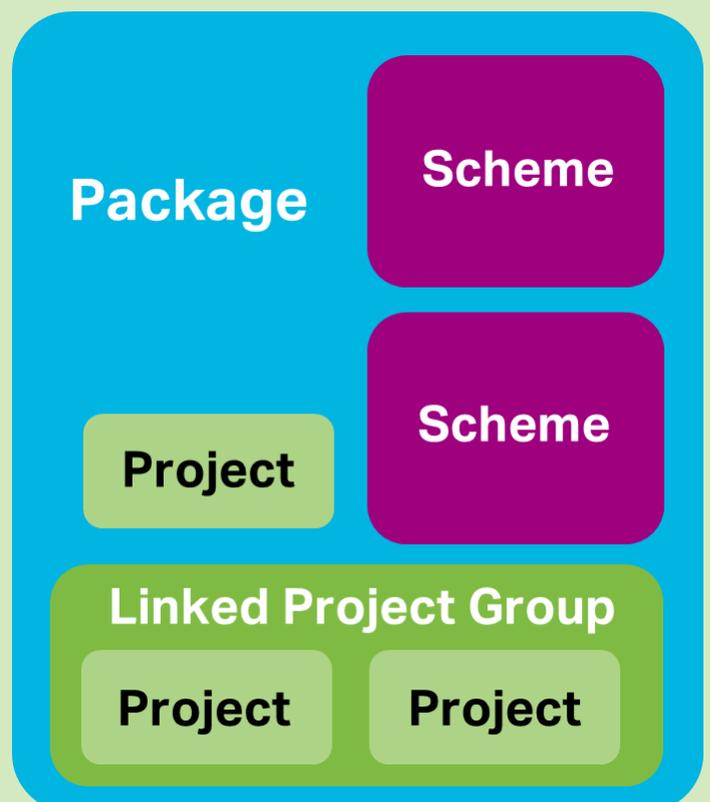
Interventions can vary a lot in scale and form. To help the County Council plan for and prioritise interventions, it is important that that small interventions are distinguished from large interventions as this could help the council identify some 'quick wins', i.e. those interventions that can be implemented and lead to benefits to transport users in a shorter amount of time. It can also help the council identify the more complex interventions that will require a lot more detailed investigations.

In all cases more work and further consultation with local communities and stakeholders will be needed before any of the interventions are implemented.

Smaller, potentially simpler and cheaper interventions are classed as **Projects**. Some Projects are strongly linked with each other and it is recommended that they are developed and implemented at the same time - these are called **Linked Project Groups**. Larger, more complex interventions are classed as **Schemes**.

All of the interventions have been grouped into **Packages**. A Package represents a collection of Interventions within a transport corridor or neighbourhood, that all aim to address the same growth and transport challenges.

Thirty Six Packages have been defined in the SC GTP. These are summarised over the next few pages, and are grouped by town, starting in Hatfield and ending in St Albans.



A414 Corridor Strategy

Hertfordshire County Council adopted its A414 Corridor Strategy in 2019. The strategy focuses on the east-west transport corridor from Hemel Hempstead and Watford in the west to Harlow and the Broxbourne towns in the east. The corridor routes through the South Central GTP area and therefore the proposed interventions and packages put forward in the GTP are consistent with those presented in the A414 Corridor Strategy.

A significant feature of the A414 Corridor Strategy is a suggested Mass Rapid Transit system. This would be a new, high quality public transport system spanning and it would aim to encourage people to travel by public transport instead of the car. This would help to manage the level of traffic congestion that is predicted to occur in the future.

The form the **Mass Rapid Transit** system might take is not yet decided. It could take the form of a high quality bus or a light rail/tram service, or even a hybrid of these transport modes using new technology. The type of system will influence the route(s), location of stations/stops, frequency of services and journey times.



Hatfield 2030+ Transport Strategy

Welwyn Hatfield Borough Council prepared a transport strategy for Hatfield in 2017. This covers the entirety of the town, including the Old Town, business park and university campuses, and is closely associated with the council's overarching regeneration framework for the town. The strategy identifies a series of corridors which provides access into and across the town by different modes of transport.

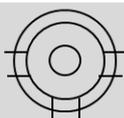
These are a focus of a set of interventions which aim to make travelling on foot, by bike or on a bus much easier, and encourage people to make more sustainable travel choices as opposed to using the car especially for shorter distance trips which occur within the town. The majority of the interventions identified in the Transport Strategy have been carried over into the GTP.



Types of interventions proposed in the SC GTP



Improved walking links within towns including new crossings on busy roads



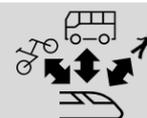
Improved road junctions to reduce delays on key roads and reduce rat-running on quieter roads



Improved bus services and priority for buses at junctions.



Improved cycle links within and between towns, and cycle parking facilities at key locations



Improved walking, cycling and bus connections to railway stations

List of packages (continued overleaf)

Area	Package	Name
Hatfield	PK1	Hatfield—College Lane/Cavendish Way Corridor
	PK2	Hatfield—Cavendish Way/Queensway Corridor
	PK3	Bishop’s Rise Corridor
	PK4	Woods Avenue/Travellers Lane Corridor
	PK5	French Horn Lane Corridor
	PK6	Comet Way/Wellfield Road Corridor
	PK7	St Albans Road East/Hertford Road Corridor
Welwyn Garden City -key connections to other towns	PK8	Symondshyde Connectivity
	PK9	St Albans - Welwyn Garden City Connectivity
	PK10	Hatfield - Welwyn Garden City Connectivity
	PK11	A1(M)-A414 Junction 4 Interchange
Welwyn Garden City	PK12	Mundells Area Non-Car Accessibility & Travel Planning
	PK13	Welwyn Garden City Active Travel Improvements
	PK14	Bridge Road Transformation-Welwyn Garden City Town Centre
Welwyn Garden City -key connections to larger towns	PK15	Welwyn Garden City-Stevenage & Hitchin Corridor
	PK16	Luton-Wheathampstead-Hatfield and Welwyn Garden City Corridor

List of packages (continued)

Area	Package	Name
Potters Bar	PK17	Hatfield-Potters Bar Cycle Corridor Enhancements
	PK18	Potters Bar Active Travel Improvements
	PK19	Potters Bar Public Transport Improvements
Borehamwood	PK20	Borehamwood Active Travel Improvements
	PK21	Borehamwood-Elstree Connectivity
	PK22	Borehamwood-London Connectivity
Radlett	PK23	Radlett Station Accessibility
St Albans	PK24	St Albans City Centre Improvements
	PK25	St Albans Green Ring and Alban Way Improvements
	PK26	St Albans Abbey Station Accessibility
	PK27	St Albans City Station Accessibility
	PK28	Hatfield Road Corridor-St Albans
	PK29	London Road Corridor-St Albans
St Albans District	PK30	A414 Highways Improvements (South of St Albans)
	PK31	London Colney Inter-Urban Strategic Public Transport Connectivity
	PK32	London Colney Inter-Urban Local Connectivity
	PK33	London Colney Internal Connectivity
	PK34	St Albans-Hatfield Local Connectivity
	PK35	Chiswell Green Corridor Active Travel Improvements
	PK36	Alban Way Improvements

Hatfield

Packages 1-3

PK01

Hatfield-College Lane/ Cavendish Way Corridor

To reduce severance and improve conditions for pedestrians and cyclists along the College Lane/ Cavendish Way corridor, enhancing connectivity between the university campuses and Hatfield town centre.

- Junction improvements along the corridor that increase priority for active travel modes
- Cycleway improvements, including a new cycle lane along Cavendish Way and general improvements and maintenance
- Cycle hire and cycle parking locations at key destinations along the corridor
- Development of a new active travel bridge across the A1(M).
- Upgraded road crossings

£19m-£41m



5-10 years

PK02

Hatfield-Cavendish Way/ Queensway Corridor

To reprioritise the main transport corridor through Hatfield town centre to reduce the dominance of motorised vehicles, improve connectivity to the surrounding area and make a more attractive entrance to the town centre.

- Implementation of bus priority measures, including a bus lane along Cavendish Way.
- Improvement of the cycle lanes along the corridor.
- Junction improvements, including signalisation, to improve conditions for active travel modes.
- New and upgraded road crossings.

£7m-£16m



2-5 years

PK03

Bishop's Rise Corridor

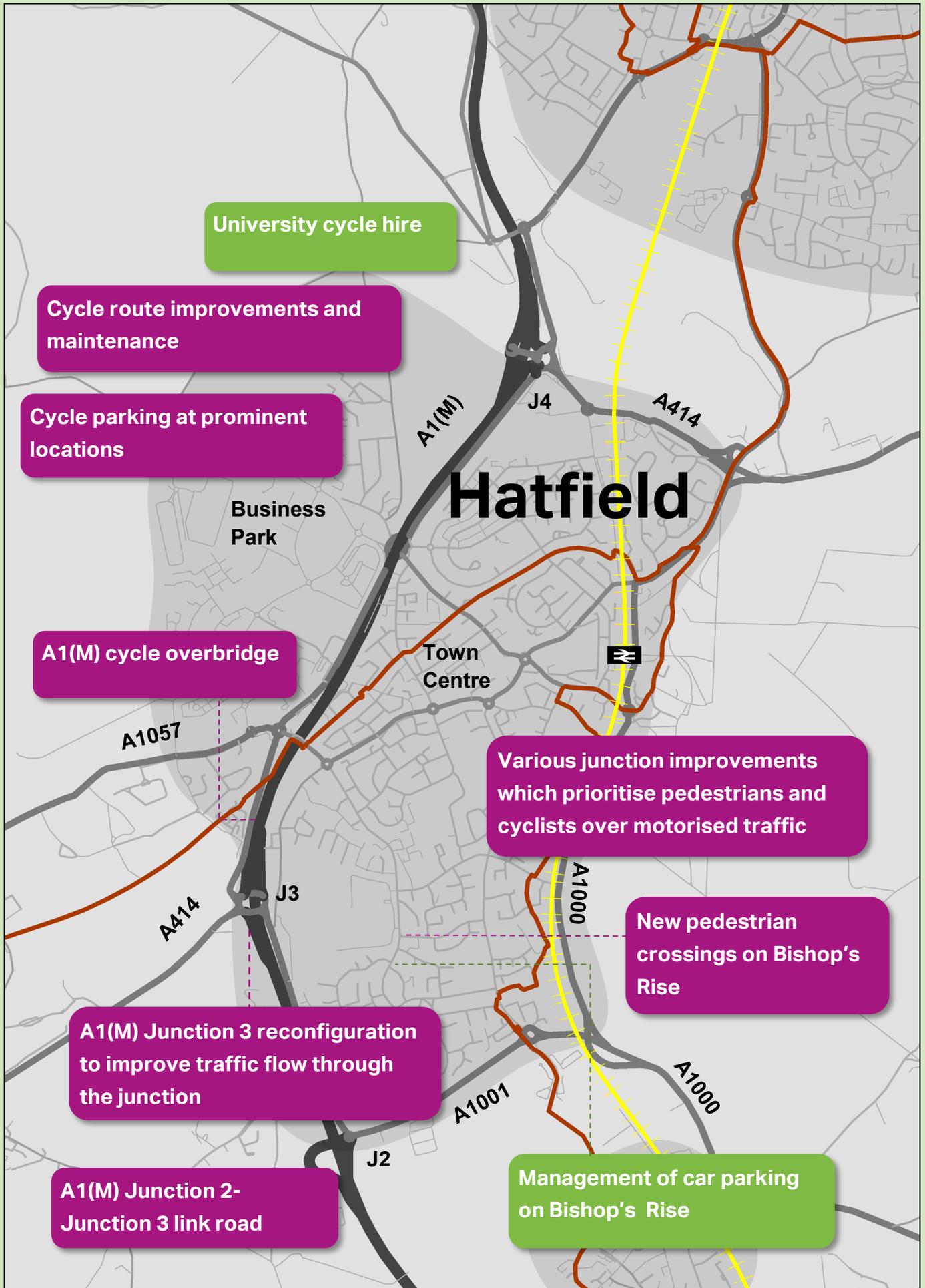
To improve active travel connections and urban realm between the Hatfield Business Park, university, and the residential areas along Bishops Rise.

- Development of cycling infrastructure along Bishops Rise, including a cycle lane, raised entry treatments to side streets, junction upgrades, and new crossings.
- Urban realm improvements at the South Hatfield Shopping Centre at High View.
- Parking rationalisation along Bishops Rise.

£7m-£16m



2-5 years



Hatfield

Packages 4-6

PK04

Wood Avenue/Travellers Lane Corridor

To enhance connectivity between south Hatfield and the town centre along Travellers Lane/Woods Avenue by improving facilities for pedestrians and cyclists and reducing traffic speeds.

- Development of cycling infrastructure along Travellers Lane and Woods Avenue, including raised entry treatments to side streets, junction upgrades, and new crossings.
- Implementation of traffic calming measures along the corridor.
- Formalised parking along Traveller Lane.

£5m-£13m



2-5 years

PK05

French Horn Lane Corridor

To increase active travel provision between Hatfield town centre and the train station by improving facilities for pedestrians and cyclists.

- Development of cycling infrastructure along French Horn Lane, including cycle lanes along French Horn Lane with a link to Queensway, junction upgrades, and new crossings.
- Implementation of public realm and safety improvements along the corridor, including wayfinding, street lighting and CCTV along streets and underpasses/bridges.
- Improvement of the pedestrian railway bridge.

£6m-£17m



2-5 years

PK06

Comet Way/Wellfield Road Corridors

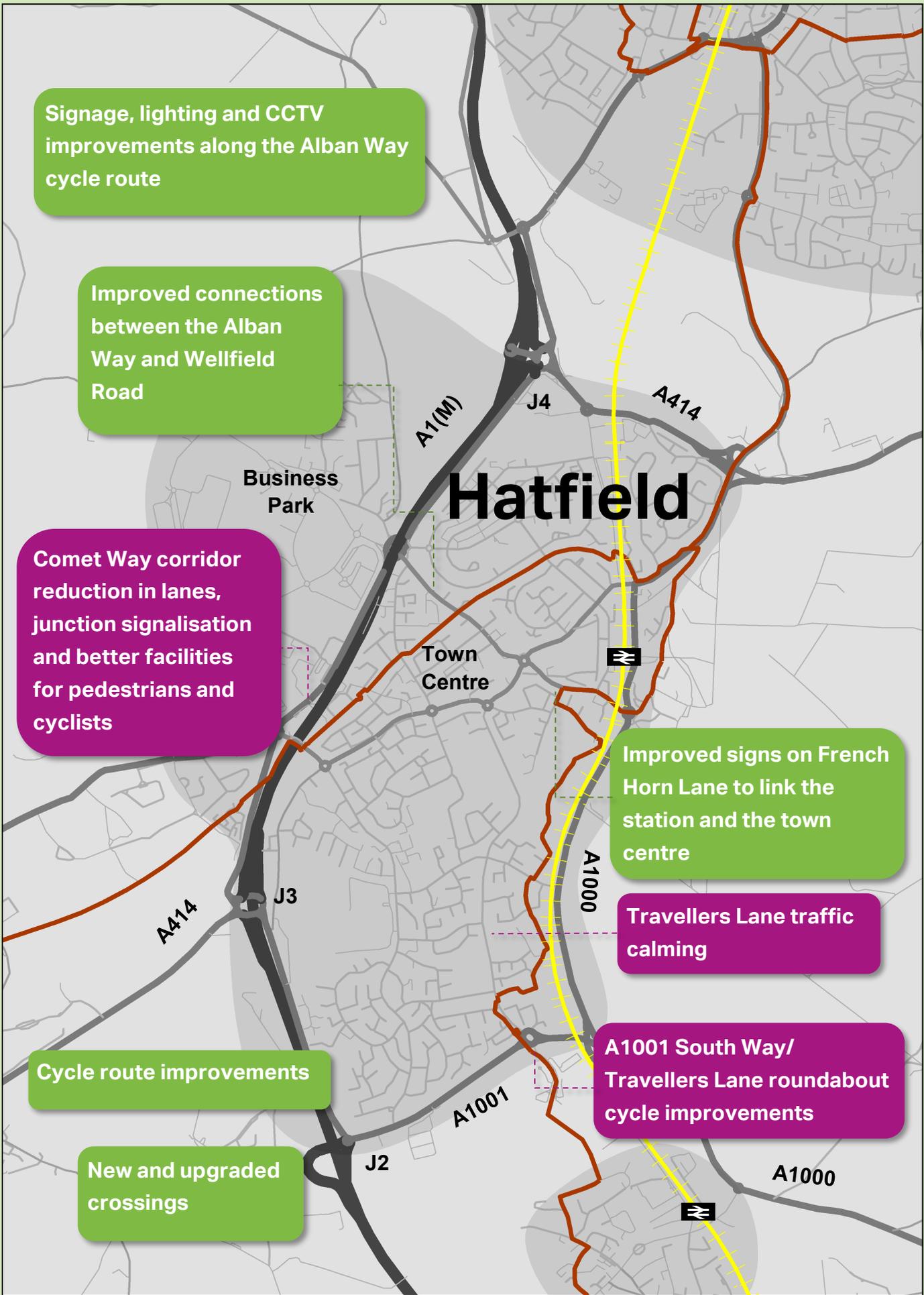
To implement sustainable transport improvements along the Wellfield Road corridor, providing greater mode choice for trips between the Hatfield Business Park and the town centre.

- Implementation of improvements at Comet Way, including downgrading Comet Way to one lane, improved crossings, roundabout signalisation, and provision of an off road cycle lane around the roundabout.
- Implementation of bus priority measures, incl. a bus lane along Wellfield Road.
- Safety improvements at the A1(M) pedestrian bridge.

£5m-£13m



2-5 years



Hatfield

Package 7

PK07

St Albans Road East/ Hertford Road Corridor

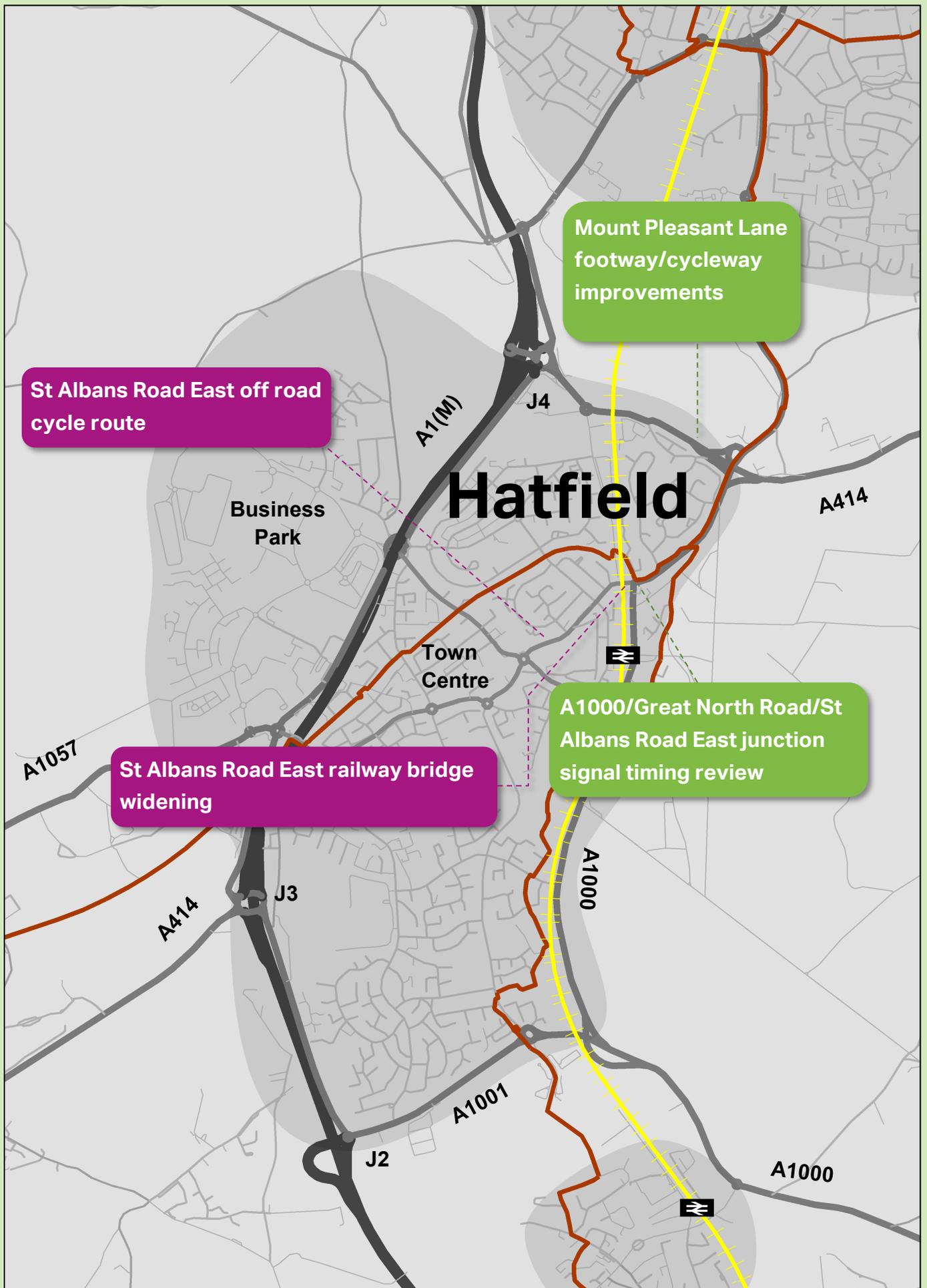
To reduce severance in north east Hatfield and enhance connectivity between this residential area, the town centre and railway station.

- Development of cycling infrastructure along the corridor, including cycle lanes along Mount Pleasant Lane, an off road cycleway along St Albans Road East, junction upgrades, signage improvements, lighting, and new crossings.
- Widened St Albans Road East rail bridge.

£7m-£16m



2-5 years



St Albans Road East off road cycle route

Mount Pleasant Lane footway/cycleway improvements

St Albans Road East railway bridge widening

A1000/Great North Road/St Albans Road East junction signal timing review

Welwyn Garden City-key connections to other towns

Packages 8-10

PK08

Symondshyde Connectivity

To ensure sustainable development at Symondshyde through integrated transport that encourages and prioritises active travel and bus over private car travel.

- Development of an active travel corridor along Coopers Green Lane, including cycling and footway infrastructure supported by a reduction in the speed limit and new crossings, linking Symondshyde to Hatfield Business Park, Welwyn Garden City, and St Albans.
- Highway network upgrades to support increased demand due to development, including junction improvements at Lemsford Village.

£9m-£23m



5-10 years

PK09

St Albans-Welwyn Garden City Connectivity

To form a sustainable transport corridor between St Albans and Welwyn Garden City, facilitating attractive and convenient journeys on foot and by bike between the towns with links to the Symondshyde and North West Hatfield developments, as well as Hatfield Business Park.

- Development of cycling and walking infrastructure along Coopers Green Lane and Sandpit Lane, integrated with development along the corridor, including Symondshyde Village and NW Hatfield (Stanboroughbury) development.
- A reduced speed limit along Coopers Green Lane to support active travel infrastructure and reflect the more urbanised environment along the route, particularly alongside the NW Hatfield development.

£5m-£11m



5-10 years

PK10

Hatfield-Welwyn Garden City Connectivity

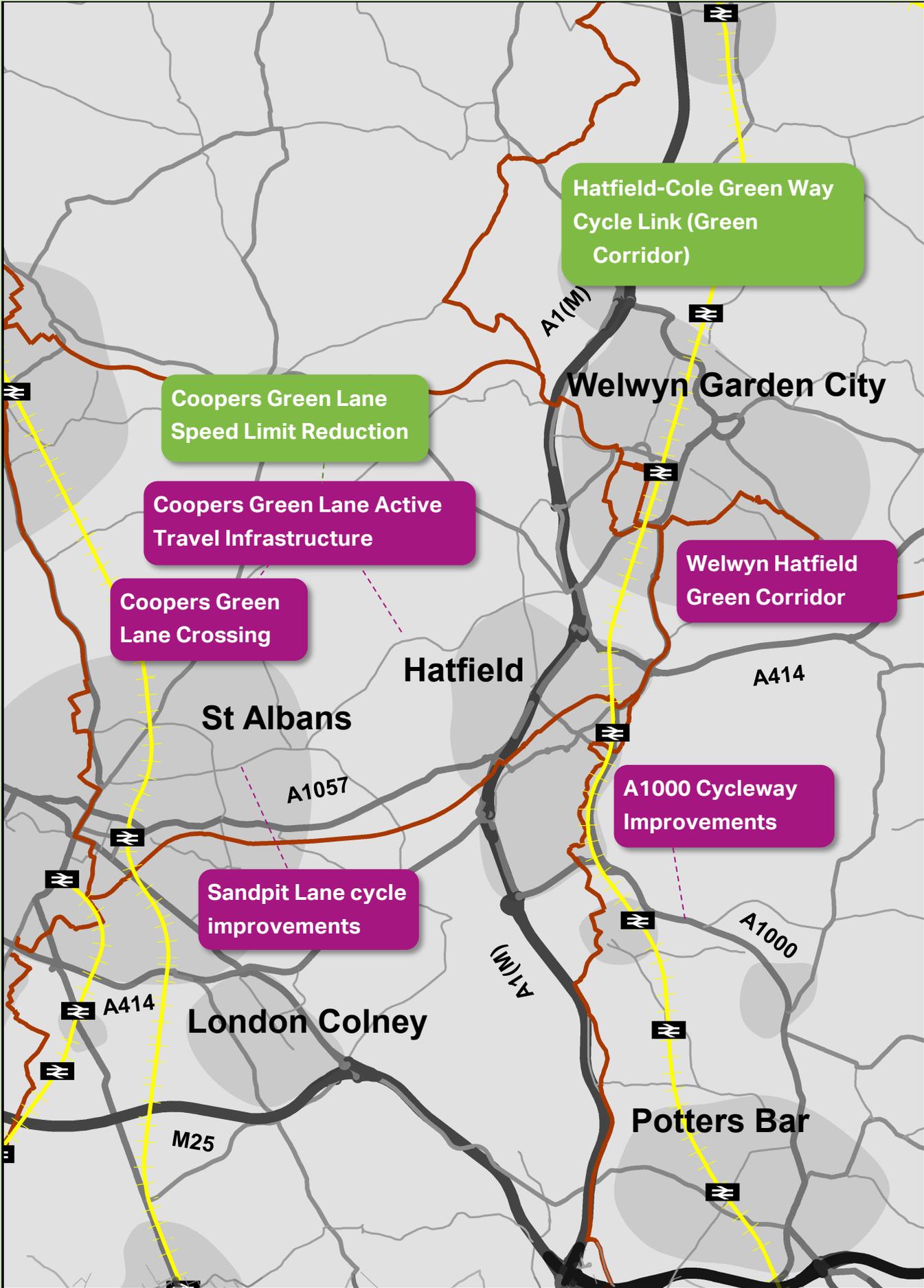
To strengthen connections between Hatfield and Welwyn Garden City by modes of active travel, encouraging modal shift and improving recreational facilities within the green spine running between the towns.

- Improvement and promotion of the A1000 corridor cycleway between Hatfield and Welwyn Garden City.
- Development of a southern Welwyn Garden City cycle bypass linking Hatfield directly to the Cole Green Way cycleway.
- Implementation of a recreational Welwyn Hatfield Green Corridor between the towns.

£13m-£59m



5-10 years



Welwyn Garden City-key connections to other towns

Package 11

PK11

A1(M)-A414 Junction 4 Interchange

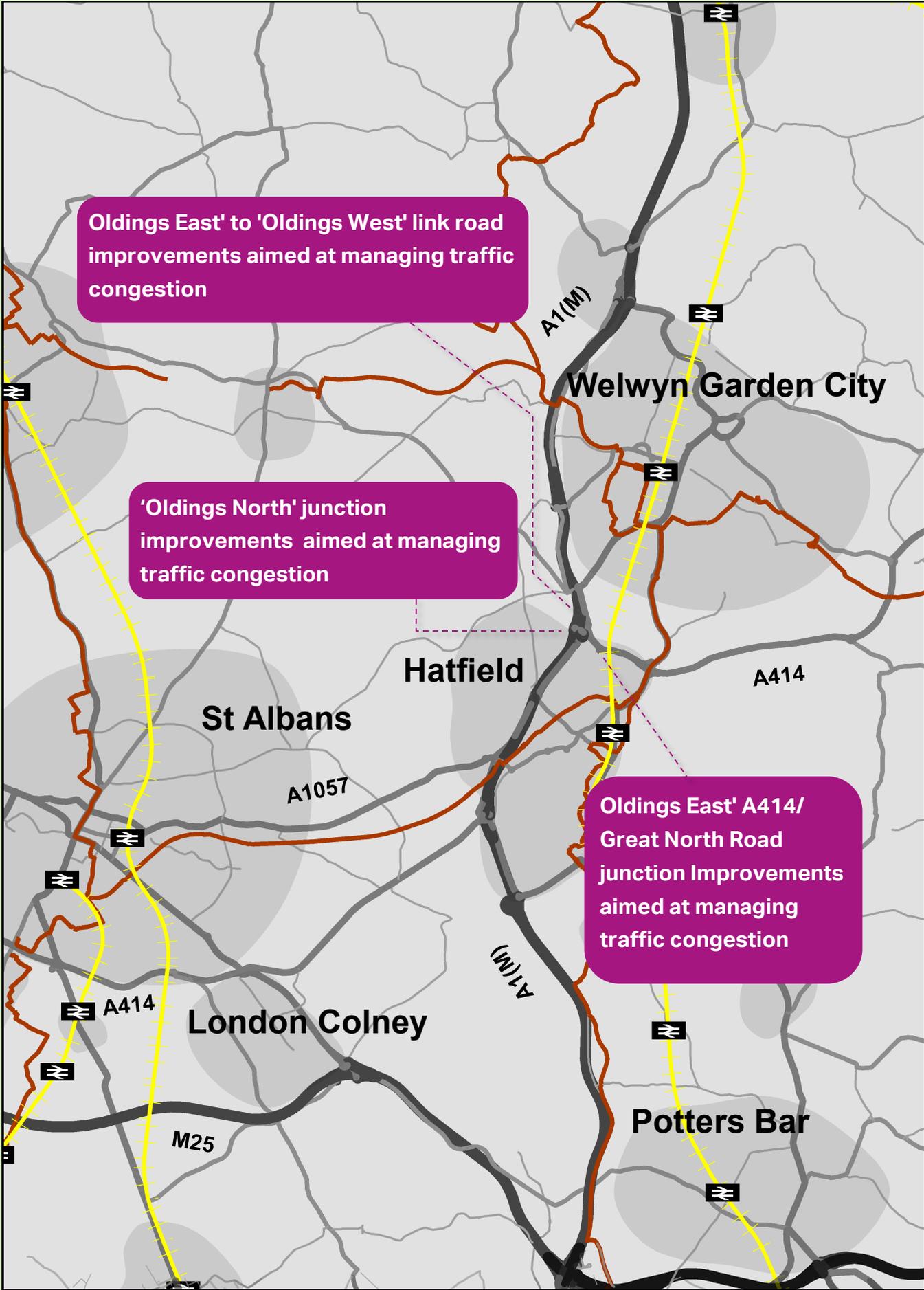
To reduce congestion and increase reliability for inter-urban trips at A1(M) Junction 4 and adjoining links and junctions on the A414.

- A1(M) Junction 4 upgrades.
- A414 junctions upgrades at A1001/Oldings Corner and A1000/Mill Green.

£2m-£15m



2-5 years



Welwyn Garden City

Packages 12-14

PK12

Mundells Area Non-Car Accessibility & Travel Planning

To alleviate peak congestion issues at the Business Park in the Mundells Area.

- Implementation of travel planning for the employment site.
- Improvements to cycle routes feeding into the western side of the Mundells area.

£0.5m-£2m



0-2 years

PK13

Welwyn Garden City Active Travel Improvements

To transform Welwyn Garden City into a town that facilitates safe, attractive, and convenient journeys by active and sustainable transport modes.

- Redevelopment of Welwyn Garden City town centre, improving conditions for pedestrians and cyclists.
- Improvement of the town cycleway network, including completing missing links, improved infrastructure, cycle parking at key locations, signage, wayfinding, and promotion.
- Development of a town bus network.

£7m-£17m



2-5 years

PK14

Bridge Road Transformation-Welwyn Garden City Town Centre

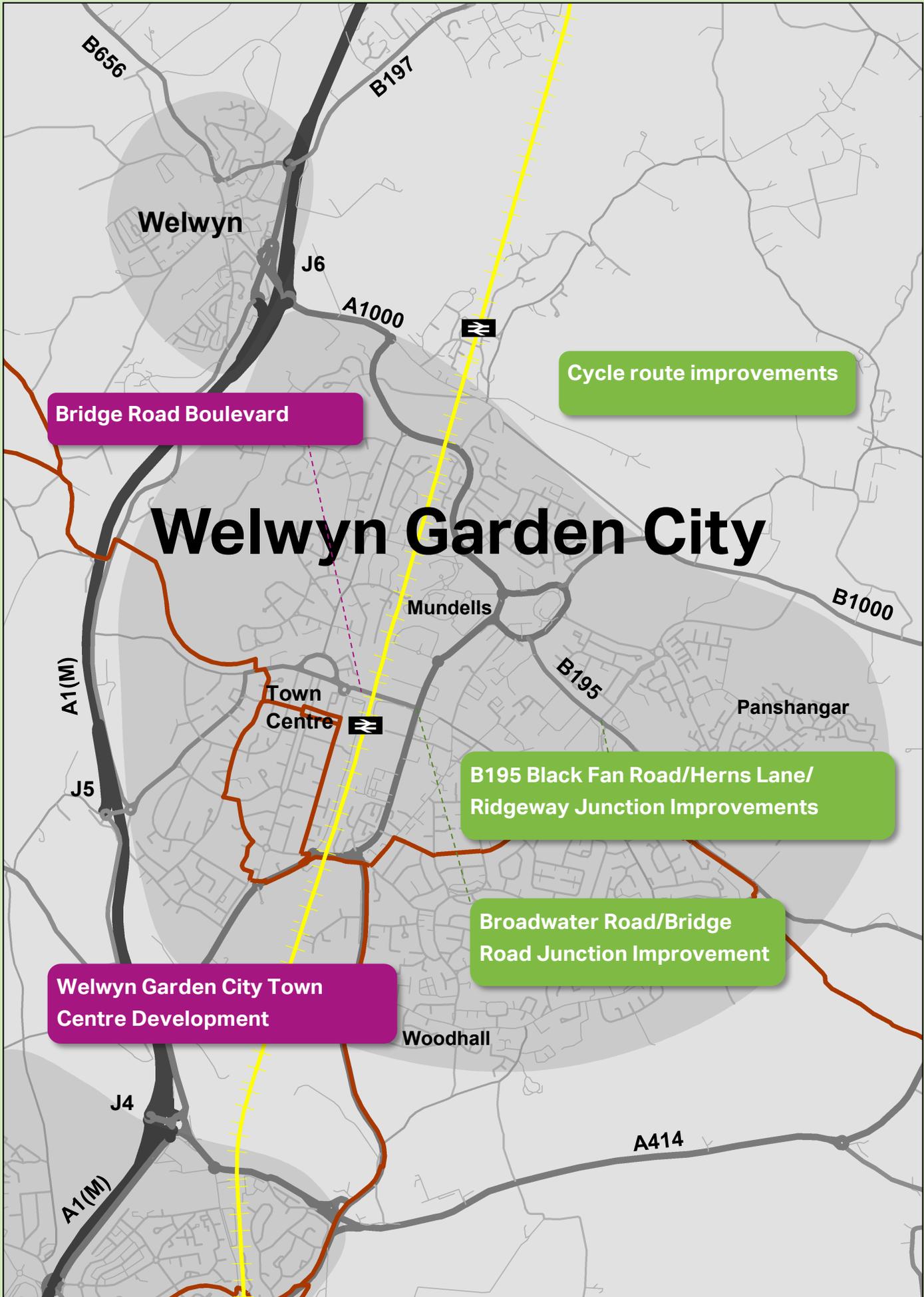
To transform Bridge Road into a sustainable spine that enhances connections on foot, by bike and by bus between the Welwyn Garden City town centre and the employment zone east of the rail line, and reduce the dominance of motorised traffic.

- Reduction of vehicular traffic to one lane in each direction, facilitating the development of cycleways, widened footways, and improved bus stops along Bridge Road, with reference to the Town Centre North SPD.
- Improvements to the Bridgewater Road/Broadwater Road junction.

£2m-£5m



2-5 years



Bridge Road Boulevard

Cycle route improvements

Welwyn Garden City

B195 Black Fan Road/Herns Lane/
Ridgeway Junction Improvements

Broadwater Road/Bridge
Road Junction Improvement

Welwyn Garden City Town
Centre Development

Welwyn Garden City-key connections to other towns

Packages 15-16

PK15

Welwyn Garden City- Stevenage & Hitchin Corridor

To improve connections between towns and facilitate development on the Welwyn Garden City to Stevenage and Hitchin corridor through formation of a sustainable transport corridor along the B197 (via Oaklands), B656 (via Codicote) and Digs Well Road which aims to discourage longer distance trips from using the corridor in preference over the A1(M).

- Development of a sustainable transport corridor along the B197 and B656, including bus priority, speed reduction, and urban realm improvement interventions in towns including Oaklands, Woolmer Green, Codicote and Knebworth.
- Improved cycling and walking infrastructure between Welwyn Village and Welwyn Garden City.
- Improved pedestrian accessibility to Welwyn North train station at Digs Well, including footways, cycleways, crossings, etc.

£8m-£16m



2-5 years

PK16

Luton-Wheathampstead -Hatfield & Welwyn Garden City Corridor

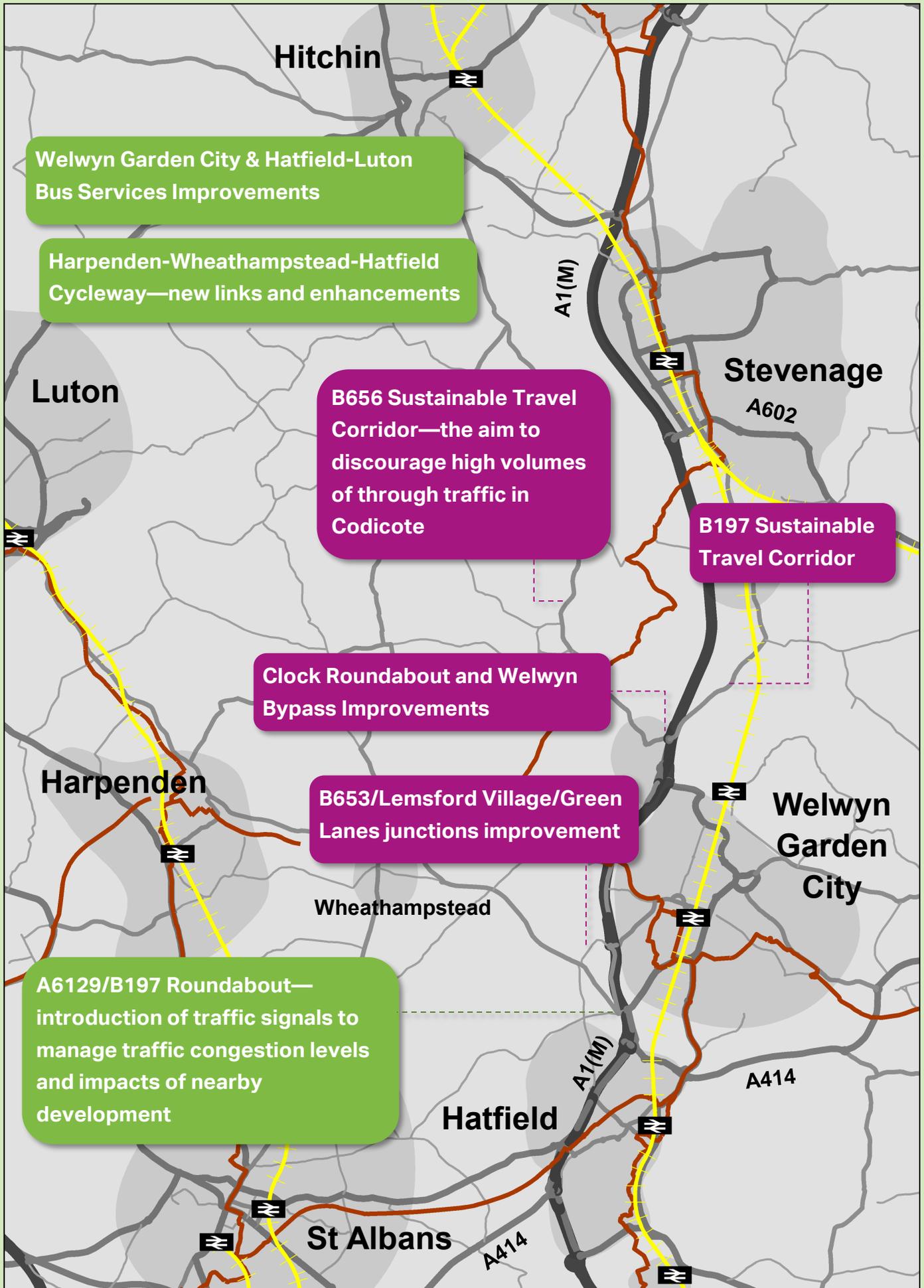
To facilitate new and existing public transport connections between Luton, Hatfield and Welwyn Garden City, alongside improvements to inter-urban cycling infrastructure and selective highway upgrades in order to improve reliability on the corridor.

- Support for new and existing bus services between Luton and Welwyn Garden City and between Luton and Hatfield.
- Development and promotion of a cycleway between Luton and Welwyn Garden City/Hatfield, completing the gap in the existing National Cycleway 57 between Harpenden and Wheathampstead, and forming a new cycle corridor between Wheathampstead and Welwyn Garden City linked to the Symondshyde development and Hatfield Business Park.
- Junction upgrades at Lemsford Village and A6129/B197 to improve reliability of the highway network.

£6m-£14m



2-5 years



Potters Bar

Packages 17-19

PK17

Hatfield-Potters Bar Cycle Corridor Enhancements

To develop an active travel corridor between Hatfield, Welham Green, Brookmans Park and Potters Bar.

- Development and promotion of a cycleway between Hatfield and Potters Bar, improving the National Highway 12 section between Hatfield and Welham Green, creating a new active travel link between Welham Green and Brookmans Park, and upgrading the rail line path between Brookmans Park and Potters Bar with a link to the Royal Veterinary College.
- Improved pedestrian accessibility to Welham Green train station, including footways, cycleways, crossings, etc.

£4m-£9m



2-5 years

PK18

Potters Bar Active Travel Improvements

To make Potters Bar a safe, attractive, and convenient place to walk and cycle, and enhance cycle connections to north London.

- Increased pedestrian priority and safety improvements, including at the Potters Bar train station junction, and along The Causeway.
- Implementation of wayfinding measures and active travel promotion throughout Potters Bar.
- Development of new pedestrian and cycleway crossings of the M25, including at Bentley Heath Lane/Sawyers Lane.

£5m-£12m



5-10 years

PK19

Potters Bar Public Transport Improvements

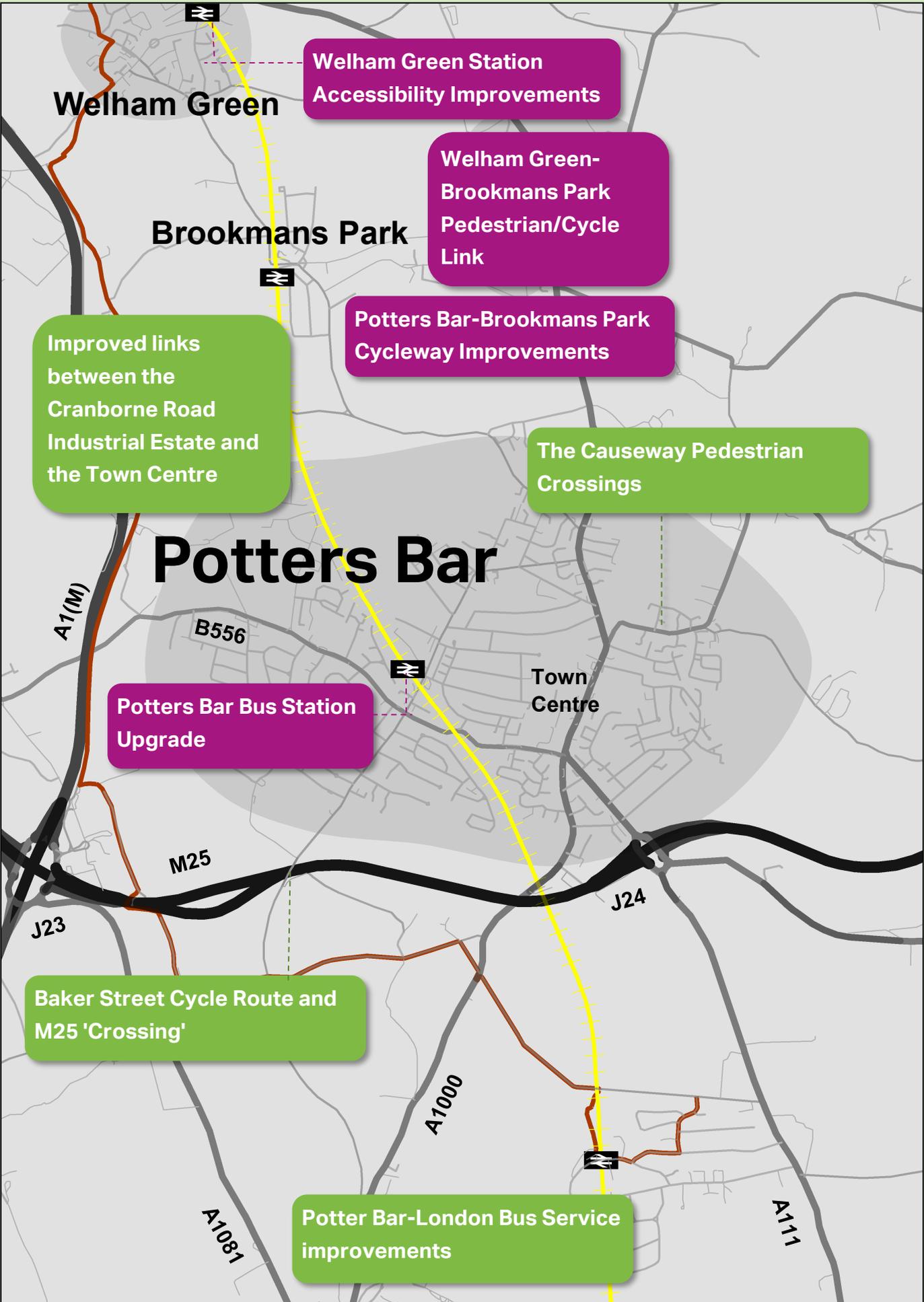
To increase the attractiveness of public transport as the preferred mode of choice for journeys within and beyond Potters Bar, and facilitate seamless interchange between modes within the town centre.

- Implementation of integrated ticketing to facilitate train-bus transfers at Potters Bar station.
- Increase cycle parking facilities at Potters Bar station to facilitate cycle-bus and cycle-train transfers.
- Upgrades to increase capacity at Potters Bar bus station.
- Improvement of bus services in Potters Bar, particularly services connecting to north London, as well as reinstating Cranborne Road services.

£2m-£7m



2-5 years



Welham Green

**Welham Green Station
Accessibility Improvements**

Brookmans Park

**Welham Green-
Brookmans Park
Pedestrian/Cycle
Link**

**Improved links
between the
Cranborne Road
Industrial Estate and
the Town Centre**

**Potters Bar-Brookmans Park
Cycleway Improvements**

**The Causeway Pedestrian
Crossings**

Potters Bar

**Potters Bar Bus Station
Upgrade**

**Town
Centre**

**Baker Street Cycle Route and
M25 'Crossing'**

**Potter Bar-London Bus Service
improvements**

A1(M)

B556

M25

J23

J24

A1000

A1081

A111

Borehamwood

Packages 20-22

PK20

Borehamwood Active Travel Improvements

To make Borehamwood a safe, attractive, and convenient place to walk and cycle by connecting key locations with active travel infrastructure and urban realm improvements that prioritise the needs of pedestrians, cyclists and public transport users.

- Development of the Elstree Way Corridor scheme, enhancing active travel infrastructure provision along the sustainable spine of the town.
- Marketing and promotion of active travel opportunities in Borehamwood.

£2m-£4m



0-2 years

PK21

Borehamwood-Elstree Connectivity

To improve connectivity by active travel modes between Borehamwood, Elstree, and the Centennial Park employment area.

- Development of a cycleway and footway between Borehamwood and Elstree, and between Elstree and the Centennial Park employment area.
- Increased cycling parking provision at key locations along the corridor.
- Rationalised parking provision in Borehamwood town centre.
- Improved access by all modes to the Centennial Park employment area.

£2m-£6m



0-2 years

PK22

Borehamwood-London Connectivity

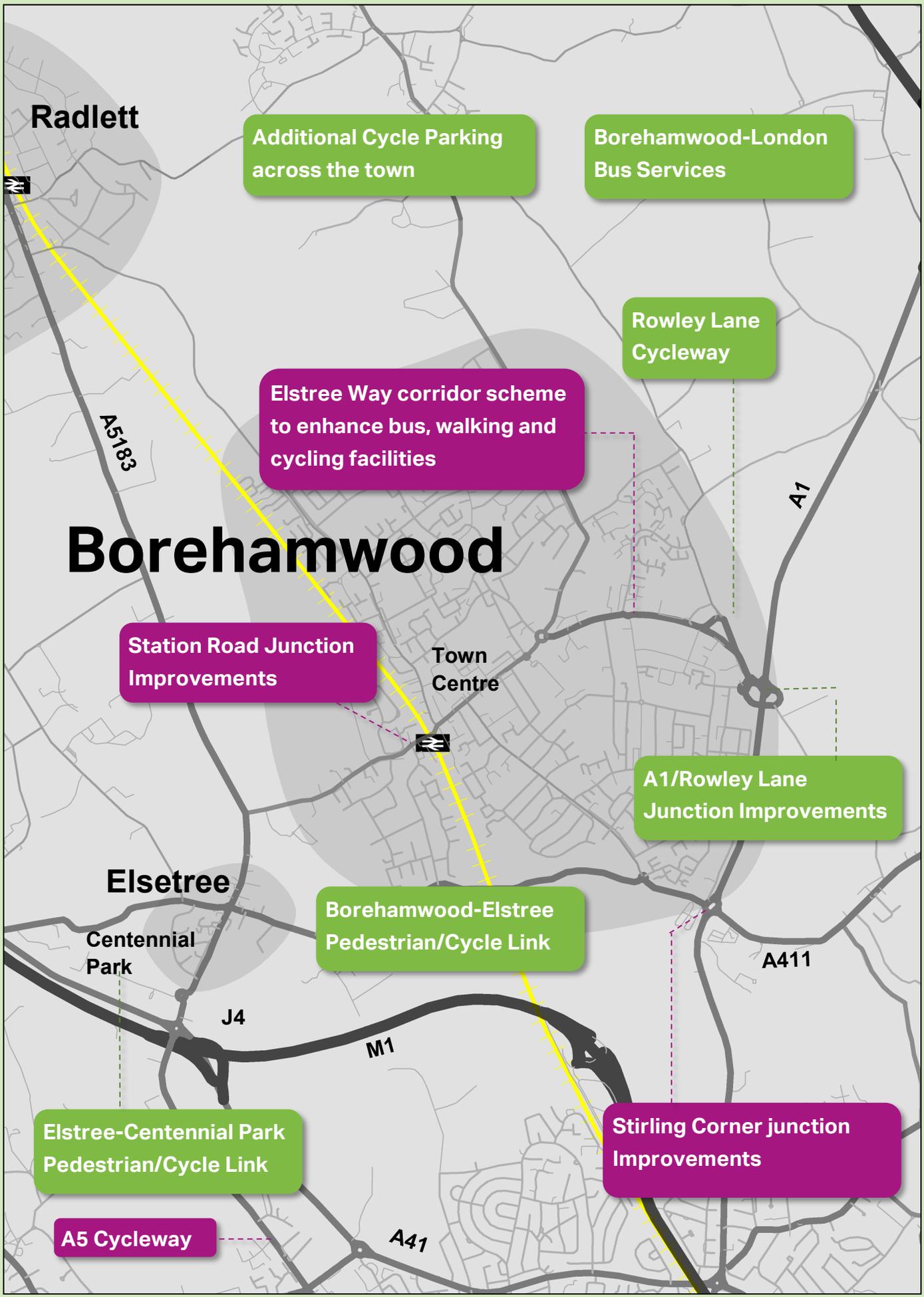
To maintain and improve connections between Borehamwood and north London by strengthening sustainable transport links and addressing pinch points, which reduce congestion and improve non-car connectivity.

- Development of cycleways along the A5 towards Edgware, and along Rowley Lane towards Barnet.
- Upgrades at the Stirling Corner roundabout and A1/Rowley Lane junction to improve conditions for pedestrian and cyclists, as well as improve traffic reliability.
- Support for increased bus services to surrounding areas including Barnet, Edgware, Watford, and Stanmore.

£7m-£19m



2-10 years



Radlett

Additional Cycle Parking across the town

Borehamwood-London Bus Services

Rowley Lane Cycleway

Elstree Way corridor scheme to enhance bus, walking and cycling facilities

Borehamwood

Station Road Junction Improvements

Town Centre

A1/Rowley Lane Junction Improvements

Elsetree

Borehamwood-Elstree Pedestrian/Cycle Link

Centennial Park

J4

M1

A41

Elstree-Centennial Park Pedestrian/Cycle Link

Stirling Corner junction Improvements

A5 Cycleway

A41

Radlett

Package 23

PK23

Radlett Station Accessibility

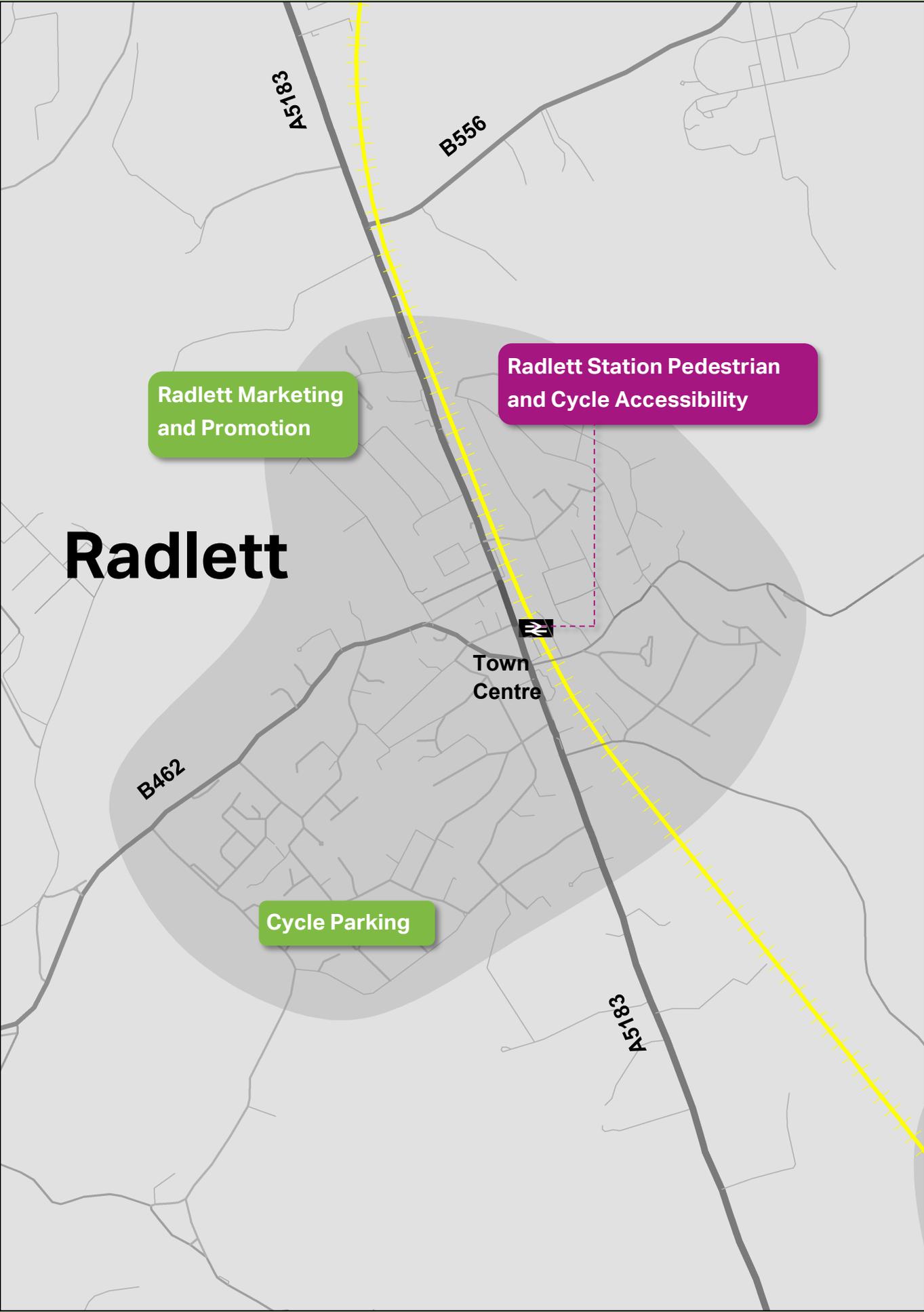
To improve accessibility by active modes to Radlett station as a key node for inter-urban journeys.

- Improvement of footways, cycleways, and crossings in the vicinity of Radlett town centre and station.
- Increased provision of cycle parking at the train station.
- Marketing and promotion of active travel opportunities in Radlett.

£0.5m-£2m



0-2 years



Radlett

Radlett Marketing and Promotion

Radlett Station Pedestrian and Cycle Accessibility

Cycle Parking

Town Centre

A5183

B556

B462

A5183

St Albans

Packages 24-26

PK24

St Albans City Centre Improvements

To make St Albans city centre a safe, attractive, and convenient place to walk and cycle, through improvements to active travel infrastructure and the urban realm.

- Urban realm, footway, and junction improvements, including a new crossing along St Peter's Street, revisions to the St Peter's Street/Victoria Street junction, enhancements along Victoria Street linking the city centre and railway station, and along a new pedestrian link between Victoria and St Peter's Street through the civic centre redevelopment site.
- Expansion of the 20mph zone in St Albans.

£3m-£8m



2-5 years

PK25

St Albans Green Ring and Alban Way Improvements

To unlock the potential of the St Albans Green Ring and Alban Way infrastructure and maximise its benefits.

- Upgrades including crossings, signage and markings to the Green Ring at various locations. Development of spoke routes facilitating active travel modes between the Green Ring and St Albans town centre.
- Development of a new pedestrian and cycle bridge over the Abbey Line near the existing level crossing.
- Upgrades to the Alban Way, including wayfinding and signage, lighting, maintenance, and marketing and promotion of the corridor.

£9m-£20m



2-5 years

PK26

St Albans Abbey Station Accessibility

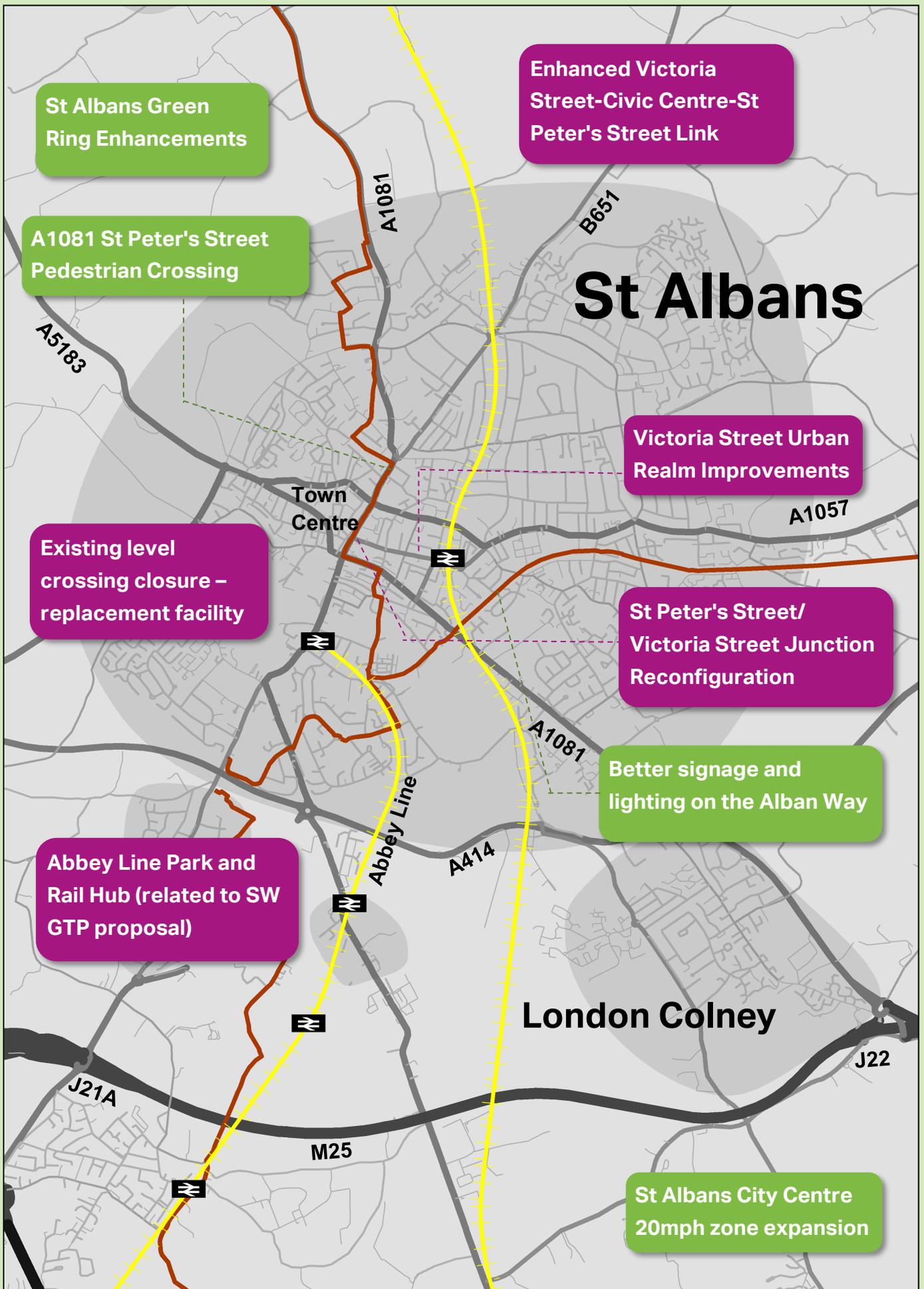
To improve accessibility by active modes to St Albans Abbey station.

- Improvement to existing inter-station shuttle buses in order to enhance station to station connectivity.
- Increased provision for cycle parking at the station.

£9m-£18m



10-20 years



St Albans Green Ring Enhancements

A1081 St Peter's Street Pedestrian Crossing

Enhanced Victoria Street-Civic Centre-St Peter's Street Link

Victoria Street Urban Realm Improvements

Existing level crossing closure – replacement facility

St Peter's Street/ Victoria Street Junction Reconfiguration

Better signage and lighting on the Alban Way

Abbey Line Park and Rail Hub (related to SW GTP proposal)

St Albans City Centre 20mph zone expansion

St Albans

London Colney

Town Centre

Abbey Line

J21A

M25

A414

A1081

A1057

B651

A1081

A5183

J22

St Albans

Packages 27-29

PK27

St Albans City Station Accessibility

To improve accessibility by active modes to St Albans City station, particularly through enhanced connectivity between the station and the city centre.

- Improvement to footways, crossings and urban realm, and implementation of wayfinding along Victoria Street between the station and the city centre.
- Development of cycleway infrastructure leading to the station along Grosvenor Road/Ridgmont Road.
- Increased provision for cycle parking at the station and a safeguarded location for future increases.

£1.6m-£5m



0-2 years

PK28

Hatfield Road Corridor-St Albans

To transform Hatfield Road in St Albans into an attractive and inviting high street and enhance its function as an efficient public transport corridor.

- Implementation of bus priority measures along Hatfield Road, potentially facilitated by removal of on-street parking as investigated through a parking study.
- Urban realm improvements along Hatfield Road, including footway and crossing upgrades and bus stop improvements.

£1m-£3m



0-2 years

PK29

London Road Corridor-St Albans

To make London Road a more attractive place for pedestrians and cyclists and improve reliability of journeys along the corridor.

- Development of new pedestrian crossing points, including at the Odyssey Cinema and other locations, potentially facilitated through reduction of on-street parking.
- Junction upgrades and signal timing reconfiguration to improve conditions for pedestrians at the Peahen junction and Watsons Walk/Lattimore Road junctions.

£4m-£9m



2-5 years

St Albans

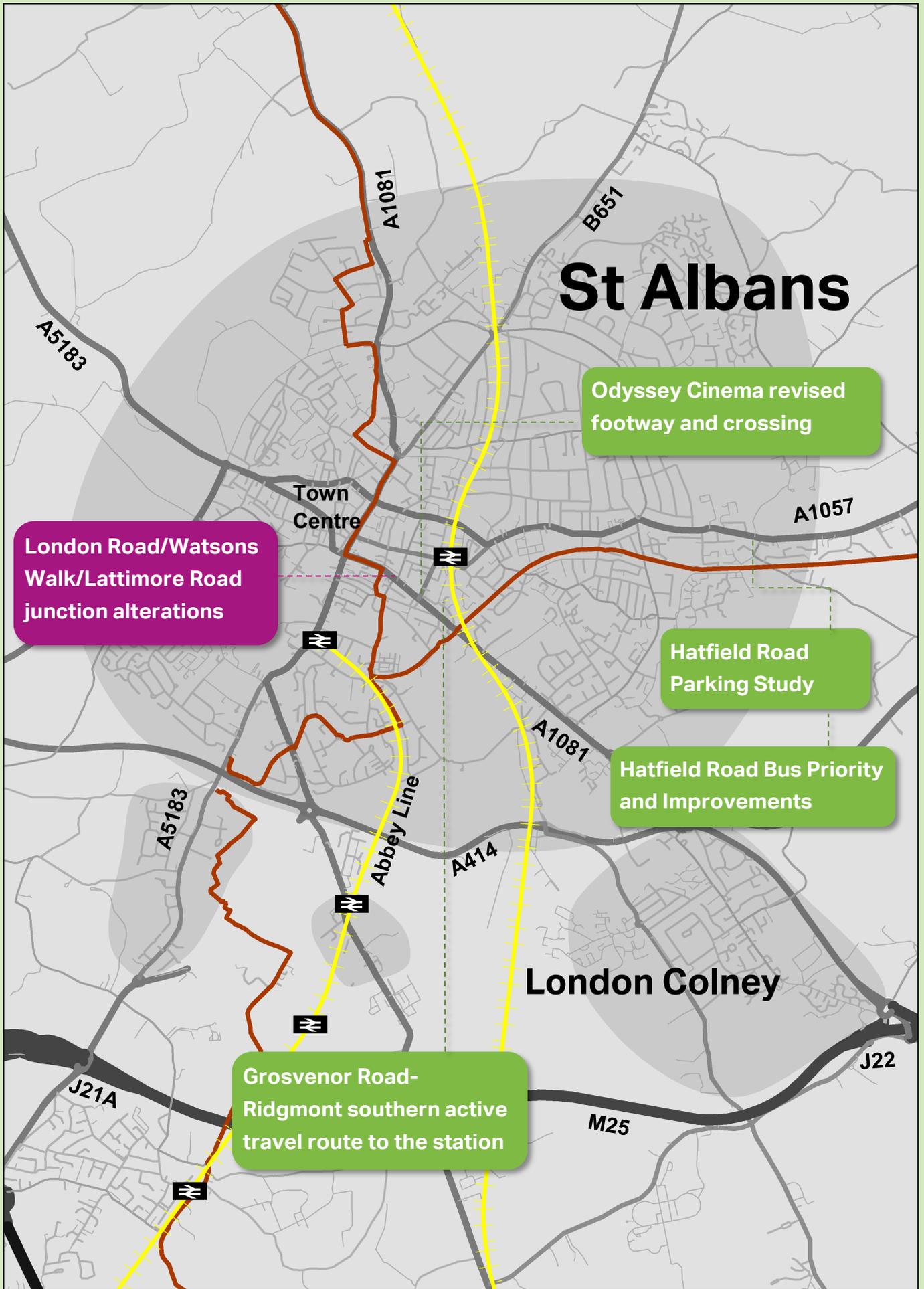
Odyssey Cinema revised footway and crossing

London Road/Watsons Walk/Lattimore Road junction alterations

Hatfield Road Parking Study

Hatfield Road Bus Priority and Improvements

Grosvenor Road-Ridgmont southern active travel route to the station



St Albans District

Packages 30-32

PK30

A414 Highways Improvements (South of St Albans)

To enhance the function of the A414 as a strategic east-west route in south central Hertfordshire through capacity and reliability upgrades

- A414 junction upgrades at London Colney, Park Street, and Colney Heath.
- Implementation of smart traffic management.
- Improving signage within St Albans to route long distance strategic trips to the A414.
- Improving the A414 cycleway between London Colney and Hatfield to facilitate cycle journeys.

£7m-£15m



2-5 years

PK31

London Colney Inter-Urban Strategic Public Transport Connectivity

To integrate London Colney into broader east-west public transport and cycle connections within south central Hertfordshire.

- Development of an envisioned small-scale interchange adjacent to the A414 to serve London Colney and east-west rapid bus services alongside an upgrade of the junction at Napsbury.
- Development of an active travel corridor alongside the B5378 to link London Colney to a Mass Rapid Transit interchange at Napsbury.

£4m-£9m



2-5 years

PK32

London Colney Inter-Urban Local Connectivity

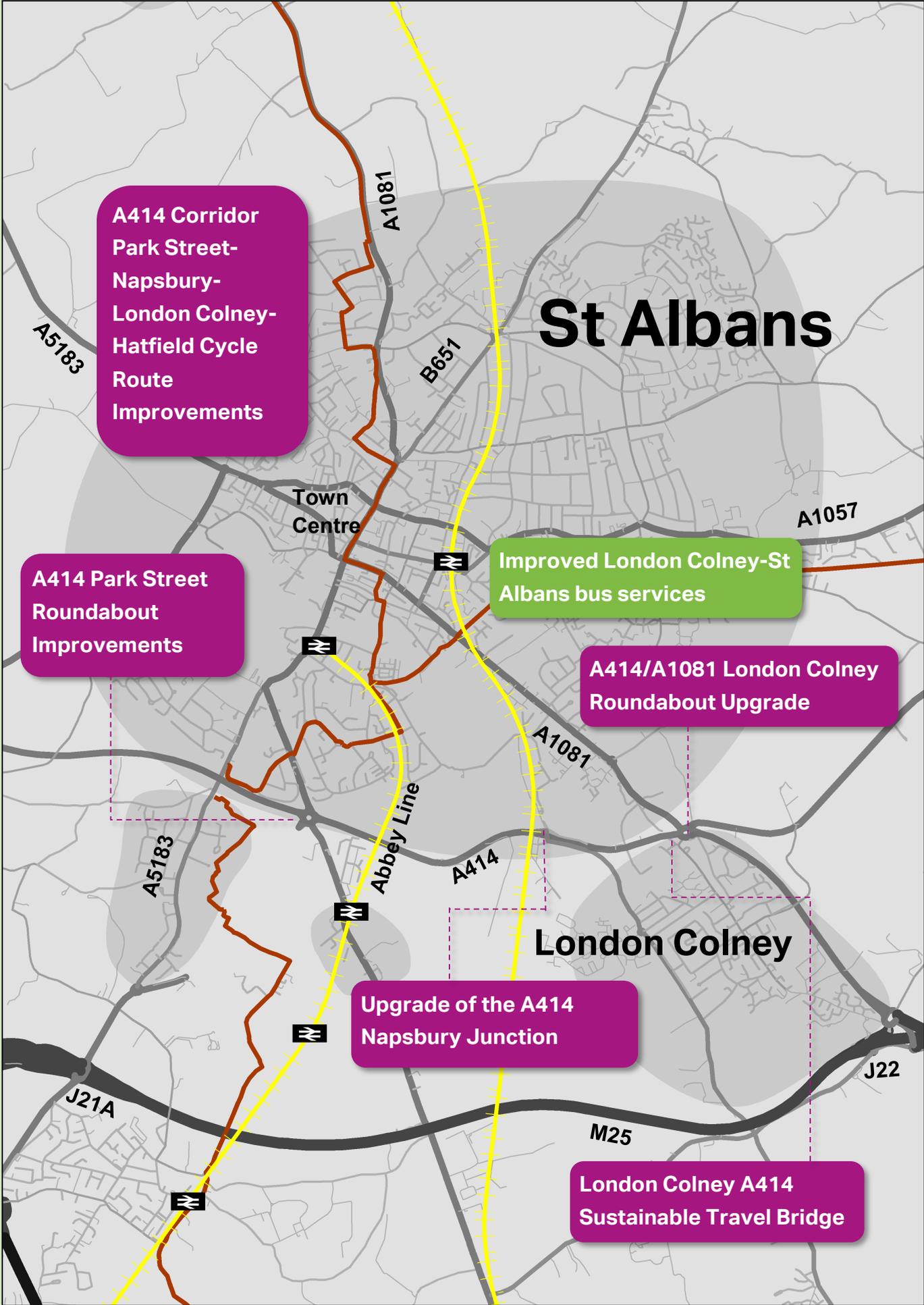
To improve connectivity by all modes of transport between London Colney and St Albans.

- Improvements to cycling infrastructure within London Colney, as well as between London Colney and St Albans, including upgrades to the A414 pedestrian/cycle bridge.
- Development of a new sustainable transport bridge across the A414.
- Improvements to bus services between London Colney and St Albans.

£7m-£15m



5-10 years



St Albans

**A414 Corridor
Park Street-
Napsbury-
London Colney-
Hatfield Cycle
Route
Improvements**

**A414 Park Street
Roundabout
Improvements**

**Improved London Colney-St
Albans bus services**

**A414/A1081 London Colney
Roundabout Upgrade**

**Upgrade of the A414
Napsbury Junction**

London Colney

**London Colney A414
Sustainable Travel Bridge**

St Albans District

Packages 33-34

PK33

London Colney Internal Connectivity

To make London Colney a safe, attractive, and convenient place to walk and cycle through improvements to active travel infrastructure and urban realm in the town centre.

- Improvements to pedestrian and cycling infrastructure and urban realm within London Colney.
- Development of new pedestrian and cycling infrastructure linked to new development west of London Colney.
- 20mph speed limits in the town centre and throughout the town.

£2m-£5m



2-5 years

PK34

St Albans-Hatfield Local Connectivity

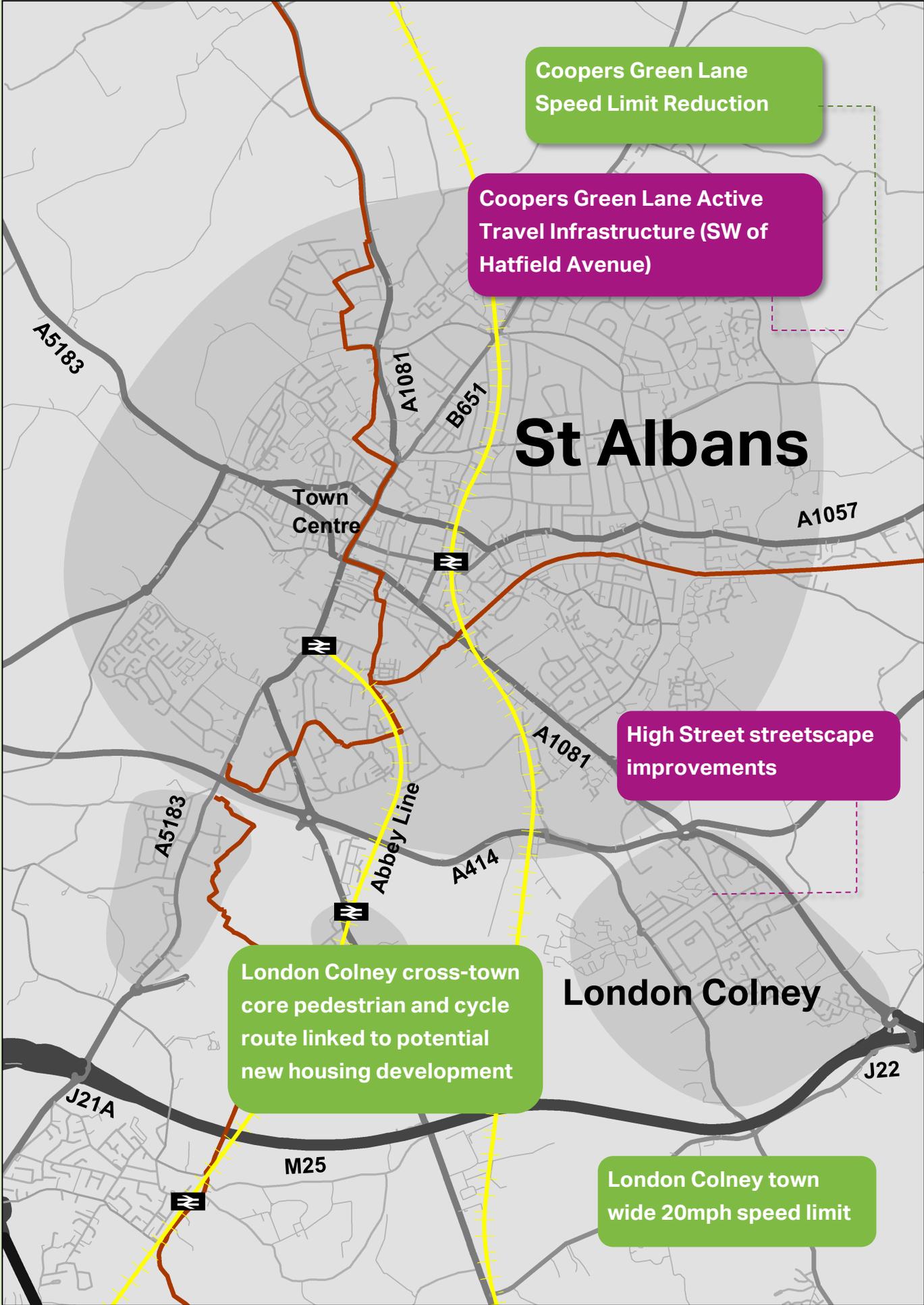
To enhance local transport between St Albans and Hatfield and facilitate growth along the Sandpit Lane-Coopers Green Lane corridor.

- Development of an active travel corridor along Coopers Green Lane with a link to Hatfield Business Park, including cycling and footway infrastructure supported by a reduction in the speed limit.
- Improvements to traffic routing signage to ensure longer distance strategic trips are routed to strategic roads including the A414.
- Improvements to local bus services including increased frequency and extended hours of operation of routes including the 724 and 300/301.

£2m-£5m



2-5 years



Coopers Green Lane
Speed Limit Reduction

Coopers Green Lane Active
Travel Infrastructure (SW of
Hatfield Avenue)

St Albans

Town
Centre

High Street streetscape
improvements

London Colney cross-town
core pedestrian and cycle
route linked to potential
new housing development

London Colney

London Colney town
wide 20mph speed limit

St Albans District

Packages 35-36

PK35

Chiswell Green Corridor Active Travel Improvements

To improve connectivity between Chiswell Green, Park Street and St Albans and reduce through traffic on the Watford Road corridor.

- Improvements along the B4630 Watford Road with the aim of discouraging through traffic (i.e. trips which neither begin nor end in Chiswell Green), ensuring capacity is given to other modes of transport.
- Improvements along the A405, including roundabout upgrades at the A414/A405/A5183 Park Street Roundabout and at the B4630 Watford Road/A405 Noke Roundabout.

£5m-£10m



2-5 years

PK36

Alban Way Improvements

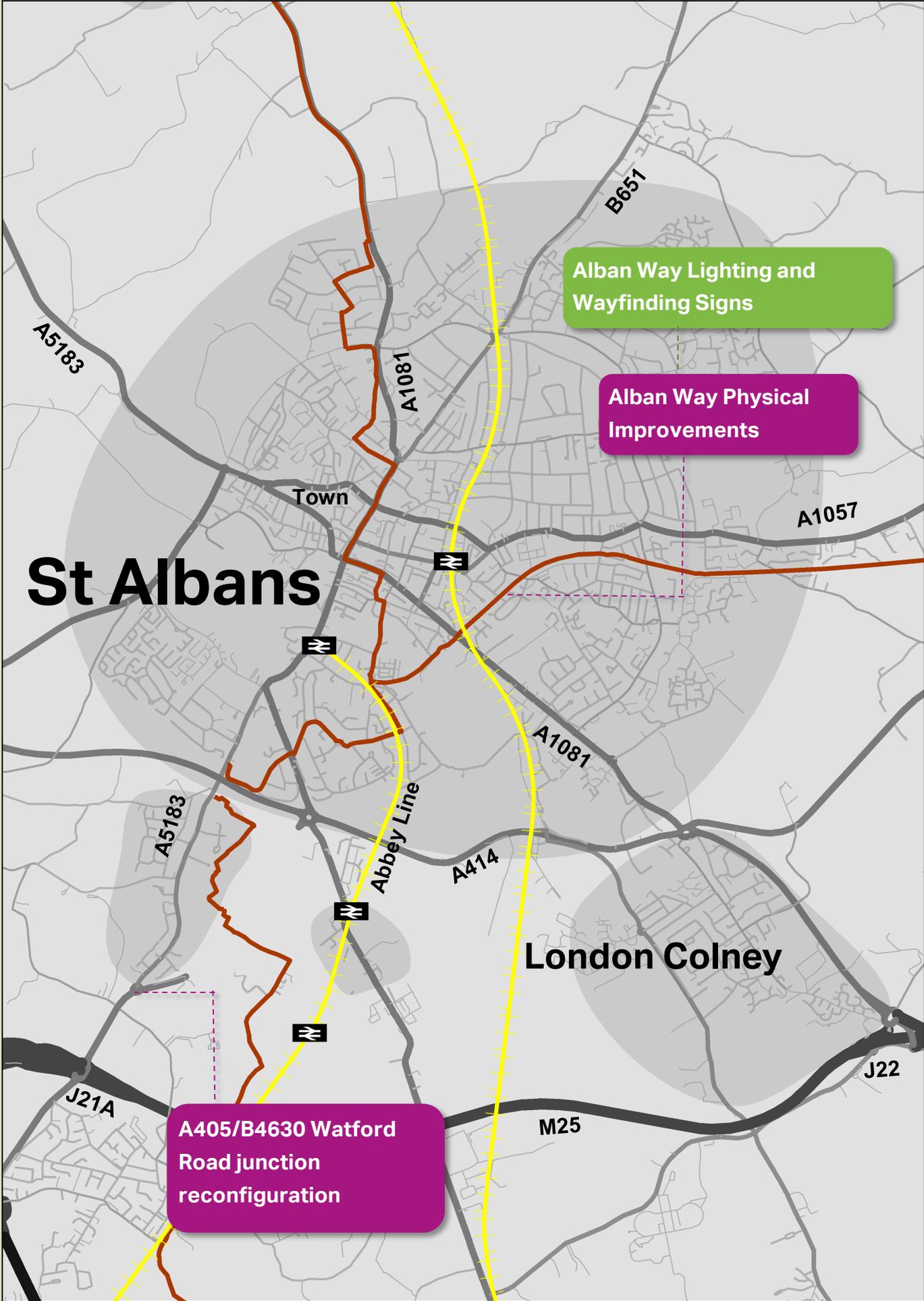
To enhance the Alban Way and promote it as a safe, convenient and attractive option for trips between St Albans and Hatfield.

- Implementation of physical improvements to the Alban Way, including wayfinding and signage, lighting, crossings and maintenance.
- Marketing and promotion of the Alban Way as an attractive transport corridor.

£2m-£5m



0-2 years



Alban Way Lighting and Wayfinding Signs

Alban Way Physical Improvements

A405/B4630 Watford Road junction reconfiguration

St Albans

London Colney

1 / What is a Growth and Transport Plan and why is it needed?

2 / What are the objectives of the GTP?

3 / How was the GTP developed?

4 / What does the GTP propose?

5 / How you can have a say on the GTP & Next Steps

5 /

How you can have a say on the GTP

This draft **South Central Growth and Transport Plan** was published on **6th January 2020**.

The public consultation is open until **30th March 2020**

The SC GTP documents are available at **www.hertfordshire.gov.uk/about-the-council/consultations**

We are interested in hearing your views on the SC GTP and would encourage feedback via our online survey.

Alternatively views can be submitted via:

A1GTP@hertfordshire.gov.uk

or

**South Central Growth and Transport Plan,
Postal Point CHN115, Hertfordshire County Council, County Hall, Pegs Lane, Hertford, SG13 8DN**

Responses are welcomed from individuals or on behalf of organisations. If you have any queries on this consultation, or require any of the materials in an alternative format or language, please contact the **Growth and Transport Plan Team** (Email: **A1GTP@hertfordshire.gov.uk**).

Next Steps

The next steps will be to take on board comments received during this public consultation and make any necessary amendments to the SC GTP. Then the aim is to adopt the GTP in 2020. The proposed interventions will then be prioritised and investigated in more detail. There will be further discussions with key stakeholders and local communities before any of the interventions are introduced on the transport network, and importantly, there will need to be sufficient funding in place.