

# Local Plan Technical Report

## 2018/2019 Infrastructure Delivery Plan Appendices

### **Part 4:** Transport – North West Harpenden

Appendices 18 to 20

Appendix 18: Transport Extract of North West Harpenden Landowner/Developer Engagement Stage 2 Presentations and follow up report (PPC November 2015)

# **North West Harpenden**

## Commercial Estates Group

### Legal & General Property

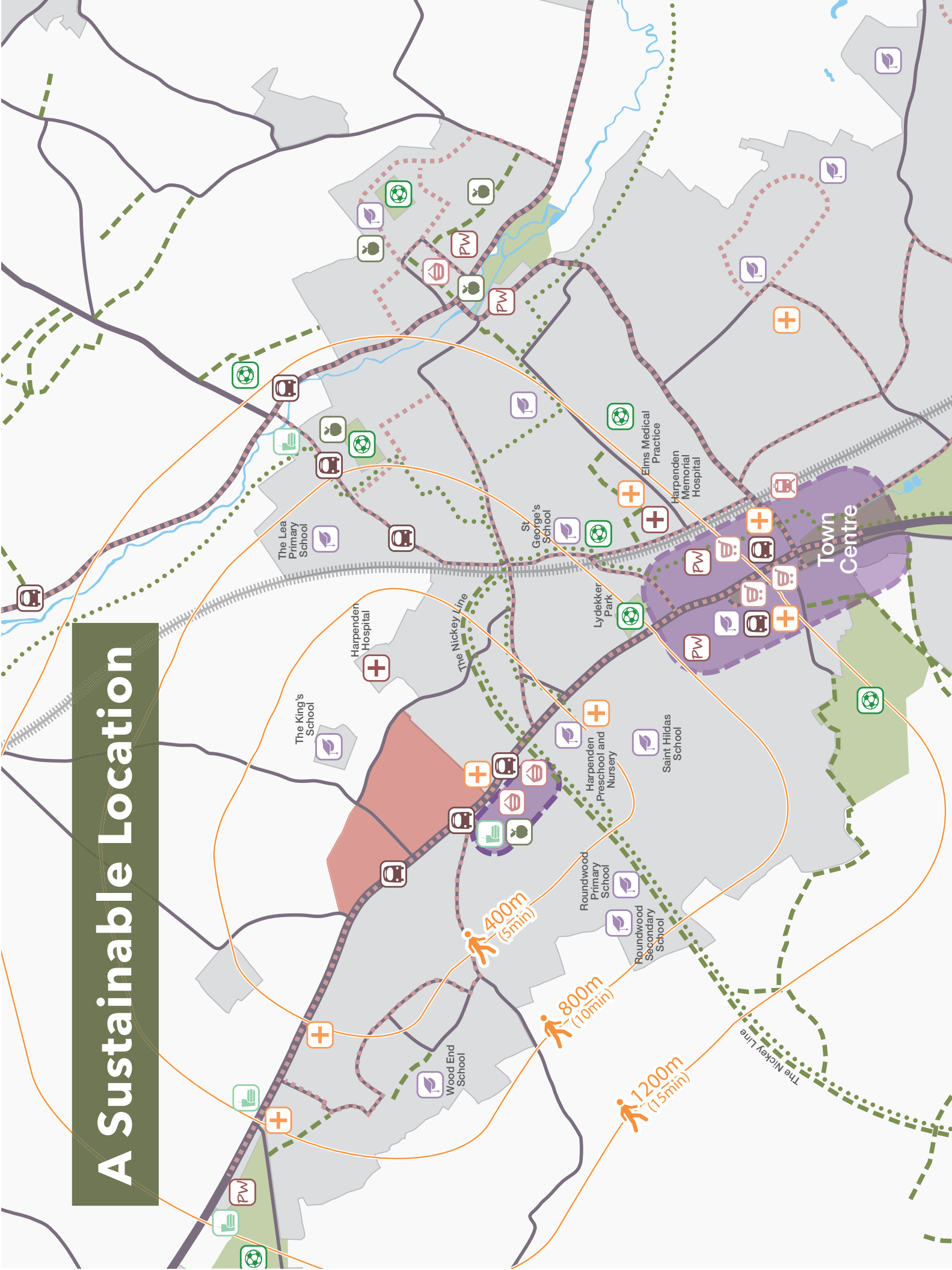


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COMMERCIAL ESTATES GROUP

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# A Sustainable Location

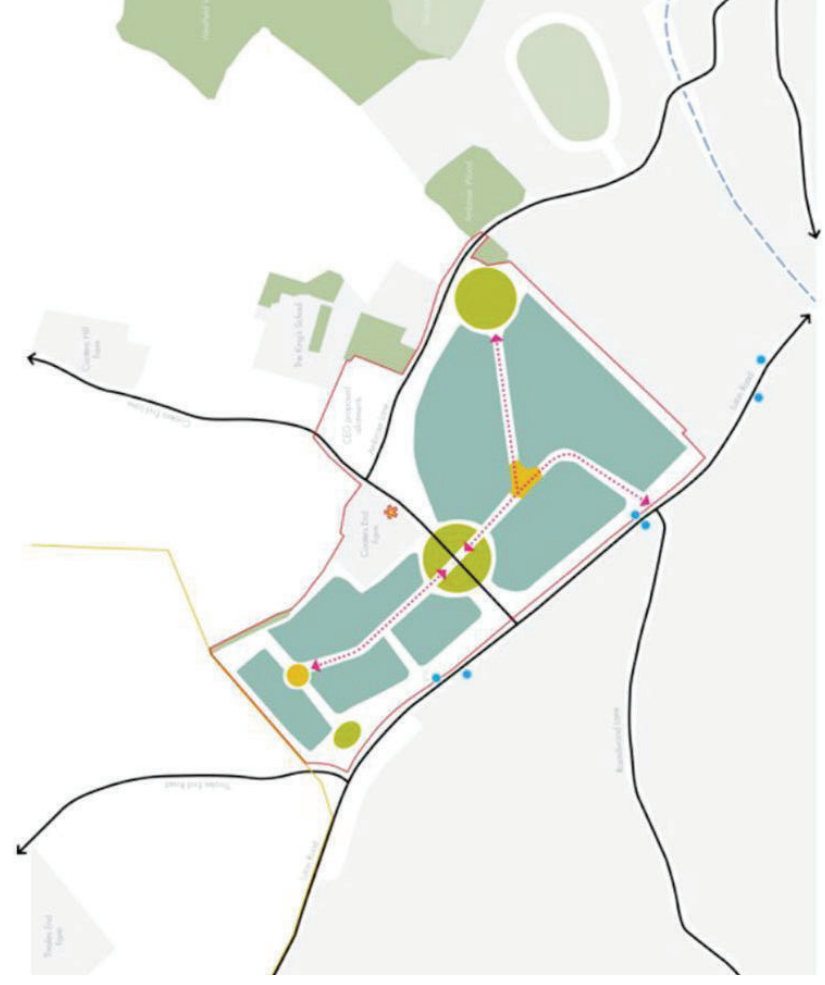




# Creating a Place

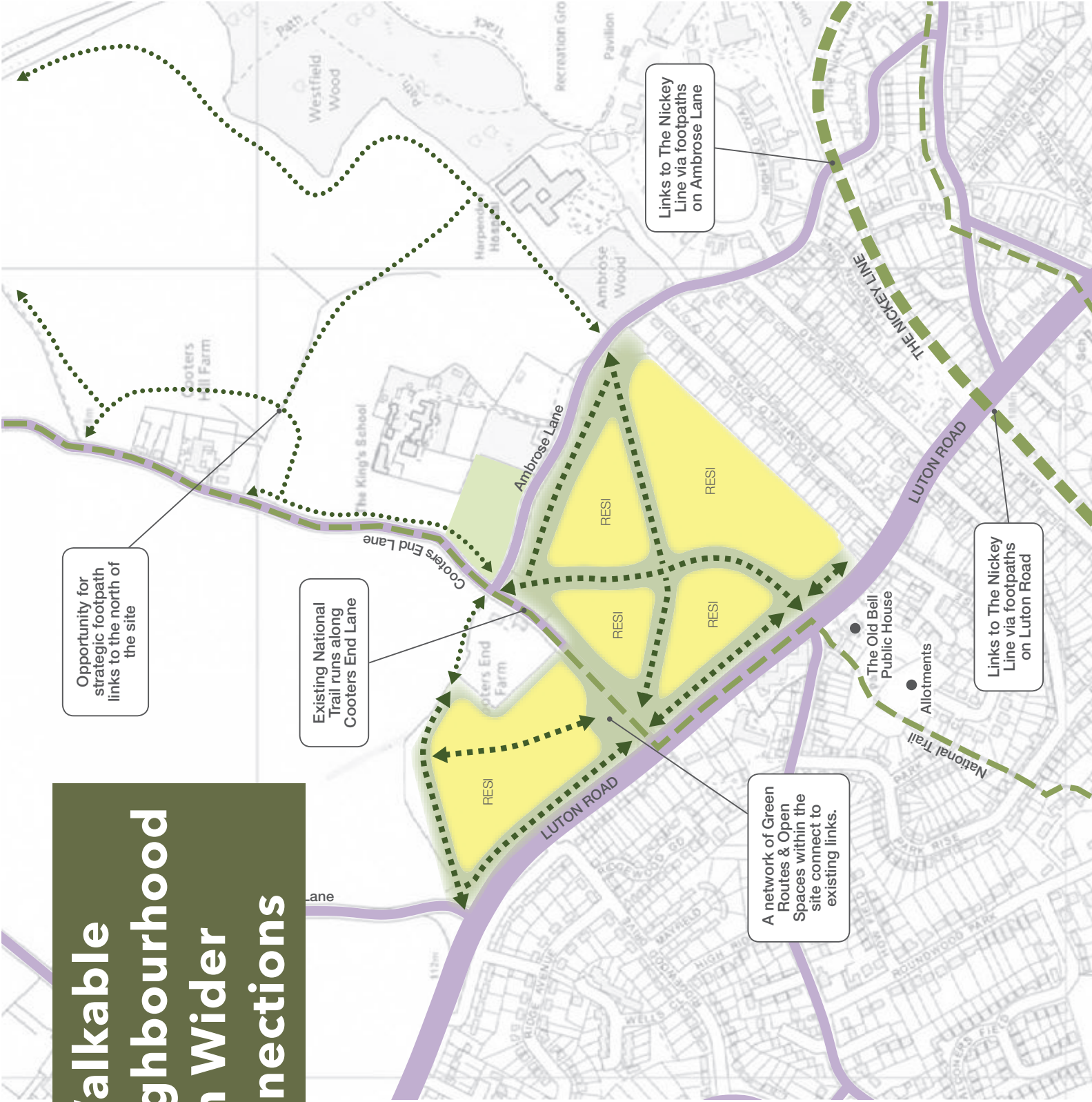


*Original Concept*

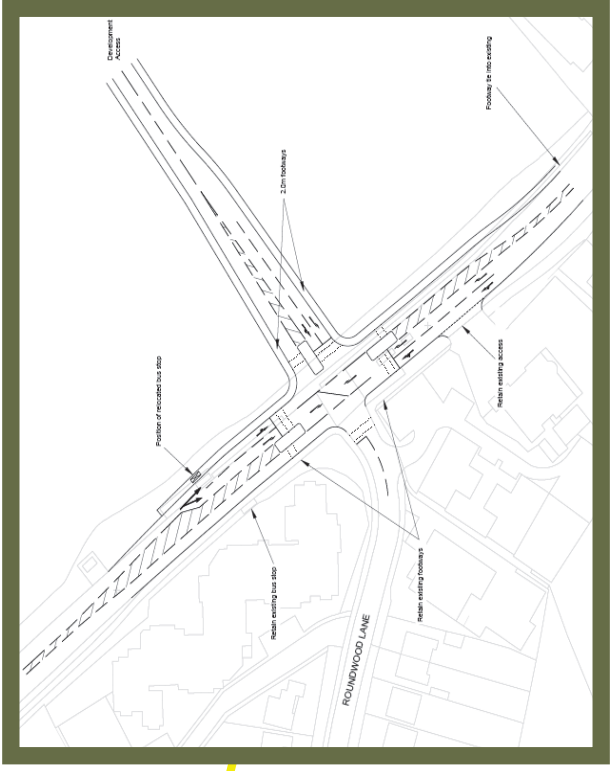
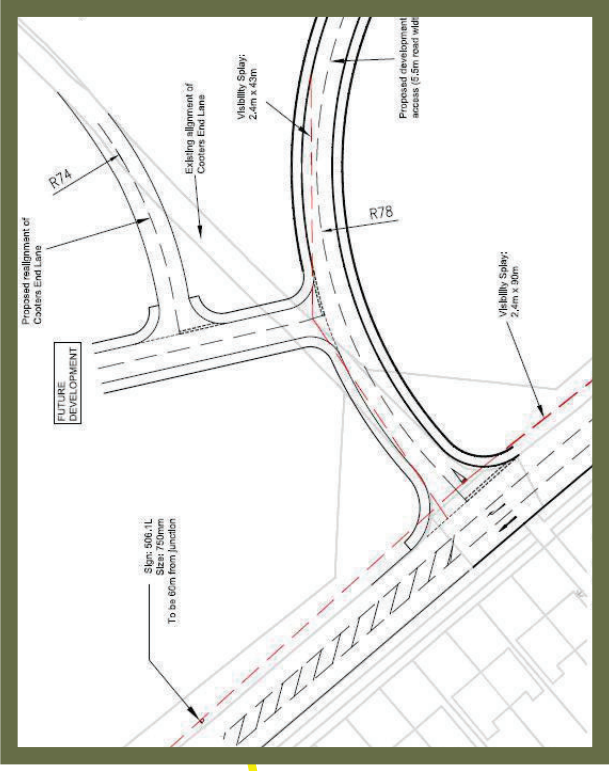


*Evolving Concept*

# A Walkable Neighbourhood with Wider Connections



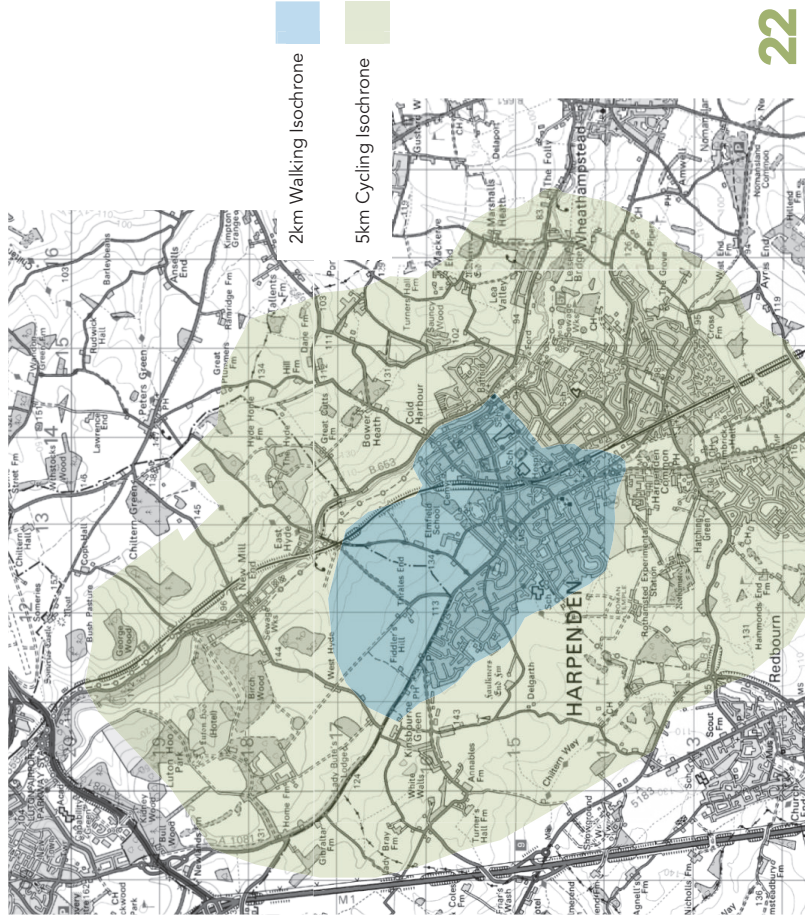
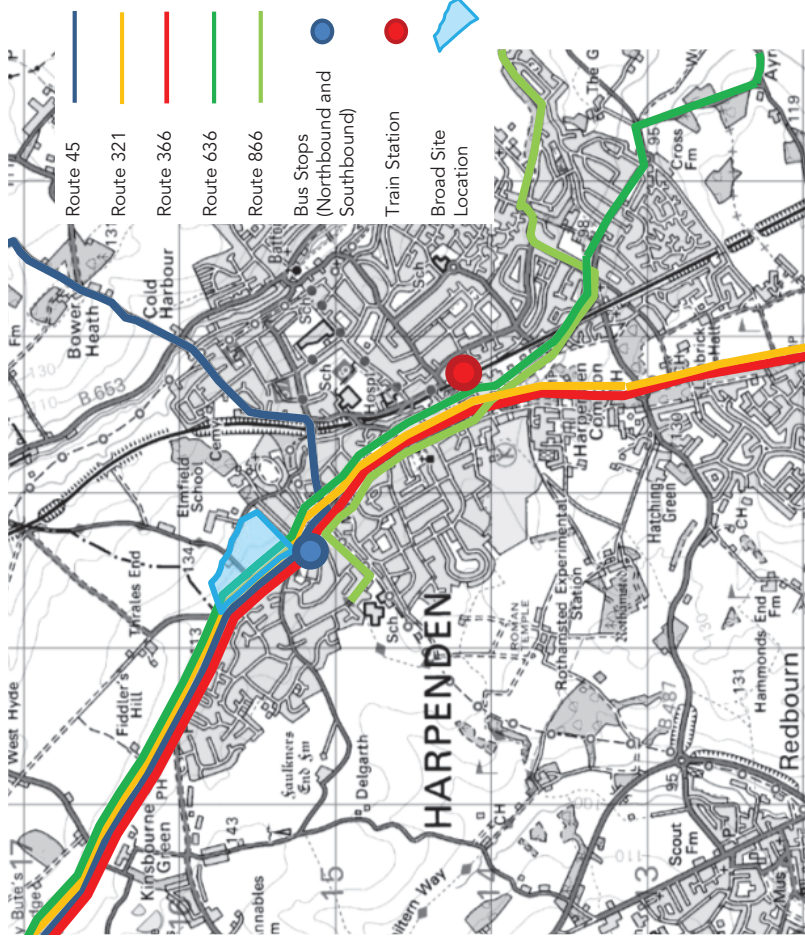




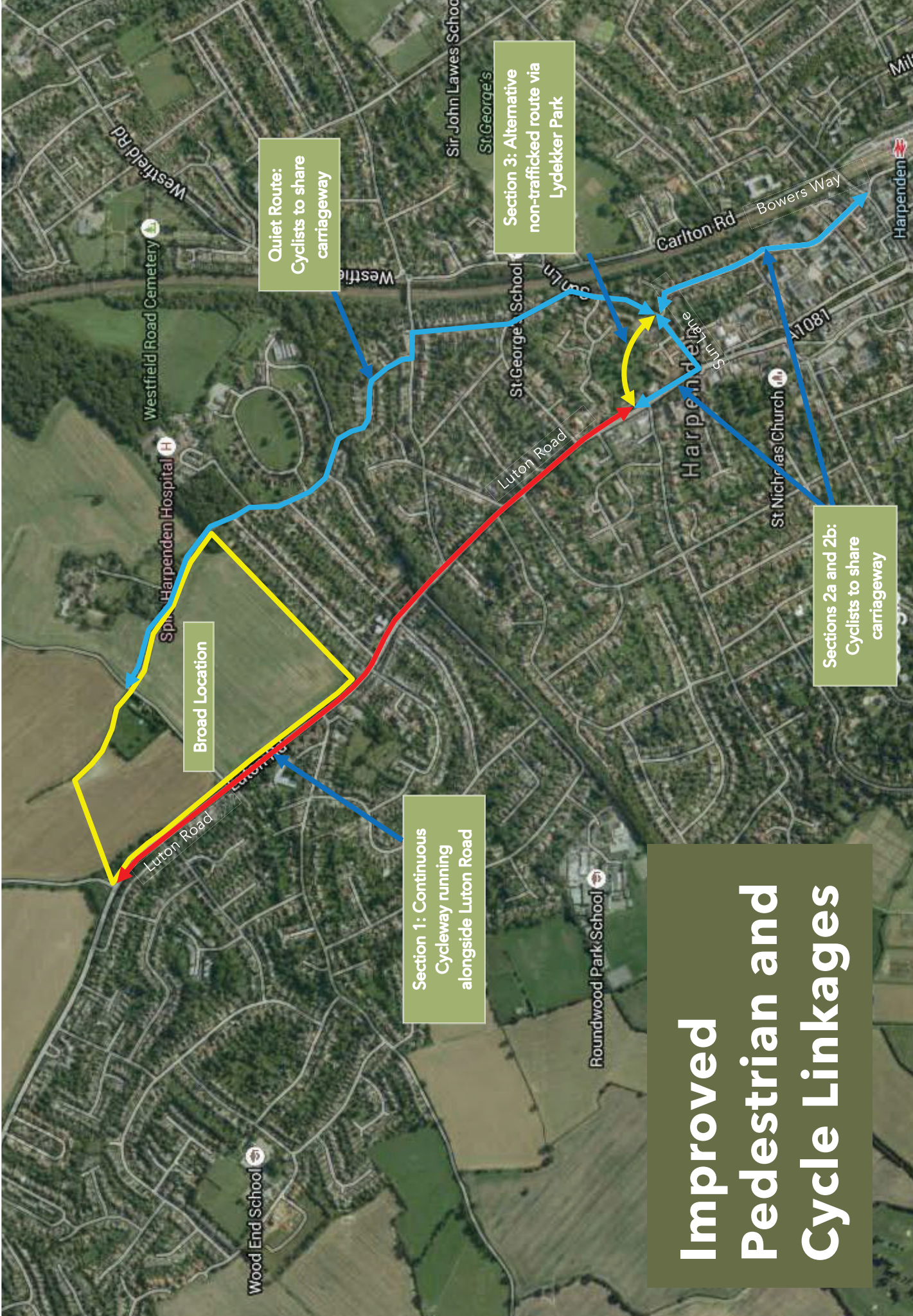
**Site Access**



# Sustainable Transport







**Broad Location**

**Quiet Route:**  
Cyclists to share  
carriageway

**Section 3: Alternative  
non-trafficked route via  
Lydekker Park**

**Sections 2a and 2b:**  
Cyclists to share  
carriageway

**Section 1: Continuous  
Cycleway running  
alongside Luton Road**

# Improved Pedestrian and Cycle Linkages



Cllr Julian Daly,  
Executive Leader, Chair of Cabinet, Planning and Conservation Portfolio Holder and Chair of  
Planning Policy Committee  
St Albans City and District Council,  
Civic Centre,  
St Peters Street,  
St Albans,  
Hertfordshire, AL1 3JE

6 November 2015

Dear Cllr Daly

**St Albans City and District Council Draft Strategic Local Plan (Regulation 19 Draft)  
Land North West of Harpenden (Broad Location S5)**

We write further to our meeting on Thursday 29 October 2015 at your request to confirm the community provisions and benefits which could be secured as part of residential development on the land North West Harpenden, including an initial total estimated value of these provisions which you require.

This letter should be read alongside the Stage 2 presentation already provided which sought to address the topics set out in the checklist at Appendix 4 of your invitation letter dated 10 August 2015, including in particular the illustrative layout options on slides 11 and 12 (unnumbered).

For the avoidance of doubt, the estimates below are based on a gross land area for built development of 18ha, as identified in the SKM Green Belt Review: Sites & Boundaries Study (Feb 2014, p67-70) and excluding Cooters End Farm and the listed buildings on Cooters End Lane as indicated by SKM.

**Benefits of Development**

In addition to 500 residential units including 200 (40%) affordable homes which could be provided in accordance with the district wide SHMA (December 2013) housing mix, or with an alternative mix to which maximises the potential and ability of the site to accommodate family housing, development in this broad location will incorporate high quality design and sustainability measures and can deliver a range of important community benefits which we identify in the following table.

Element	Estimated Value
<b>Affordable Housing</b> 200 (40%) affordable homes with a unit size mix that achieves the December 2013 SHMA mix estimate (21% 1 bed, 20% 2 bed, 51% 3 bed, 7% 4 bed from Table 6.5) provided to us at the Stage 1 briefing, or with an alternative mix to be agreed. Total estimated floorspace of c. 14,100 sqm	<b>£53.1M</b>
<b>Provision of a primary school (c1FE) and sports pitches, with opportunity for dual use/community use and education facilities , plus land reserved for a second form of entry/nursery (to be discussed with the County Council)</b>	<b>£7M</b>
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<b>Major Highway Improvements</b> to existing junctions	<b>£600,000</b>
<b>Significant Public Open Space and Play Facilities</b> within the development but available to all, totalling circa 5.5 ha	<b>£2.5M</b>
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<b>Estimated CIL Payment for Strategic Community Infrastructure</b> (from 300 private dwellings)	<b>£4.3M</b>
<b>Total Estimated Value</b>	<b>£69.55 M</b>

We would expect these elements to be required through local planning policy and secured with an appropriate legal agreement, alongside other policy provisions to secure high quality design and placemaking which we support in principle.

### **Legal and General's Role in Delivering Affordable Homes**

L&G has a strong track record of funding innovation when it comes to affordable housing delivery as evidenced in their 'Places for People' investment outlined in the Stage 2 presentation, which could be adopted on this project. L&G can provide professionally rented homes at both affordable (rather than premium open market) rents and as discount market rents, with a range of discounts to suit different levels of affordability. L&G will provide tenure blind homes in terms of appearance, and manage, hold and market any discount market rented housing in exactly the same way as it would the private rental housing.

The rental homes could deliver value for money for residents by providing excellence in accommodation, services and management standards. Residents will experience responsible landlord behaviour, providing charters that set out what residents can expect in terms of service levels and customer care. Leases will include terms that are fair, reasonable

and clear to the customer from the outset. There will be a range of suitable property sizes for a range of tenants, including families, sharers and individuals, reflecting the variety of modern demand. Tenants will be able to agree tenancies of between 1 and 5 years, providing them with security and flexibility.

We trust that this additional information is helpful in confirming and reinforcing the conclusion of your Officers' Development Site and Strategy Options Evaluation which assessed the sustainability of the Broad Locations (as was reported to the Planning Policy Committee on 3 July 2014) that the land North West of Harpenden is in a location which will promote and deliver a sustainable pattern of development as well as community provisions and benefits.

We hope to be able to work with you and your Officers to bring forward this residential development.

Yours sincerely,

**Iain Macsween**

Commercial Estates Group

Sloane Square House

1 Holbein Place

London SW1W 8NS

Tel: +44 (0)20 7730 9090

**James Lidgate**

Legal & General Property

One Coleman Street

London

EC2R 5AA

Tel: +44 (0)20 3124 2700



Appendix 19: Commercial Estates Group Regulation 19 Consultation Response  
(January 2016)

Spatial Planning  
St Albans City and District Council  
Civic Centre, St Peters Street  
St Albans  
Hertfordshire  
AL1 3JE

14 Regent's Wharf  
All Saints Street  
London N1 9RL

020 7837 4477  
london@nlplanning.com

nlplanning.com

*By email: slp@stalbens.gov.uk*

Date 18 February 2016  
Our ref 12860/NT/CC/10535126v3  
Your ref

Dear Sir or Madam

### **St Albans City & District Council: Draft Strategic Local Plan Consultation (January 2016) – Representations on behalf of CEG**

On behalf of our client, CEG, we enclose representations to the above (Regulation 19) consultation. CEG has an interest in land North West of Harpenden which is owned by Action for Children and part of the area identified in the draft Strategic Local Plan as a 'Broad Location' for housing development (draft policy SLP13c). CEG has previously submitted representations to earlier stages of work relating to the Strategic Local Plan (SLP), including the 'Draft Strategic Local Plan Consultation' in November 2014.

CEG has a strong track record of promoting development sites across the country, including over 60 strategic development sites ranging from around 100 to 5,000 dwellings. CEG pride themselves on placemaking and in 2015 won placemaking awards for Kirkstall Forge Leeds and Bowbrook in Shrewsbury. A number of other CEG sites were also recently shortlisted for the Planning Awards for Housing Growth 2015, including the 'highly commended' 1,000 unit scheme at Broadmoor Farm, Saltash. As long-term investors in property as well as developers, CEG seek to exercise control over the standard of the environment and communities that are created to ensure they remain attractive places to live and work.

To date CEG and its consultant team (including NLP) has actively engaged in the work which has been undertaken by the Planning Policy Committee (PPC) and the spatial planning team within St Albans City & District Council (SACDC). CEG is supportive of the efforts to plan positively for the long-term future of the District. Most recently, CEG took part in the landowner/developer presentations to the Council in October 2015 in order to present its vision for North West Harpenden and demonstrate the range of benefits which could be achieved from the development. This presentation was prepared jointly with Legal & General, the neighbouring landowner whose land also forms part of the North West Harpenden Broad Location.



Overall, CEG strongly supports the identification of North West Harpenden as a Broad Location for housing development, and the recognition it is a location which will promote and deliver sustainable patterns of development as well as community provisions and benefits. We have however identified some issues with draft policies in the SLP which raise concerns about the (timely) delivery of development and mean it may not be considered sound as currently drafted. These comments are set out in detail within the specific responses to each policy on the enclosed representations response form. For ease of reference a list of policies to which representations are submitted is enclosed at Appendix A.

In particular, CEG disagree with the Council's approach to setting the detailed boundary of the broad location through the forthcoming Detailed Local Plan (DLP). In recent months significant discussion and assessment of the Broad Location has been undertaken by SACDC and other interested parties and as a result there is no reasonable basis not to establish the detailed site boundary at this stage as part of the SLP to support the early delivery of development.

The NPPF (para 83) states that Green Belt boundaries should be altered only in circumstances, through the preparation or review of the Local Plan. In SACD, the urban areas are tightly bounded by Green Belt across the whole district, so there is limited opportunity for development to meet the urgent housing need to be accommodated in existing urban areas. For this reason, exceptional circumstances exist which justify alteration to the Green Belt boundaries.

In accordance with para 84 of the NPPF, "*local planning authorities should take account of the need to promote sustainable patterns of development*" when drawing up Green Belt boundaries. In addition para 85 sets clear guidelines on the considerations for defining Green Belt boundaries. The background work underpinning the SLP is sufficient in scope for the para 85 criteria to be followed and the detailed site boundaries set at this stage. This will avoid unnecessary delays in delivering much need housing to meet urgent local needs.

Furthermore, it is not considered that the North West Harpenden site includes any particularly complex features or is of a size which would justify a development brief or require a Council-led masterplan as suggested by draft policy SLP 13(c). The Council's aspirations for the site can be secured by the policy objectives set by the SLP and further detailed aspects of the development can be agreed through the pre-application and application process. CEG has a strong track record of delivering high quality design led developments elsewhere in partnership with local authorities and other third parties.

We trust that the above and attached representations are self-explanatory and will be addressed by SACDC in the Submission Version of the Draft SLP to be considered at Examination. If you have any queries please do not hesitate to contact me or Nick Baker.

Yours faithfully

A large black rectangular box redacting the signature of Nicholas Thompson.

**Nicholas Thompson**  
Senior Director, Head of Major Projects and Design

Copy            Jon Allen (CEG)



# North West Harpenden

## Commercial Estates Group

### Legal & General Property



COMMERCIAL ESTATES GROUP



L&G Group is one of the UK's leading providers of risk, savings and investment management products. Established in 1836, it is a FTSE 100 company with an established and trusted brand with over 9,000 employees and £726 billion of Assets Under Management.

L&G Property (LGP) is a wholly-owned subsidiary of L&G Group. It is a multi-award winning platform, recognised in the recent past as property manager of the year, property company of the year and as a sector leader under the Global Real Estate Sustainability Benchmark scheme.

L&G continues to rapidly expand its activities in the residential sector, in order to increase the UK's supply of high quality housing stock which it identifies as a key asset for society and is currently involved in a pipeline of over 25,000 new homes across a range of tenures, including a £1 billion pipeline of Build to Rent homes.



11/11 Green Stars in the Global Real Estate Sustainability Benchmark (GRESB) survey



Regional Sector and Global Leader Award  
Managed Property Fund  
Leisure Property Fund  
Industrial Property Fund  
Regional Sector Leader Award  
UK Property Income Fund  
Linked Life



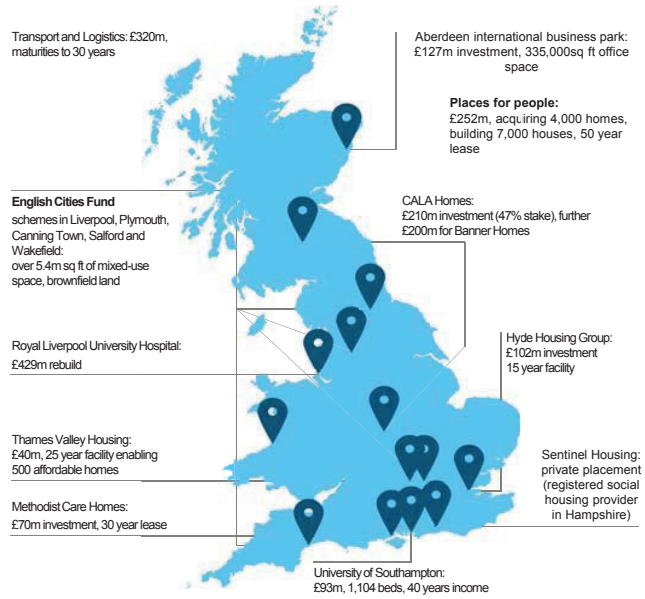
Long term direct investments

**£15bn**

Direct investment programme, with £5.7 billion invested to date

“L&G’s decision to launch a £15 billion regeneration vehicle and invest £1.5 billion is fantastic news and a vote of confidence in the UK economy and our regional cities.”

Greg Clark  
Minister for Cities



Established in 1989, Commercial Estates Group (CEG), is broadly skilled with offices in London, Harrogate and Cornwall. The work of CEG spans office, residential, retail, industrial and mixed-use sectors.

In total the Group is currently managing around 7,500 acres (3000 ha) of land mixed between town centre redevelopment, regeneration, tall buildings and strategic land. Land within the portfolio ranges from Urban to Brownfield to Greenfield and at present the strategic development land proportion extends across 60 sites around the UK, ranging from around 100 to 5,000 dwellings.

CEG pride themselves on placemaking and in 2015 won placemaking awards for Kirkstall Forge, Leeds and Bowbrook, Shrewsbury, being nominated a finalist for a 425 residential unit scheme.

As long-term investors in property as well as developers, CEG seek to exercise control over the standard of the environments and communities that are created to ensure they remain attractive places to live and work.







## A Shared Vision



*To work in partnership with the Council and local residents to plan and deliver a high quality, integrated and inclusive new community in a sustainable location in Harpenden which respects its landscape setting, provides a variety of new homes where people want to live, includes community, open space and education facilities, and offers easy access to transport choices and the wider countryside*



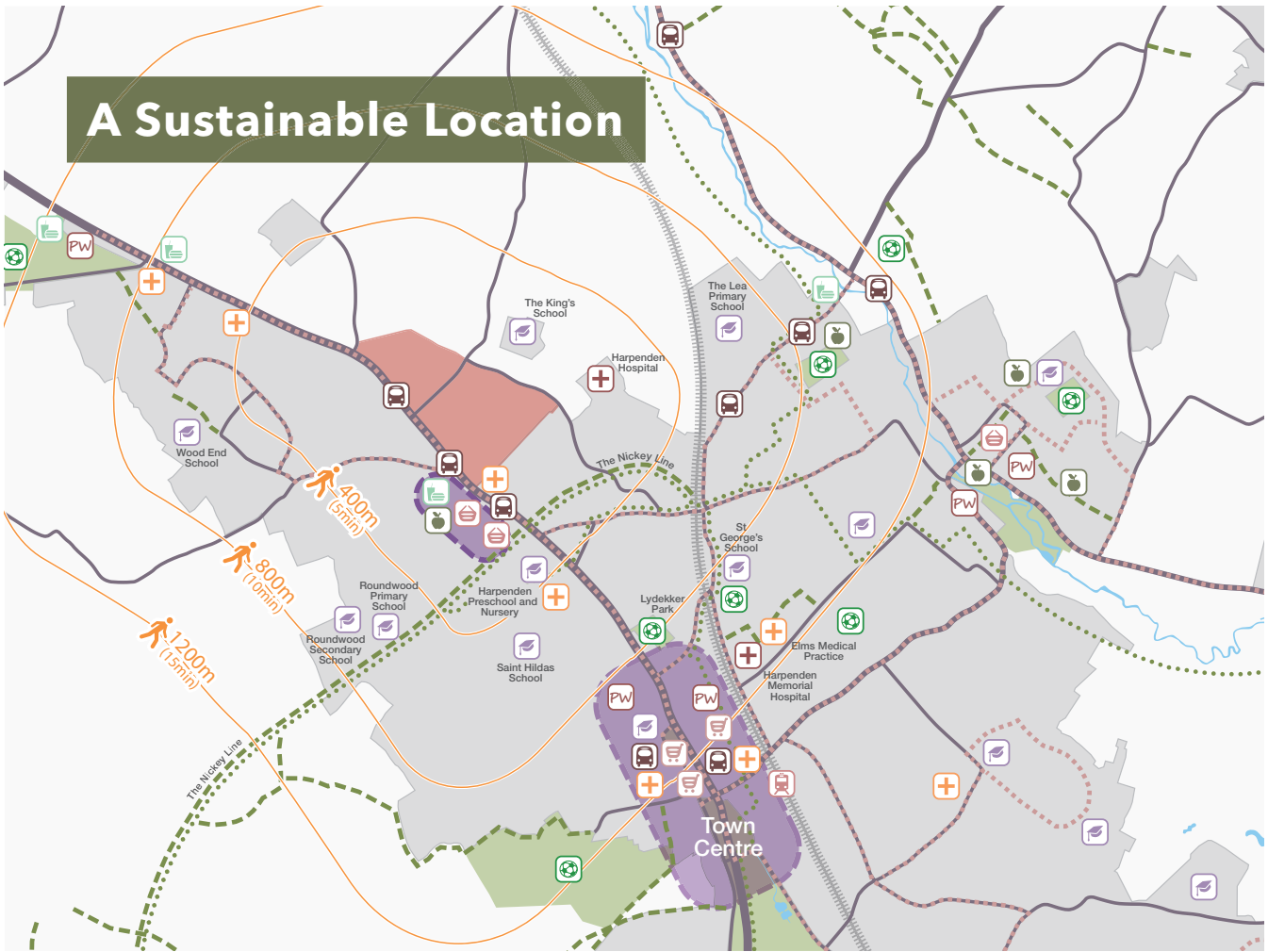


# Delivering Sustainable Development in St Albans

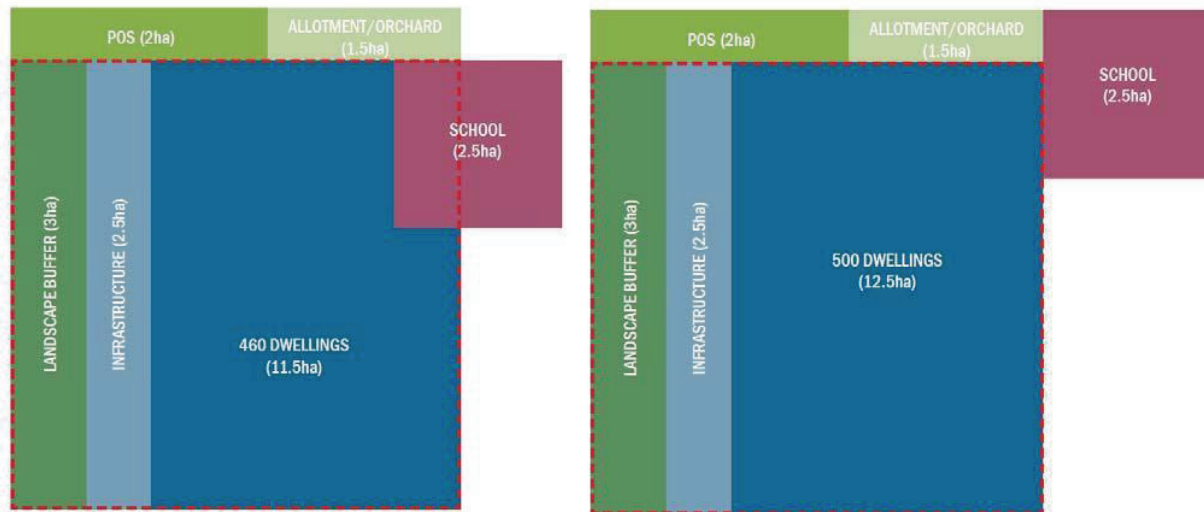




# A Sustainable Location



# Accommodating Development Needs



# Creating a Place



Original Concept



Evolving Concept

## Illustrative Masterplan - Option 1





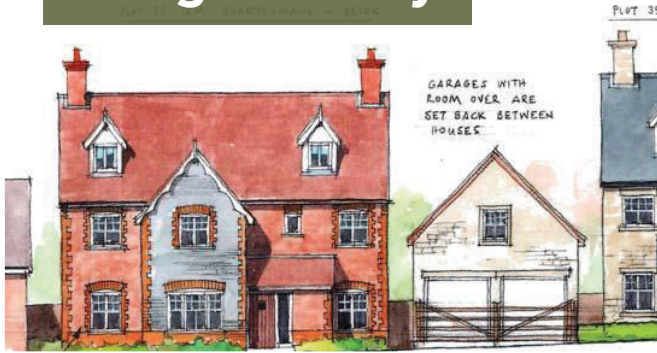
# Illustrative Masterplan - Option 2



**Housing Mix**



# Design Quality



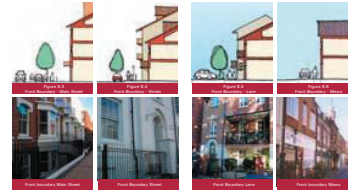
## DESIGN CODE



MARCH 2005  
VERSION 2

Figure 8.2: Front Boundary in Neighbourhood Scale

CHARACTER AREA	BOUNDARY SCHEME	MAIN STREET	STREET	SIDE STREET	LANE	MOOVS
PRIVACY STEP	Dimension	Top of kerbside 2.5m minimum	2m	N/A	N/A	0.6-1m
	Materials	Hard materials (brick or stone) subject to an opportunity to vary locally	Hard or soft landscaping (complementary to garden design)	N/A	N/A	Grass with
NEIGHBOURHOOD GINGE	At Junction	N/A	Max. 1m	N/A	N/A	N/A
	Overhead	Min. 2.5m	Max. 1m	N/A	N/A	N/A
BOUNDARY TREATMENT	Height	0.6m - 1.1m	0.6m - 1.1m	N/A	N/A	N/A
	Materials	Wrought iron or other metal or woodwork (subject to permission)	Wrought iron or other metal or woodwork (subject to permission)	N/A	N/A	N/A





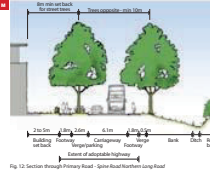
# CLAY FARM DESIGN CODE 2011

## 1 Site Wide Coding

### 1.2 Movement and Streets

#### Roads and Streets

##### Primary Road



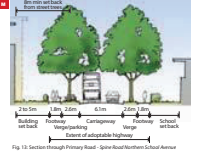
The primary road provides the main access through the site. Except for buses and cycles, motorised vehicular access is prohibited within the length from either direction within the central area of Hobson's Lanes.

Vehicular parking will be available as parallel parking bays between the line trees.

Buildings will generally be clear to back of pavement to establish better footways rich in architectural detail. Green walls along the road along with trees and street art will create priority over the primary road.

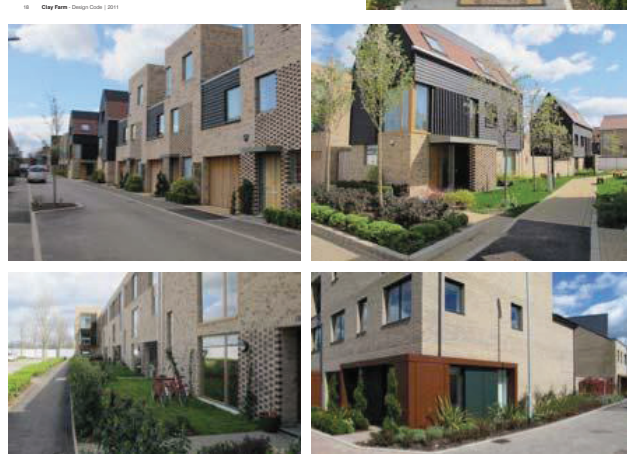
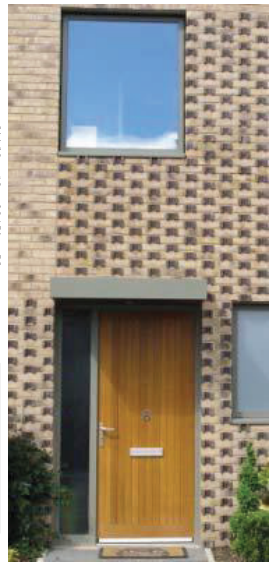
These will act as traffic calming measures with distinct changes in surface material.

##### Primary Road



Key characteristics of Primary Roads:

- 20 mph maximum speed
- 6.5m carriageway width
- Varying 2 - 5 storey development fronting onto route
- Two foot roads with 1.5m Lines
- Consistent grass verge with parallel water parking bays
- Carriageway material to be hot rolled asphalt with dense bitumen macadam footways
- No direct vehicular access to properties from the road
- Primary footways alongside the road with taller and more dense properties.
- Road furniture to be consistent along its entirety.



## Green Infrastructure



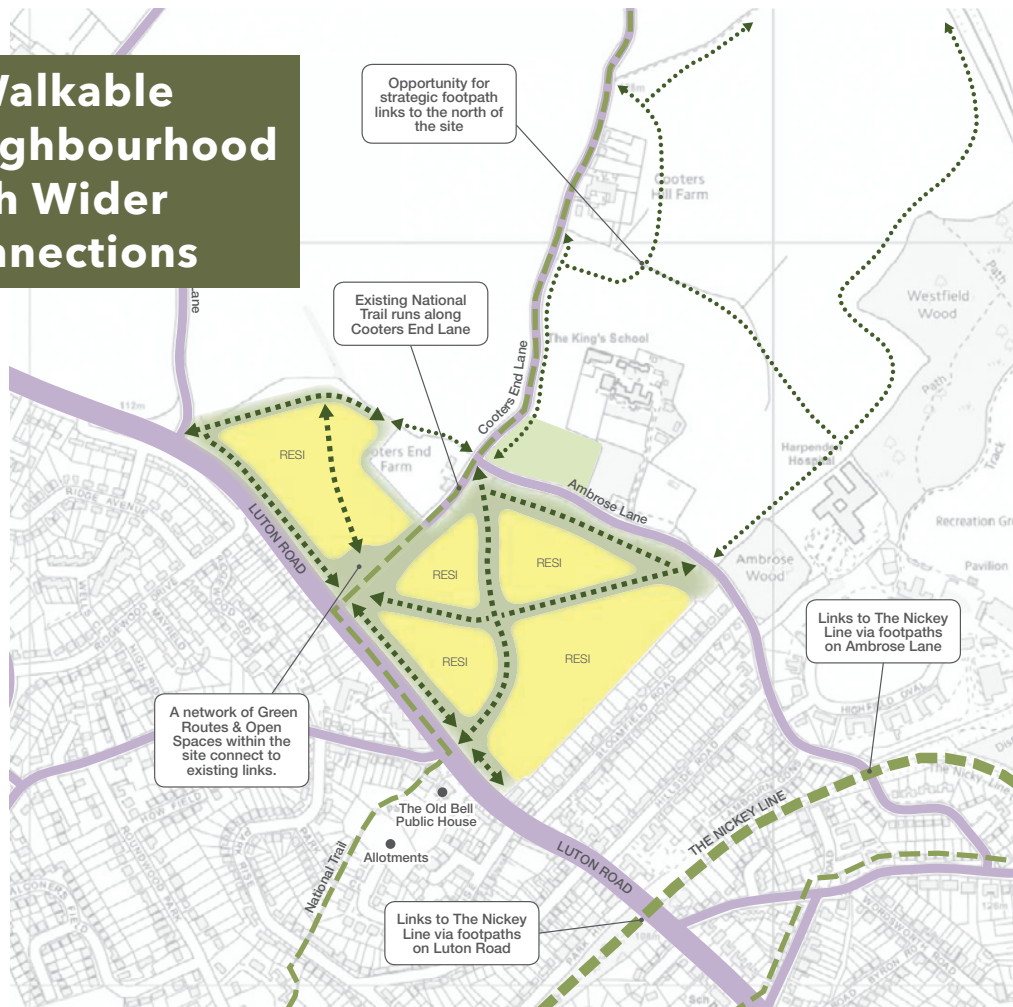




*A site is reserved for the delivery of a new two form entry primary school*

Image: Ilmicrofono Oggiono

**A Walkable Neighbourhood with Wider Connections**





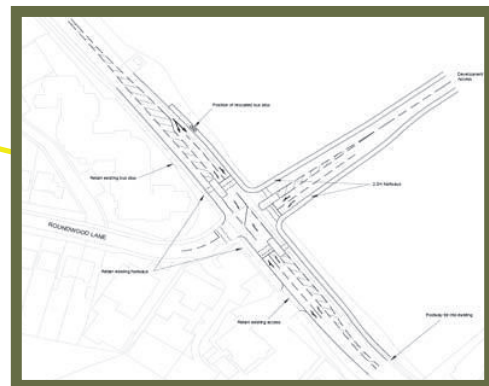
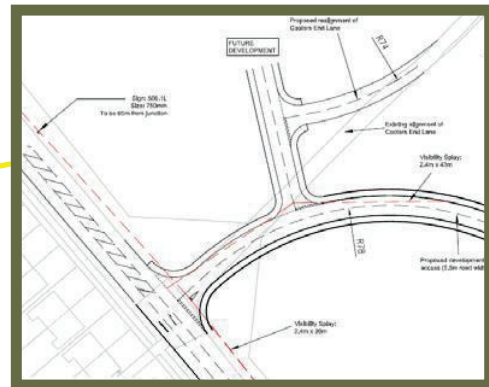
# Custom and Self-Build



20



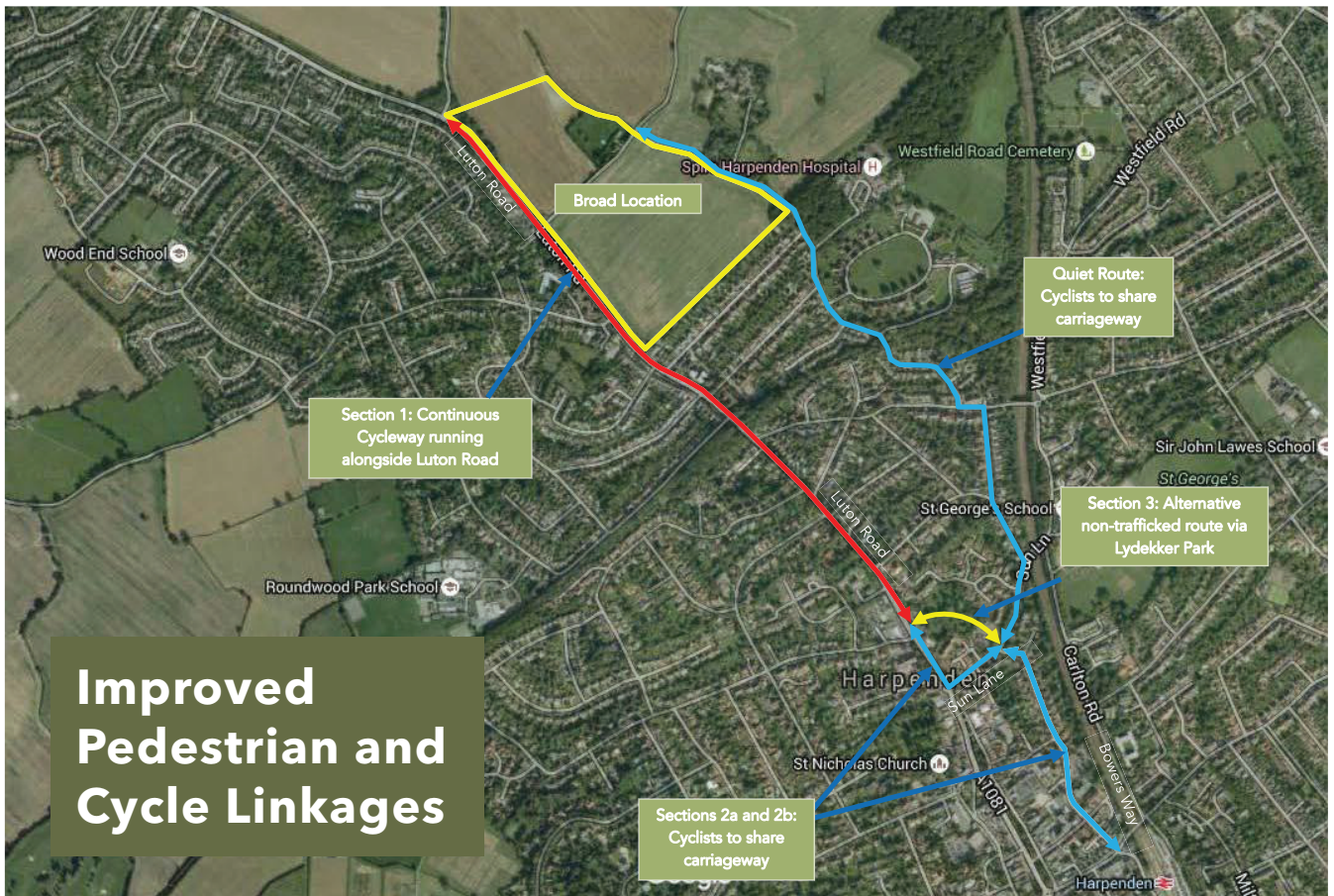
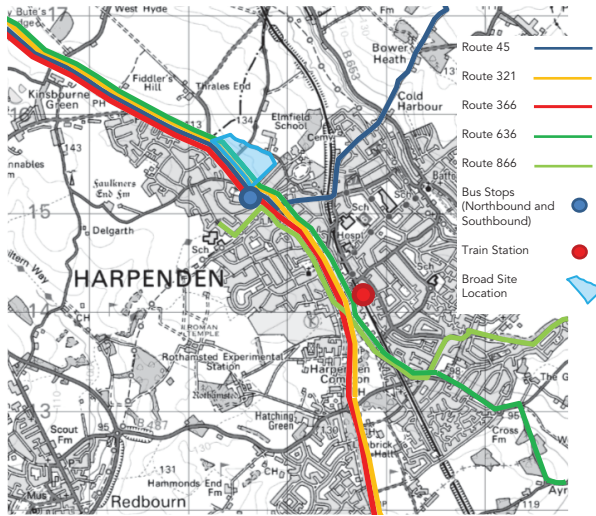
# Site Access



21



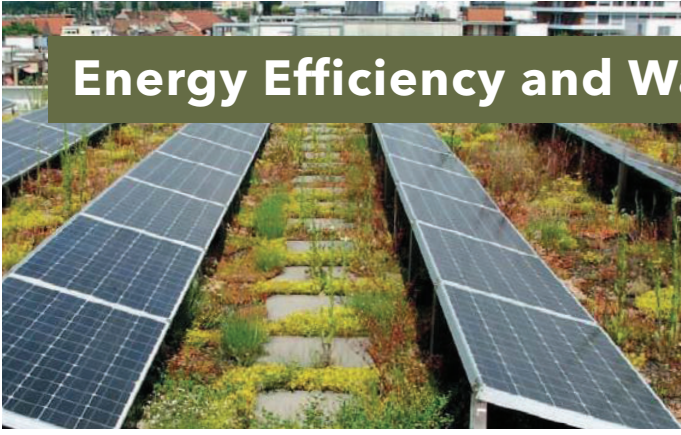
# Sustainable Transport



# Improved Pedestrian and Cycle Linkages



# Energy Efficiency and Water Management



## Delivering the Vision

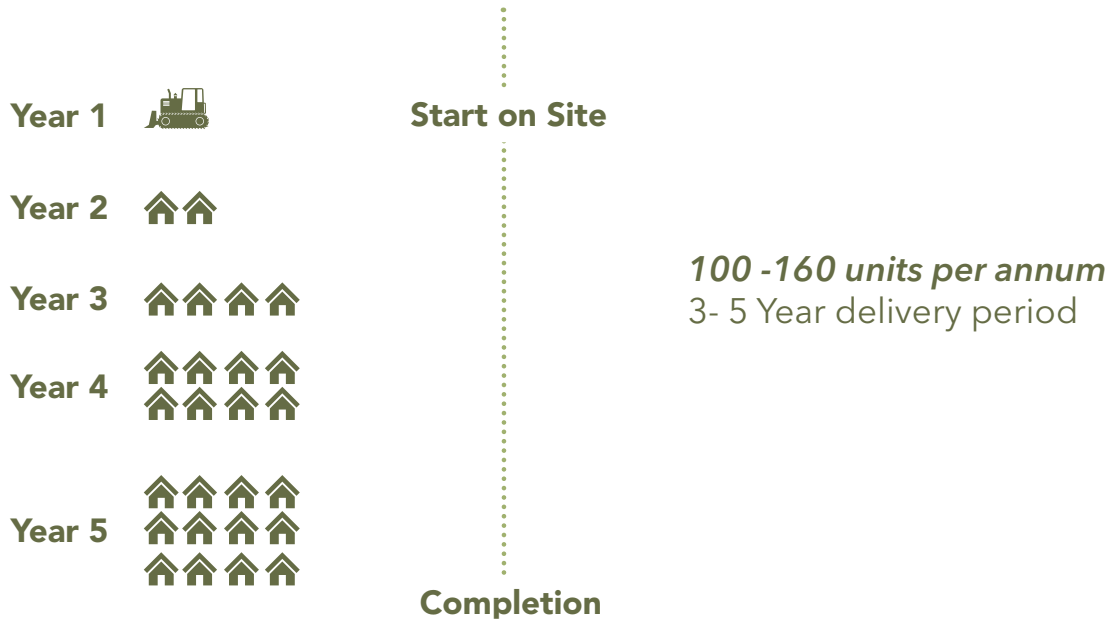
*First of all a compliment, and that is to the applicant for their consultation process. I think that has been a shining example for other applicants coming in with large scale development proposals.*

Cornwall Council, Strategic Planning Committee Meeting, 20 November 2014  
CEG Broadmoor Farm, Saltash



# Delivering the Vision

## Planning application submission (1-2 years prior to start on site)



26



**EVALUATE HOUSING**

**The Economic Benefits of the Proposed Development at North West Harpenden**

500 New Homes including  
200 Affordable Homes

500 new homes offers the opportunity to stimulate economic growth, help reduce the impact of local authority budget cuts and assist in meeting St Albans' objectively assessed housing need.

**01 CONSTRUCTION IMPACTS**      **02 EXPENDITURE IMPACTS**      **03 LOCAL AUTHORITY REVENUE IMPACTS**

**190 Jobs**  
**Direct Employment**  
(estimated to create 750 temporary construction jobs over the 4 year length of the build)

**285 Jobs**  
**Indirect/Induced Employment**  
(285 construction jobs could be supported in the supply chain per year of construction)

**£67.5m**  
**Construction Value**  
(estimated total cost of construction)

**£12.3m GVA**  
**Economic Output**  
(expected additional GVA p.a. from direct and indirect jobs)

**£2.5m**  
**First Occupation Expenditure**  
on goods and services to make a house 'feel like home' a proportion of which would be captured locally

**£5.8m**  
**Estimated Net Additional Resident Expenditure**  
within local shops and services (per annum)

**75 Jobs**  
**New Operational Jobs** supported by increased resident expenditure in the local area

**£5.6m**  
**New Homes Bonus Payments**  
to LPA (over a 6 year period)

**£900,000**  
**Additional Council Tax Revenues** (per annum)

**£3.6m - £5.6m**  
**Estimated CIL and Other Planning Contributions**  
(subject to viability and emerging local policy and CL provisions)

Cllr Julian Daly,  
Executive Leader, Chair of Cabinet, Planning and Conservation Portfolio Holder and Chair of  
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St Albans City and District Council,  
Civic Centre,  
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St Albans,  
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L&G has a strong track record of funding innovation when it comes to affordable housing delivery as evidenced in their 'Places for People' investment outlined in the Stage 2 presentation, which could be adopted on this project. L&G can provide professionally rented homes at both affordable (rather than premium open market) rents and as discount market rents, with a range of discounts to suit different levels of affordability. L&G will provide tenure blind homes in terms of appearance, and manage, hold and market any discount market rented housing in exactly the same way as it would the private rental housing.

The rental homes could deliver value for money for residents by providing excellence in accommodation, services and management standards. Residents will experience responsible landlord behaviour, providing charters that set out what residents can expect in terms of service levels and customer care. Leases will include terms that are fair, reasonable

and clear to the customer from the outset. There will be a range of suitable property sizes for a range of tenants, including families, sharers and individuals, reflecting the variety of modern demand. Tenants will be able to agree tenancies of between 1 and 5 years, providing them with security and flexibility.

We trust that this additional information is helpful in confirming and reinforcing the conclusion of your Officers' Development Site and Strategy Options Evaluation which assessed the sustainability of the Broad Locations (as was reported to the Planning Policy Committee on 3 July 2014) that the land North West of Harpenden is in a location which will promote and deliver a sustainable pattern of development as well as community provisions and benefits.

We hope to be able to work with you and your Officers to bring forward this residential development.

Yours sincerely,



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Appendix 20: Legal and General North West Harpenden Transport Assessment  
Scoping Report (February 2016)



## ODYSSEY MARKIDES

### TECHNICAL NOTE

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**PROJECT** : **Land Adjacent to Thrales End Farm, Harpenden**

**JOB NO.** : **14-140**

**NOTE TITLE** : **Transport Assessment Scoping Report**

**AUTHOR** : **J Baker**

**APPROVED** : **A Markides**

**DATE** : **03/02/16**

---

## 1. INTRODUCTION

- 1.1 Odyssey Markides (OM) have been instructed by Legal and General to provide transport advice in relation to their land interests adjacent to Luton Road, Harpenden. The site under consideration forms part of site S5 in the Green Belt Review Sites and Boundaries Study (February 2014) and the area covered by Policy SLP13c in The Strategic Local Plan 2011-2031 Publication Draft (2016) which is currently being consulted on. The Legal and General site location can be seen in Figure 1.
- 1.2 This report provides:
- i) a review of the accessibility of the site by sustainable modes of transport and identifies potential improvements that could be made to these modes around the site;
  - ii) options for providing vehicular access to the site; and
  - iii) a review of how the proposals comply with Section 4 of the National Planning Policy Framework

## 2 ACCESS BY SUSTAINABLE MODES

### *Existing Pedestrian and Cycle Access*

- 2.1 Existing footway provision to the north of Luton Road in the vicinity of the site is limited at present. Both Thrales End Lane and Cooters End Lane are rural in character and no footways are provided. Whilst there is a footway on the south side of Luton Road, there is no footway on its frontage with the northern side of Luton Road, apart from a very short section that accommodates a stop for east bound buses. On the north side of Luton Road, a footway starts approximately 45m north-west of the junction with Roundwood

Lane. It runs south-east towards the town centre until it reaches the bridge which carries the Nicky Line, a disused railway that has been converted to a footway / cycleway. At this point the footway on the north side of Luton Road stops as there is insufficient width to provide a full carriageway and two footways through the structure. However, there are pedestrian crossing facilities incorporated into the signal junction with Park Hill just before the bridge, which allows pedestrians to safely access the continuous footway on the south side of Luton Road. Other crossings on Luton Road are available as part of the signals at Roundwood Lane and via central pedestrian refuge islands located approximately 75m south-east and 150m north west of the junction with Cooters End Lane.

- 2.2 Harpenden is served by two National Cycle Network route, 57 and 6. Rout NCN57, when complete, will run east-west between Cricklade in Wiltshire to Welwyn Garden City in Hertfordshire. In the vicinity of the site, it runs off-road along the disused railway line known as The Nickey Line. This can be accessed from Luton Road via steps, or via a step free route available by diverting away from Luton Road onto Park Hill. To the east, NCN57 leaves the Nickey Line to use quieter roads before joining an off-street cycle route that runs parallel to the River Lead towards Welwyn Garden City.
- 2.3 NCN6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Preston, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere. When complete it will connect London and Threlkeld (near Keswick) in Cumbria. To the south of Harpenden, NCN6 runs alongside the A1081 from St Albans until it reaches Bull Road. Here it uses quieter streets to the east of the A1081 to connect through to an off-street route that runs parallel to the River Lea towards Luton.
- 2.4 As well as the National Cycle Network Routes, there are off-street routes for cyclists to the south of Harpenden through Rothamsted Park and suggested routes on quieter roads. Ambrose Lane, Cooter End Lane and Roundwood Park are the closest of these to the site.
- 2.5 A detailed plan of The Nickey Line cycle route can be seen in Appendix A, along with a cycle map of both Harpenden and St Albans.

### **Buses**

- 2.6 A bus map of Harpenden can be seen in Appendix B. Two services stop near the site on Luton Road, the 321 and the 636. Full timetables for these routes can also be seen in Appendix B.
- 2.7 Route 321 runs 7 days a week between Watford and Luton, passing through St Albans and Harpenden. On weekdays the first bus towards Luton leaves Harpenden at 05:33 and towards Watford it leaves Harpenden at 06:17. Last buses back to Harpenden from Luton and Watford leave at 23:16 and 22:09 respectively. The weekday service operates on an approximately 20 minute frequency. On Saturdays a 20 minute frequency is maintained, but the service operated over a shorter day, starting later and finishing earlier than on weekdays. The Sunday service operated on an hourly frequency.
- 2.8 Route 636 runs Monday to Friday between Hatfield and Luton, passing through Wheathampstead and Harpenden. The first bus from Harpenden to Luton is at 06:21, whilst from Harpenden to Hatfield the first bus is at 07:43. Last buses from Luton and Hatfield are at 19:40 and 18:20 respectively. The service operated on an approximately hourly frequency through the day.



- 2.9 The nearest stops to the site are the Luton Road site frontage approximately 60m south-east of Ridgewood Drive. These consist of flag type stops with timetable information.

**Rail Services**

- 2.10 Harpenden Station is approximately 2km from the site. Harpenden Station is on the Thameslink Line, the route of which runs from Brighton to Bedford, through central London. There is also a suburban loop used by some services that runs through Sutton and Wimbledon and a branch over the Catford Loop Line to Sevenoaks. The route through central London is via St Pancras International, Farringdon, City Thameslink, Blackfriars and London Bridge. These stations enable connections to Eurostar, East Midlands and Kent and Sussex Mainline rail services and to the Circle, Metropolitan, Hammersmith & City, District, Northern and Jubilee Line London Underground services. Other stops on the Thameslink mainline route include Haywards Heath, Gatwick Airport, East Croydon, St Albans, Luton Airport Parkway and Luton.
- 2.11 Full timetables for services through Harpenden are included in Appendix C. Table 2.1 below summarises the services departing Harpenden Station between 08:00 and 09:00 on a weekday.

**Table 2.1 : 08:00 – 09:00 Weekday Services Departing Harpenden Station**

<b>Time</b>	<b>Direction</b>	<b>Destinations</b>
08:02	Northbound	Luton, Bedford
08:06	Southbound	Central London, East Croydon, Gatwick, Brighton
08:10	Southbound	Central London, Wimbledon, Sutton
08:10	Southbound	Central London, Sutton
08:15	Northbound	Luton, Bedford
08:22	Southbound	Central London, East Croydon, Gatwick
08:26	Southbound	Central London
08:28	Southbound	Central London, Bromley South, Sevenoaks
08:31	Northbound	Luton, Bedford
08:35	Northbound	Luton
08:37	Southbound	Central London, East Croydon, Gatwick, Brighton
08:46	Northbound	Luton, Bedford
08:56	Northbound	Luton
08:57	Southbound	Central London, East Croydon, Gatwick, Brighton
08:57	Northbound	Luton, Bedford

- 2.12 It can be seen that from Harpenden Station in the morning peak hour there are 8 trains to central London, 7 trains to Luton, 5 to Bedford, 4 to East Croydon and Gatwick, 3 to Brighton, 2 to Sutton and 1 to Sevenoaks.

### ***Proximity to Trip Attractors***

- 2.13 The site is located within reasonable walking / cycling distance of a range of trip attractors. Table 2.2 below identifies a number of these, which can also be seen in Figure 2.

**Table 2.2 : Local Trip Attractors**

<b>Land Use</b>	<b>Name</b>	<b>Approximate Distance</b>
Primary Schools	Roundwood Primary School	1000m
	St Nicholas Primary School	1500m
Secondary Schools	The King's School	400m
	Wood End School	850m
Doctors Surgery	The Elms Medical Practice	1900m
Food Retail	Tesco Express	450m
	M&S	1100m
	Sainsburys	1600m
Comparison Retail	Harpenden Town Centre	1200m
Leisure	Harpenden Sports Centre	2000m

### ***Potential Improvements to Sustainable Access***

- 2.14 Whilst the site already benefits from good access by sustainable modes, there are opportunities available to further improve this. In particular, there is scope to improve pedestrian and cycle facilities in the immediate area around the site. The provision of a shared footway / cycleway along the site frontage on the A1081 Luton Road is feasible and this could be continued to the east of Cooters End Lane at least as far as Roundwood Lane. Beyond this point, there is limited highway land available on the north side of the A1081. However, on the south side of Luton Road there appears to be sufficient highway land available to provide a shared footway cycleway as far as Park Hill.



- 2.15 The existing signals at the Roundwood Lane junction with the A1081 offer the potential for inclusion of a Toucan crossing to allow pedestrians and cyclists to cross safely between the shared footway / cycleways that could be provided on either side of the A1081. This would give a connection from the site to Park Hill, a lightly traffic road from which it is possible to gain level access onto the Nickey Line pedestrian and cycle route.
- 2.16 Beyond Park Hill, there is less space available which reduces the opportunities for off-carriageway cycle facilities. However, by this time the speed limit has reduced to 30mph and on-road cycling may be more appropriate.

### **3 VEHICULAR ACCESS TO THE SITE**

#### ***Existing Highway Network***

- 3.1 The site fronts onto the A1081 Luton Road. The A1081 is defined as a Main Distributor Road in Hertfordshire County Councils (HCC) LTP3. It runs from High Barnet in the south, becomes the M25 between junctions 22 and 23 and then runs on through the centres of St Albans and Harpenden before connections to Junction 10a of the M1 to the south of Luton. In the vicinity of the site, Luton Road ranges between approximately 8m and 10m wide. It has a single lane in each direction and a central hatched area, which widens where necessary to provide a segregated waiting area for right turning vehicles. The stretch of Luton Road fronting the site has a speed limit of 40mph, which reduced to 30mph some 80m south east of Cooters End Lane.
- 3.2 The site also has frontage onto Thrales End Lane and Cooters End Lane. Thrales End Lane runs between the A1081 and the B653 lower Harpenden Road. It joins Luton Road at a ghost island priority junction. At the junction it is approximately 6m wide, with the carriageway quickly reducing to approximately 5m wide as it moves away from the junction. Similarly, Cooters End Lane joins the A1081 at a priority junction with a central ghost island. This road runs from the A1081 and connects to Thrales End Lane, providing local access. At its junction with the A1081 it is approximately 6m wide, but reduces rapidly in width away from the junction to between 3m and 4m wide.

#### ***Vehicular Access***

- 3.3 There is the opportunity to take vehicular access for the development site from Thrales End Lane, Cooters End Lane or both.
- 3.4 Looking firstly at Cooters End Lane, this is a very minor road at present and there is the potential to realign the road into the site and connect the existing Cooters End Lane into this re-aligned route at a simple priority junction. Alternatively, localised widening of the southern end of Cooters End Lane could be carried out and access into the site could be taken from a new simple priority junction. This later arrangement can be seen in Drg No 14-140-005, which also allows for a staggered access arrangement to serve land to the east of Cooters End Lane.

3.5 Access from Thrales End Lane is slightly complicated by the existing alignment of the road, which bend shortly before its approach to the A1081 Luton Road. It would therefore be preferable to take Thrales End Lane into the site from its junction with Luton Road and then connect Thrales End Lane to the new access road at a simple priority junction. A potential layout for this is shown in Drg No 14-140-003.

#### **4 NATIONAL PLANNING POLICY FRAMEWORK**

4.1 Section 4 of the National Planning Policy Framework covers the promotion of sustainable transport. It identified that transport policies play an important role in facilitating sustainable development and requires that when preparing Local Plans, local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

4.2 Paragraph 32 of the NPPF states that plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

4.3 As explained in Sections 2, the site is already served by buses and that a range of local trip attractors are available within walking and / or cycling distance of the site, including Harpenden Town Centre and Station. Section 2 also identifies potential improvements that can be made to improve access by these modes.

4.4 Within Section 3 it is demonstrated that safe access is available into the site for vehicles and within Section 2, the provision on a shared pedestrian / cycle route along the A1081 Luton Road frontage that will provide safe access for pedestrians and cyclists is identified.

4.5 Limited work has been undertaken to date regarding wider transport impacts, but Hertfordshire County Council's strategic model is currently being used to assess the potential impact of development in this area. At this stage it is very unlikely that the impact of development in this area on the transport network would be severe.

4.6 In transport terms, development in this location would be compliant with the requirements of the NPPF.





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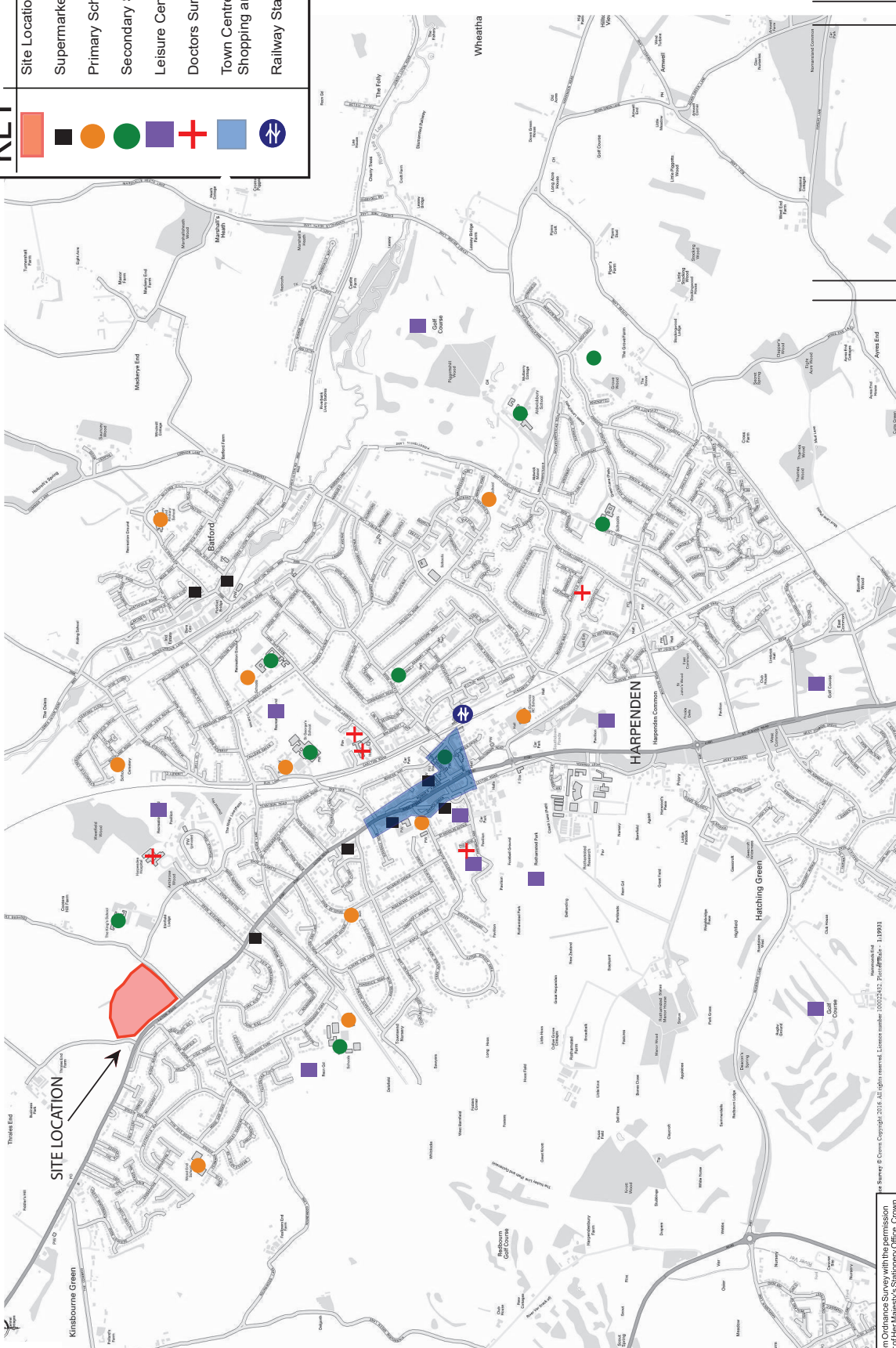
**Job Title**  
 LAND ADJACENT TO THRALES END  
 FARM, HARPENDEN

**Client**  
 LEGAL AND GENERAL

**Drawing Title**  
 SITE LOCATION

<b>Scale</b>	NTS	<b>Date</b>	FEB' 16	<b>Designed</b>	DCP
<b>Drawn</b>	DCP	<b>Checked</b>	JB	<b>Approved</b>	JB
<b>Job No</b>	14-140	<b>Figure No</b>	FIGURE 1	<b>Rev</b>	

<b>Rev</b>	<b>Amendments</b>	<b>Dm</b>	<b>Chk</b>	<b>App</b>	<b>Date</b>



KEY	
	Site Location
	Supermarket
	Primary School
	Secondary School
	Leisure Centre
	Doctors Surgery
	Town Centre
	Shopping area
	Railway Station

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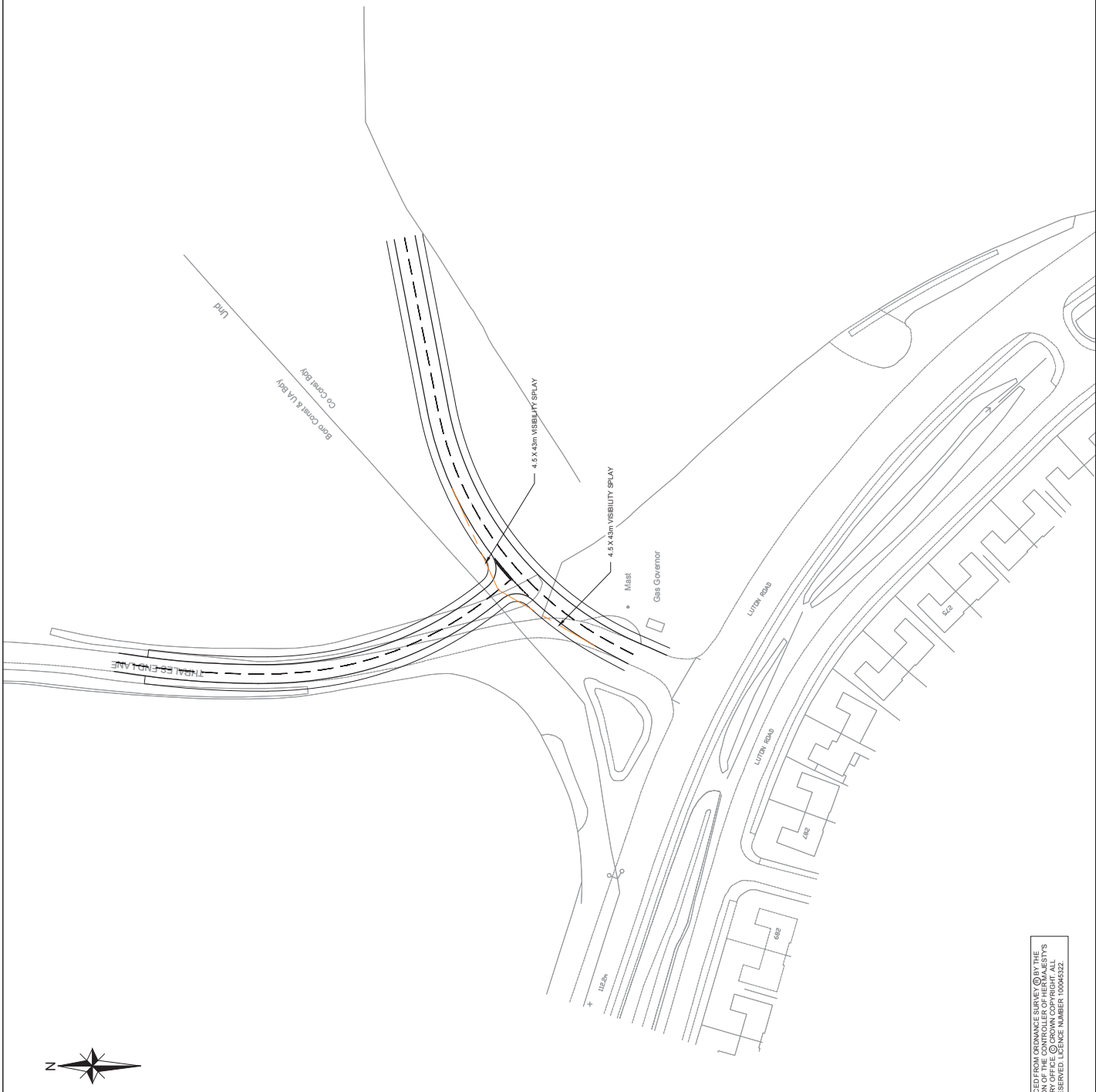
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<p>Client</p> <p>Job Title <b>LAND ADJACENT TO THRALES END, HARPENDEN</b></p> <p>Drawing Title <b>LOCAL FACILITIES PLAN</b></p>		<p>Scale <b>N.T.S.</b></p> <p>Date <b>FEB '16</b></p> <p>Drawn <b>DCP</b></p> <p>Job No <b>14-140</b></p>		<p>Amendments</p> <p>Rev 1 <b>N.T.S.</b></p> <p>Rev 2 <b>DCP</b></p> <p>Rev 3 <b>14-140</b></p>		<p>Designed <b>DCP</b></p> <p>Approved <b>JB</b></p> <p>Figure No <b>FIGURE 2</b></p>		<p>Date</p>	
<p>Elizabeth Marks 38 York Road London SE1 7NQ</p> <p>Telephone: 0207 620 2444 E: enquiries@odysseymarkides.com W: www.odysseymarkides.com</p>		<p>LEGAL AND GENERAL</p>		<p>FIGURE 2</p>		<p>Rev</p>		<p>Date</p>	





NOTES



NO.	REVISIONS	DATE	BY	CHK	DATE

**Odyssey Markides**  
 Surveyors & Engineers  
 100, The Arcade, Harpenden, Herts AL5 1JF  
 Tel: 0454 565114  
 Fax: 0454 565115  
 E-mail: info@odyssey-markides.com

200 2516  
 LAND ADJACENT TO THRALES  
 END FARM, HARPENDEN

Drawing Title:  
 SITE A - ACCESS FROM  
 THRALES END LANE

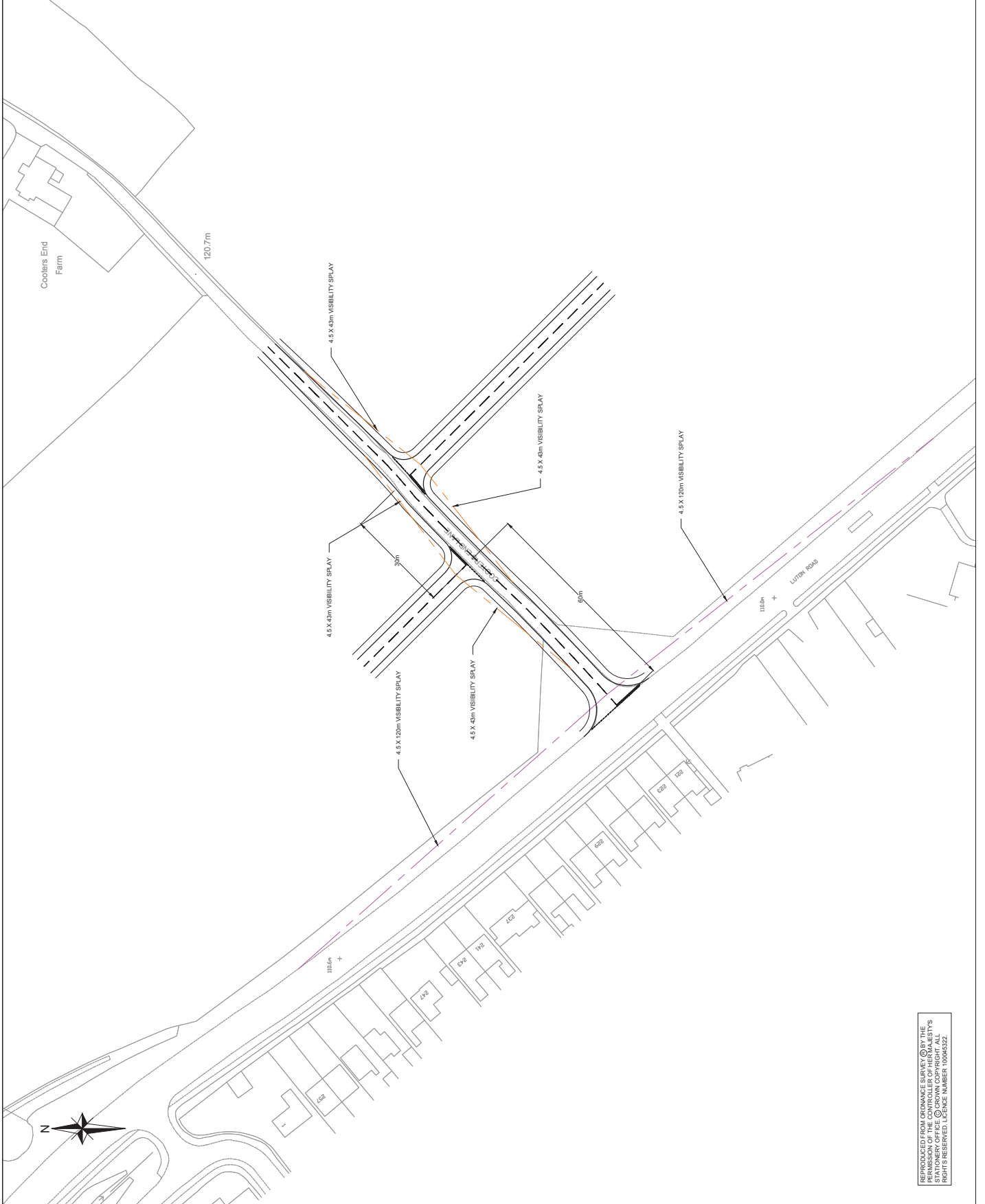
Client:  
 LEGAL & GENERAL

Scale	Date	Drawn	Checked	Approved
1:500 @ A1	MAY 14	MS	JB	MS

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200 70256  
LAND ADJACENT TO THRALES END FARM, HARPENDEN

Drawn by: MS  
Checked: JB  
Date: MAY 14  
Discipline: MS  
Site: 14-140

Drawn by: MS  
Checked: JB  
Date: MAY 14  
Discipline: MS  
Site: 14-140

LEGAL & GENERAL	
Date	May 14
Drawn by	MS
Checked by	JB
Discipline	MS
Site	14-140-005

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## APPENDIX A

### Common signs and symbols

Common road signs and markings that you may come across when cycling through the town



### Comments and suggestions

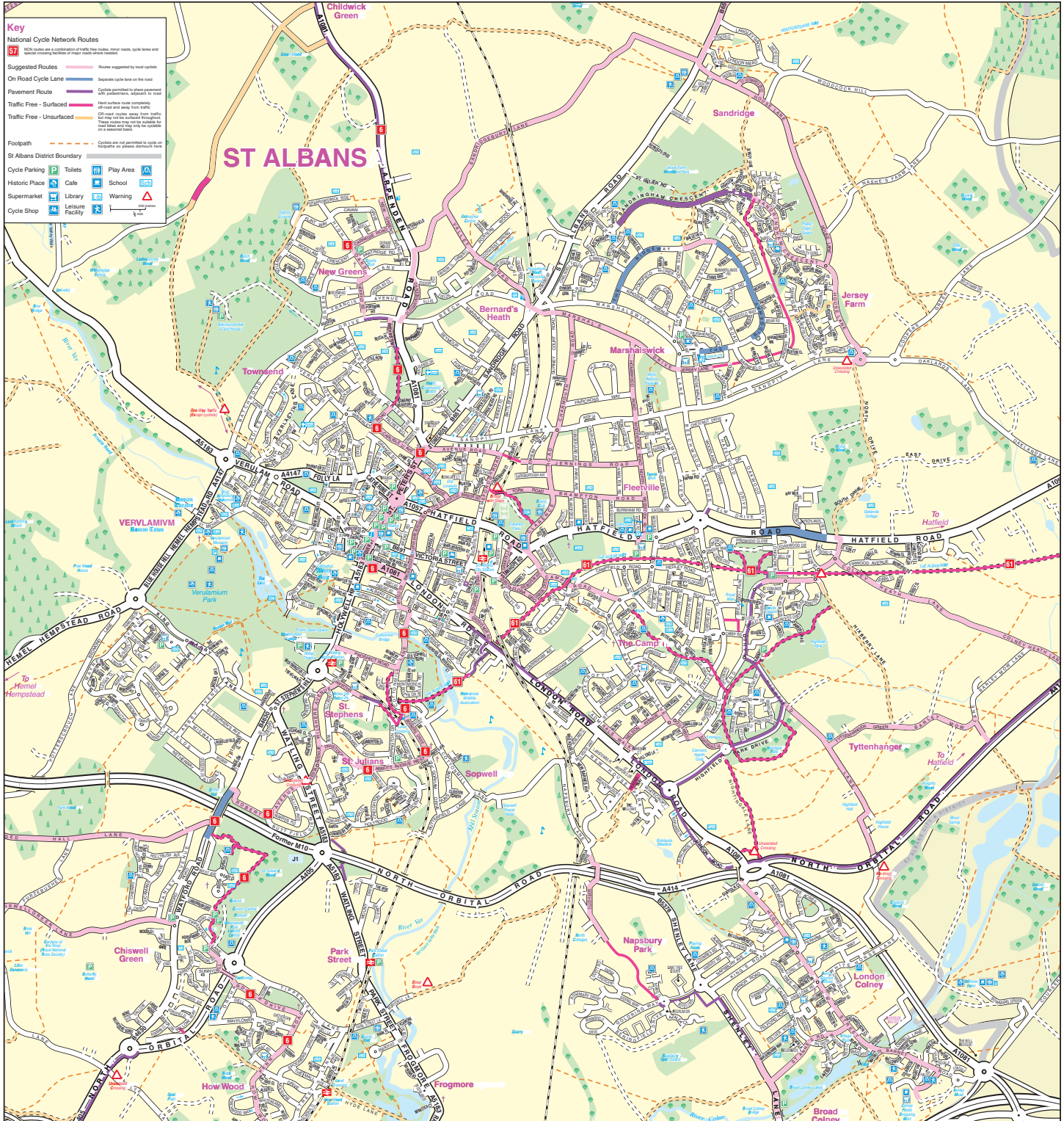
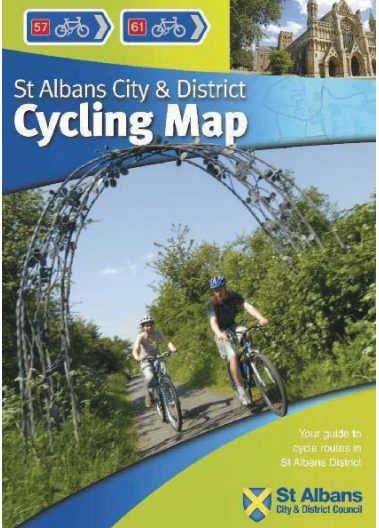
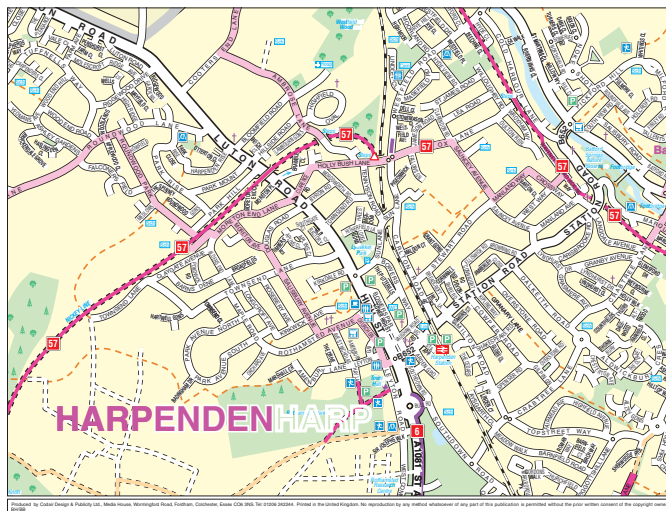
If you have any suggestions for improving cycling provision in the St Albans district or new cycle routes, we would like to hear from you. Please contact us on 01727 819359 or [cycling@stalban.gov.uk](mailto:cycling@stalban.gov.uk) or telephone 01727 819570

This map can be downloaded and printed at different scales from [www.stalban.gov.uk/cyclingmaps](http://www.stalban.gov.uk/cyclingmaps)

Additional route maps of the Nickey Line (NCN 57) and the Alban Way (NCN 61) are also available at the same webpage.



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## Walking & Cycling The Nickey Line the green route from Hemel Hempstead via Redbourn to Harpenden

The Nickey Line was a 7 mile (12km) branch line that once linked the Midland Railway at Harpenden to Bowmore, near Hemel Hempstead. Passenger services ended in 1947 but a section of the line carried freight until 1977. Much of the track bed still remained intact when it was bought by Daconum and St. Albans councils in the early 1980s and opened for walking and cycling.

The route now forms a pleasant green corridor with a rural aspect along much of its length - providing attractive countryside or woodland walks as well as generally traffic-free access to school and work. Although there are steep embankments or cuttings and several bridges have been removed there is level access for cycles and wheelchairs along most of the route (steps are shown on the map).

The Nickey Line forms part of Route 57 of the Suetans National Cycle Network which continues through Harpenden to Whetstapstead and Welwyn Garden City. From Harpenden, Route 6 goes south to St Albans & Watford, and north to Luton & Milton Keynes.

Enjoy the route as a relaxing journey to work or school away from the road network. Alternatively, take a leisurely walk or ride looking out for the abundant local wildlife. In addition, a number of circular paths can be enjoyed incorporating 'light' trails which cross the line.

1863	Act of Parliament passed for Broomer to Hemel Hempstead Railway
1866	Act of Parliament passed extending line to Midland Railway at Harpenden
1877	Line opened between Hemel Hempstead and Harpenden
1878	Line extended between Hemel Hempstead and Harpenden via Harpenden Station
1927	New flats built at Redbourn, Cross Green and the Ash Park
1929	Bus services replaced some train services
1947	Passenger services withdrawn, goods services continued
1950s and 60s	Line gradually cut back for New Town construction
1968	Hemitele Company bought the line to transport materials for the manufacture of Hemel Hempstead
1979	Line opened as a footpath and cycleway, becoming National Cycle Network Route 57

**Wildlife along the line**  
The Nickey Line is a green corridor for wildlife. You may regularly see and if you are really lucky you may glimpse a badger on its ash panel or a hedgehog in its hole. In the autumn, you may see kestrels arrive from their winter quarters and blackbirds, thrushes and song sparrows. In the spring, you may see small tortoiseshells and peacock butterflies. Look out for orange tip and farmhouse butterflies in the summer sun in this picture, and a speckled wood butterfly in the autumn. The Nickey Line is a very special place - they need warm, still days for flight and of this kind they may give you the delectable sight of a butterfly on the Nickey Line.

**Year Tree Wood**  
Now the wood has the characteristics of an ancient wood, groups of yew trees. These ancient trees give the wood its name and make it a special place to visit. The wood is a mix of trees and shrubs, and is a good year-round destination.

**Hemel Hempstead**  
Hemel Hempstead is a town in Hertfordshire, England. It is known for its historic architecture, including the Hemel Hempstead Abbey. The town is also known for its annual Hemel Hempstead Festival, which takes place in the town square.

**Hemel Old Town**  
Hemel Old Town is a village in Hertfordshire, England. It is known for its historic architecture, including the Hemel Old Town Church. The village is also known for its annual Hemel Old Town Festival, which takes place in the village square.

**Gadebridge Park**  
Gadebridge Park is a park in Hemel Hempstead, Hertfordshire, England. It is known for its historic architecture, including the Gadebridge Park House. The park is also known for its annual Gadebridge Park Festival, which takes place in the park grounds.

**Old Town**  
Old Town is a village in Hemel Hempstead, Hertfordshire, England. It is known for its historic architecture, including the Old Town Church. The village is also known for its annual Old Town Festival, which takes place in the village square.

**Hippfield**  
Hippfield is a village in Hemel Hempstead, Hertfordshire, England. It is known for its historic architecture, including the Hippfield Church. The village is also known for its annual Hippfield Festival, which takes place in the village square.

**Redbourn**  
Redbourn is a village in Hemel Hempstead, Hertfordshire, England. It is known for its historic architecture, including the Redbourn Church. The village is also known for its annual Redbourn Festival, which takes place in the village square.

**Harpenden**  
Harpenden is a town in Hertfordshire, England. It is known for its historic architecture, including the Harpenden Abbey. The town is also known for its annual Harpenden Festival, which takes place in the town square.

# walking & cycling The Nickey Line

**Mile-long green route between  
Heimel Hempstead, Redbourn  
& Harpenden**



**Information**  
 Dacorum Borough Council: [www.dacorum.gov.uk](http://www.dacorum.gov.uk)  
 Redbourn Parish Council: [www.redbourn.org.uk](http://www.redbourn.org.uk)  
 Harpenden Town Council: [www.harpenden.gov.uk](http://www.harpenden.gov.uk)  
 The Ver Valley Walk: [www.vervalleywalk.org.uk](http://www.vervalleywalk.org.uk)  
 Countryside Management Services: [www.herts.gov.uk/countryside](http://www.herts.gov.uk/countryside)  
 Sustans: [www.sustans.org.uk](http://www.sustans.org.uk)  
 Friends of the Nickey Line: [www.nickeyline.org](http://www.nickeyline.org)  
 St Albans Cycle Campaign: [www.stacc.org.uk](http://www.stacc.org.uk)  
 Ver Valley Society: [www.vervalley.com.uk](http://www.vervalley.com.uk)  
 Redbournbury Mill: [www.redbournmill.co.uk](http://www.redbournmill.co.uk)

**History**  
 Books available on The Nickey Line:  
 The Ver Valley Walk: The Nickey Line by Sue and Geoff Woodward, 1996, The Oakwood Press  
 Branch Line to Normal Hempstead - The Nickey Line by Sue and Geoff Woodward, 2006, Middleton Press

**Walking & Cycling**  
 Hertfordshire County Council: [www.hertsdirect.org/leisure](http://www.hertsdirect.org/leisure)  
 and click on 'Enjoying the Countryside'  
 Further free maps & leaflets in this series:  
 The Ver Valley Walk: The Ebor Way available from Libraries.  
 Tourist Information or Councils listed above.

**Roundhead Hall**  
 When the Nickey Line was built in the early 1900s the 18 houses were built, and as more houses were built, the village grew. Roundhead Hall was opened in August 1927. The hall and platform are two of the best surviving reminders of the Cornish Railway.

**Reformed**  
 The Jacobson Manor House in Redbourn was the home of John Bennett Lewis who began agricultural production in 1820. The house was built in 1820 and is now a private residence. The house is a fine example of a Regency house and is a Grade II listed building.

**Harpenden Common**  
 The local council purchased the 288-acre Harpenden Common from the Incorporated Estate in 1926. The common is a mix of open grassland, woodland, and heath. It is a Site of Special Scientific Interest (SSSI) and is also a Local Nature Reserve.

**Redbourn**  
 Redbourn village was built on Wilkins Street, the old Roman road to Chesham, now mainly bypassed. The compact village, with its narrow streets, is a fine example of a village built in the 18th and 19th centuries. The village is a Grade II listed building.

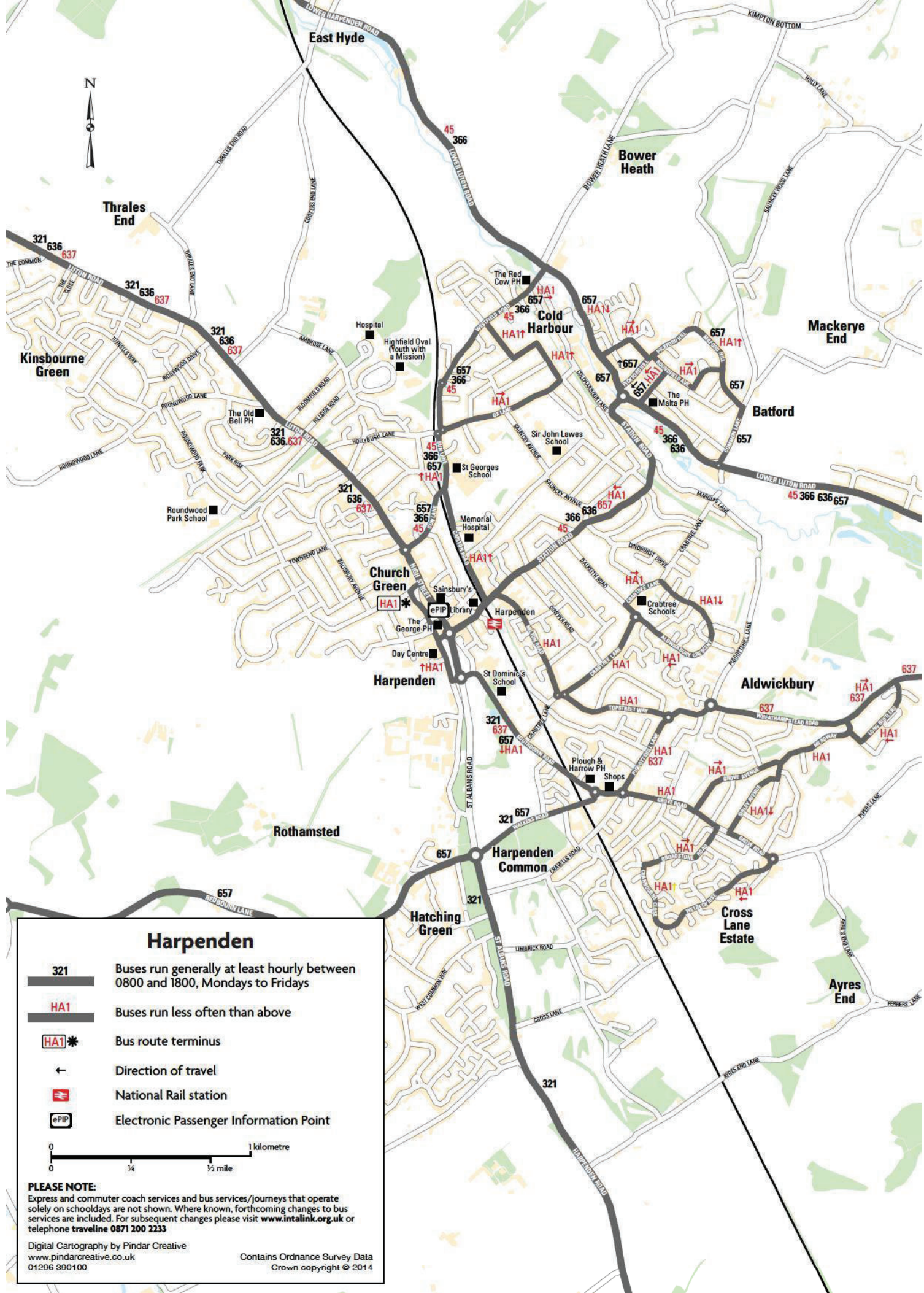
**Redbournbury Mill**  
 Powered by the River Ver and largely by a Cornish steam engine, it was restored after a disastrous fire in 1987 and now produces 4000kg of flour and bread. The mill is open, with tours, and is a popular place to visit. It is a Grade II listed building.

**The Ver Valley Walk**  
 The Ver Valley Walk is a 10-mile route that starts in Redbourn and ends in Harpenden. It is a mix of open grassland, woodland, and heath. It is a Site of Special Scientific Interest (SSSI) and is also a Local Nature Reserve.

The Dacorum, St Albans, Hemel Hempstead and Harpenden Councils are members of the Hertfordshire County Council. The Ver Valley Walk is a joint venture between the four local authorities. The Ver Valley Walk is a registered charity. The Ver Valley Walk is a registered charity. The Ver Valley Walk is a registered charity.

## APPENDIX B





## Harpenden

- 321** Buses run generally at least hourly between 0800 and 1800, Mondays to Fridays
- HA1** Buses run less often than above
- HA1\*** Bus route terminus
- ←** Direction of travel
- 🚉** National Rail station
- ePIP** Electronic Passenger Information Point



**PLEASE NOTE:**  
 Express and commuter coach services and bus services/journeys that operate solely on schooldays are not shown. Where known, forthcoming changes to bus services are included. For subsequent changes please visit [www.intalink.org.uk](http://www.intalink.org.uk) or telephone **traveline 0871 200 2233**

## Bus services

This is a summary of the bus routes on which through ticketing is available via stations on the Thameslink network.

Thameslink station	Through ticketing available to	Bus operator website
London St Pancras International	Stansted Airport	<a href="http://stanstedcitylink.co.uk">stanstedcitylink.co.uk</a>
Luton	Dunstable	<a href="http://arrivabus.co.uk">arrivabus.co.uk</a> <a href="http://centrebus.info">centrebus.info</a> <a href="http://grantpalmer.com">grantpalmer.com</a>
Luton Airport Parkway	Luton Airport	Thameslink*
St Albans City	Hatfield	<a href="http://arrivabus.co.uk">arrivabus.co.uk</a> <a href="http://greenline.co.uk">greenline.co.uk</a> <a href="http://sullivanbuses.co.uk">sullivanbuses.co.uk</a> <a href="http://unobus.info">unobus.info</a>
St Albans City	Potters Bar	<a href="http://metroline.co.uk">metroline.co.uk</a>

\*These times are shown on pages 127 and 128

Bus times are sometimes subject to change at short notice, so to obtain detailed service information, please contact the bus operators directly. Alternatively, you can visit [traveline.info](http://traveline.info) or call them on **0870 200 22 33** for full details.

Please note that buses may not operate during late evenings or at all on Sundays or during the main holiday periods, so you should always check before travelling.

## Luton Airport Parkway (LTN) to Luton Airport Bus service 888

### Departures from Luton Airport Parkway Station

Mondays to Fridays	Saturdays	Sundays
0015 <b>MO</b>	•	•
0020 <b>MX</b>	0020	0020
0030 <b>MO</b>	•	•
0050 <b>MX</b>	0050	0050
0100	0100	•
0115 <b>MO</b>	•	0110
0120 <b>MX</b>	0120	0125
0130	0130	•
0155 <b>MX</b>	0155	•
0200 <b>MO</b>	•	0200
0225	0225	0230
0245	0245	•
0257	0257	•
0320 <b>MO</b>	•	•
0325 <b>MX</b>	0325	•
0336	0336	•
0400	0400	•
0420	0420	•
0436	0436	•
0450	0450	•
0500	0500	•
0510	0510	•
0520	0520	•
0530	0530	•
0540	0540	•
0550	0550	0550
<b>Then every 10 minutes until</b>		
2330	2330	2330
2340	2340	2340
2350	2350	2350
2359	2359	2359

Journey time is approximately 6 minutes in each direction

Please allow sufficient time to make your connection at Luton Airport Parkway station

Overnight buses may be subject to alteration to maintain train connections

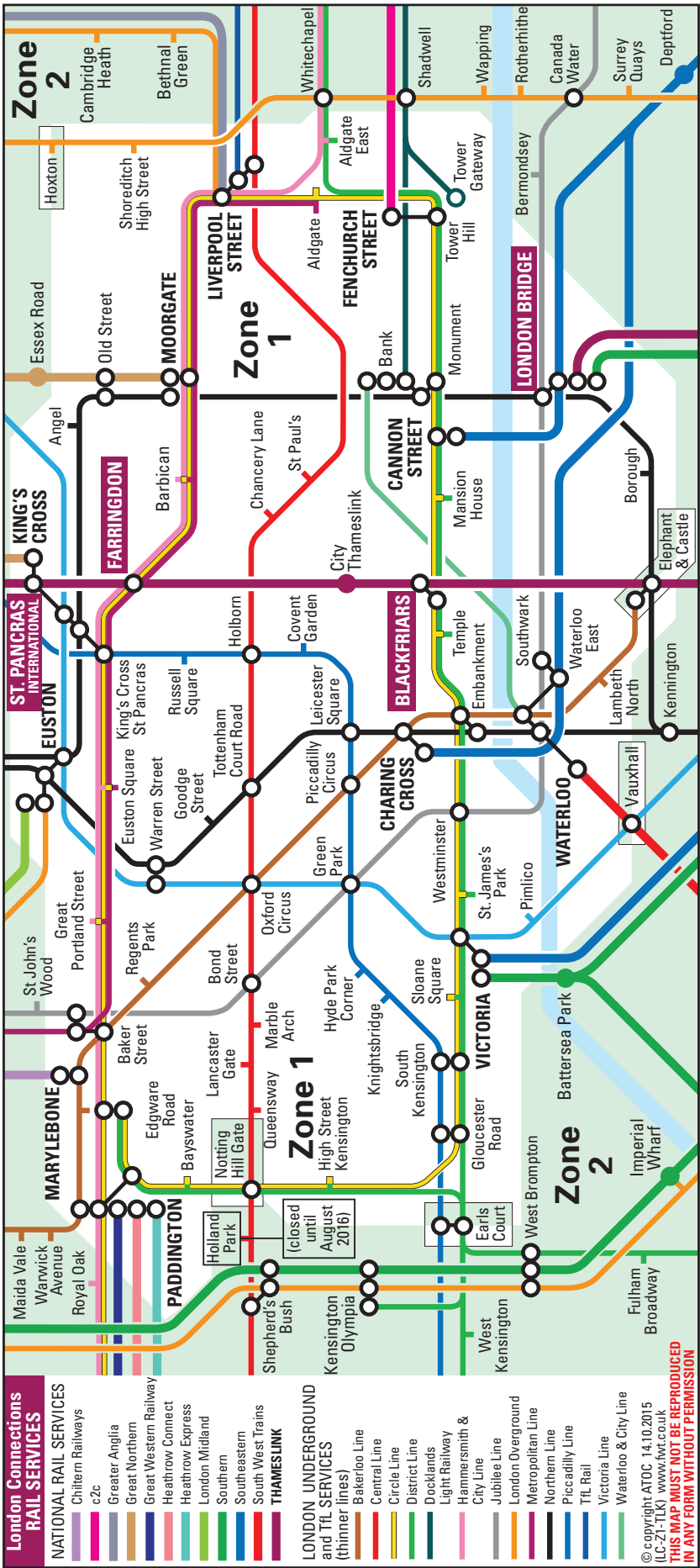
**MO** Mondays only

**MX** Tuesdays to Fridays only

## Departures from Luton Airport Terminal Bay 1

<b>Mondays to Fridays</b>	<b>Saturdays</b>	<b>Sundays</b>
0015	0015	0015
0021 <b>MO</b>	•	•
0045	0045	0045
0100 <b>MX</b>	0100	0100
0110	0110	•
0130	0130	0130
0145	0145	0135
0215	0215	0206
0230	0230	•
0245	0245	•
0251	0251	•
0312	0312	•
0345	0345	•
0415	0415	•
0430	0430	•
0450	0450	•
0500	0500	•
0510	0510	•
0520	0520	•
0530	0530	0535
0540	0540	0545
0550	0550	•
0600	0600	0600
0615	0615	0610
0625	0625	0620
0635	0635	0635
<b>Then every 10 minutes until</b>		
2225	2225	2225
2235	2230	2235
2245	2240	2245
2255	2250	2250
2305	2300	2300
2310	2310	2310
2320	2320	2320
2330	2330	2330
2340	2340	2340
2350	2350	2350
2359	2359	2359





**London Connections  
RAIL SERVICES**

- NATIONAL RAIL SERVICES**
- Chiltern Railways
  - c2c
  - Greater Anglia
  - Great Northern
  - Great Western Railway
  - Heathrow Connect
  - Heathrow Express
  - London Midland
  - Southern
  - Southeastern
  - South West Trains
  - THAMESLINK**

- LONDON UNDERGROUND  
and TIL SERVICES  
(thinner lines)**
- Bakerloo Line
  - Central Line
  - Circle Line
  - District Line
  - Docklands Light Railway
  - Hammersmith & City Line
  - Jubilee Line
  - London Overground
  - Metropolitan Line
  - Northern Line
  - Piccadilly Line
  - TfL Rail
  - Victoria Line
  - Waterloo & City Line

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 IN ANY FORM WITHOUT PERMISSION**



## SERVICES AND FACILITIES

This is a general guide to the basic daily services. Not all trains stop at all stations on each coloured line, so please check the timetable. Routes are shown in different colours to help identify the general pattern.

### Thameslink

LIMITED SERVICE	REGULAR SERVICE	ROUTE IDENTITY
		TL1 Bedford and Brighton
		TL2 Luton, Wimbledon and Sutton
		TL3 St. Albans, Mitcham and Sutton
		TL4 Kent

Other train operators may provide additional services along some of our routes.

- Other train operators' routes
- Bus links
- Principal stations
- Interchange with London Underground
- Interchange with London Overground
- Interchange with London Tramlink
- Interchange with Eurostar
- Interchange with other operators' train services
- Interchange with Airports

**oyster**  
can be used in the yellow shaded area

RIVER THAMES

