### SCHEDULE OF TRANSPORT PROPOSAL SITES AND SCHEMES

#### PART I: SHORT TERM SCHEMES AND PROPOSAL SITES

<table>
<thead>
<tr>
<th>Reference</th>
<th>T1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheme/Location</td>
<td>M1 widening (dual 4 lane - Junctions 6a - 10)</td>
</tr>
<tr>
<td>Agency</td>
<td>DfT</td>
</tr>
<tr>
<td>Additional Information and Requirements</td>
<td>In the Government Report ‘A New Deal for Trunk Roads in England’ one of the main areas for action was dealing with serious congestion problems on main roads including M1. The proposed work includes replacement and improvement of all junctions and overbridges. Will achieve segregation of local traffic from M1 traffic between M10 and A414 by provision of new all purpose dual carriageway routes.</td>
</tr>
<tr>
<td>Progress</td>
<td>This scheme will be considered in the London and South Midlands Study subject to the views of the Regional Planning Conference. Study commenced September 2000.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Reference</th>
<th>T2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheme/Location</td>
<td>A41 T Aston Clinton bypass</td>
</tr>
<tr>
<td>Agency</td>
<td>DfT</td>
</tr>
<tr>
<td>Additional Information and Requirements</td>
<td>Only the junction linking to the A41 Tring bypass affects Dacorum Borough. In the Government Report ‘A New Deal for Trunk Roads in England’ this scheme is in the targeted programme of improvements.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Reference</th>
<th>T3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheme/Location</td>
<td>Improvements to A414 Maylands Avenue Roundabout, Hemel Hempstead.</td>
</tr>
<tr>
<td>Agency</td>
<td>HCC</td>
</tr>
<tr>
<td>Additional Information and Requirements</td>
<td>HCC/DBC consider that the proposal should be brought forward by developer contributions in association with major developments in Hemel Hempstead. Land outside the existing highway boundary may be required.</td>
</tr>
<tr>
<td>Progress</td>
<td>Slip lane scheme implemented 2001.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Reference</th>
<th>T4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheme/Location</td>
<td>Junction improvements to increase the capacity of A414 Breakspear Way Roundabout</td>
</tr>
<tr>
<td>Agency</td>
<td>HCC/DfT</td>
</tr>
<tr>
<td>Additional</td>
<td>HCC/DBC consider the proposal should be brought</td>
</tr>
</tbody>
</table>
**Information and Requirements:**
forward by developer contributions in association with major developments in Hemel Hempstead. Land outside the existing highway boundary may be required. Local Highway Authority scheme to be co-ordinated with works as part of Scheme T1 (M1 widening).

**Progress:**
Hemel Hempstead Transportation Plan

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**Reference:**
T5

**Scheme/Location:**
Widening and junction improvements on Swallowdale Lane, Hemel Hempstead (from Three Cherry Trees Lane to Redbourn Road)

**Agency:**
HCC

**Additional Information and Requirements:**
HCC/DBC consider that the proposal should be brought forward by developer contributions in association with major developments in Hemel Hempstead.

**Progress:**
Hemel Hempstead Transportation Plan

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**Reference:**
T6

**Scheme/Location:**
Widening and junction improvements, A4147 Redbourn Road, Hemel Hempstead (Cupid Green to Queensway)

**Agency:**
HCC

**Additional Information and Requirements:**
HCC/DBC consider that the proposal should be brought forward by developer contributions in association with major developments in Hemel Hempstead. Landscaping required in particular to screen open storage in the Swallowdale General Employment Area.

**Progress:**
Hemel Hempstead Transportation Plan

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**Reference:**
T7

**Scheme/Location:**
Widening and junction improvements to complete North East Relief Road (line of existing Three Cherry Trees/ Green Lane)

**Agency:**
HCC

**Additional Information and Requirements:**
HCC/DBC consider that the proposal should be brought forward by developer contributions in association with development at North East Hemel Hempstead (Proposals H18 and E4: see Schedules of Housing and Employment Proposal Sites respectively). Potential dual carriageway line to be safeguarded where appropriate. Initial single carriageway route could also be completed on dualling line shown in Hemel Hempstead Transportation Plan. This alternative line follows Punchbowl Lane in St Albans City and District. Landscaping to enhance boundary with Green Belt.

**Progress:**
Hemel Hempstead Transportation Plan
Reference: T8
Scheme/Location: Moor End Bus Link, Hemel Hempstead
Agency: HCC
Additional Information and Requirements: Reopening of road link between mini-roundabout on Plough Roundabout and Marlowes as bus only link to provide direct, priority passenger transport access to the main shopping area.
Progress: Hemel Hempstead Transportation Plan – initial scheme complete. Alternative bus link route approved in planning permission.

Reference: T9
Scheme/Location: Berkhamsted Railway Station
Agency: Network Rail/train operating company
Additional Information and Requirements: Existing station interchange facilities to be safeguarded for this use.

Reference: T10
Scheme/Location: Maylands Avenue industrial area lorry park
Agency: Private or DBC
Additional Information and Requirements: Existing lorry park land to be safeguarded for this use unless a satisfactory alternative is available (see Policy 60).

Reference: T11
Scheme/Location: Tring Railway Station.
Agency: Network Rail
Additional Information and Requirements: Existing station interchange facilities to be safeguarded for this use.

Reference: T12
Scheme/Location: Hemel Hempstead Bus Station
Agency: DBC/Private
Additional Information and Requirements: Existing area to be safeguarded for this use unless a satisfactory alternative site is available (see Policy 64).

Reference: T13
Scheme/Location: Canal Fields/Berkhamsted Park Car Park
Agency: DBC
Additional Information and Requirements: Upgrade existing public off street car parking. Improvement to car park for short stay spaces. Limited
Requirements: improvements to access and formalise layout. Management to give priority to users of associated leisure facilities.

Reference: T14
Scheme/Location: Hemel Hempstead Railway Station
Agency: Network Rail/train operating company
Additional Information and Requirements: Existing station interchange facilities to be safeguarded for this use.

Reference: T15
Scheme/Location: Bourne End Service Area
Additional Information and Requirements: Some extension is possible but the development area is to be limited and is not to extend beyond the limits already permitted. Strategic landscaping improvements are required. Parking provision should meet the standards set out in Appendix 5 (Parking Provision).
Progress: Outline permission for a 100 bedroom hotel, diner and petrol service area. A 60 bedroom hotel has been built together with a fast food restaurant and petrol service area. There are mutually exclusive, extant planning permissions for an additional 40 bedroom hotel and an extension to the existing hotel for restaurant purposes.

Reference: T16
Scheme/Location: Parking Management Schemes
Agency: DBC
Additional Information and Requirements: Introduction of residents only parking schemes in decriminalisation of parking enforcement and management of off-street parking spaces.
Progress: Due to commence October 2003.

Two Waters and Apsley
Reference: TWA11
Scheme/Location: Car park on the filter beds site, opposite Frogmore Mill, Durrants Hill Road

Reference: TWA12
Scheme/Location: Improvements to Durrants Hill Road

Reference: TWA13
Scheme/Location: Signalisation of Durrants Hill Road, London Road
Reference: TWA14
Scheme/Location: Improvements to Featherbed Lane and junctions with London Road

Reference: TWA15
Scheme/Location: Demolition of 235 and 237 London Road and widening of the Featherbed Lane/London Road junction

Reference: TWA16
Scheme/Location: Apsley Railway Station, London Road

Reference: TWA17
Scheme/Location: Hemel Hempstead Bus Garage, Whiteleaf Road

Reference: TWA18
Scheme/Location: Cycle route between Two Waters, Apsley and Nash Mills

Reference: TWA19
Scheme/Location: Improvements to the footpath network

See Schedule of Two Waters and Apsley Inset Proposal Sites in Part 4 of the Plan for details.

PART II LONG TERM SCHEMES AND AREA TRAFFIC MANAGEMENT SCHEMES

These are shown on the Transport Diagrams.

Reference: Ti
Scheme/Location: New single carriageway A4146 Water End bypass
Agency: HCC
Additional Information and Requirements: Detailed line not yet decided. Environmental constraints such as nature conservation interest to be taken into account as far as possible.
Progress: LTP long term problem area.
<table>
<thead>
<tr>
<th>Reference</th>
<th>Scheme/Location</th>
<th>Agency</th>
<th>Additional Information and Requirements</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tii</td>
<td>Further footway improvements, A416 Kings Road, Berkhamsted</td>
<td>HCC</td>
<td>Details of scheme still to be decided.</td>
<td>West Hertfordshire Area Plan Scheme. Unprogrammed.</td>
</tr>
<tr>
<td>Tiii</td>
<td>Tunnel Fields, link to New Road, Northchurch, Berkhamsted and associated work to junction of New Road/A4251</td>
<td>HCC</td>
<td>Details of scheme to be decided. Road link will provide a through route from New Road to Billet Lane via Springfield Road, bypassing Northchurch Conservation Area. Careful integration into landscape required. Impact on the ecology of the Wildlife Site (at the edge of Tunnel Fields) to be taken into account as far as possible.</td>
<td>Link agreed as long term solution in Berkhamsted Movement Strategy. Unprogrammed.</td>
</tr>
<tr>
<td>Tiv</td>
<td>Widening to dual carriageway of North East Relief Road, Hemel Hempstead</td>
<td>HCC</td>
<td>Details of scheme still to be decided. Will be a follow up to Scheme T7. Land to be reserved as part of development of Proposal Site E4 (see Schedule of Employment Proposal Sites).</td>
<td>Hemel Hempstead Transportation Plan Unprogrammed.</td>
</tr>
<tr>
<td>Tv</td>
<td>Hemel Hempstead Cycle Route Network</td>
<td>HCC/DBC</td>
<td>Advisory routes and junction/crossing improvements. Details to be decided.</td>
<td>Incremental implementation from 1996/97.</td>
</tr>
<tr>
<td>Reference:</td>
<td>Tvi</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>---</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scheme/Location:</td>
<td>Hemel Hempstead Pedestrian Route Network</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agency:</td>
<td>HCC/DBC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Additional Information and Requirements:</td>
<td>Advisory routes and junction/crossing improvements. Details to be decided.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Progress:</td>
<td>Incremental implementation from 1996/97.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Reference:</th>
<th>Tvii - xi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheme/Location:</td>
<td>Hemel Hempstead Environmental Area Safety and Traffic Calming Schemes:</td>
</tr>
<tr>
<td></td>
<td>Tvii Adeyfield/Highfield</td>
</tr>
<tr>
<td></td>
<td>Tviii Grovehill/Woodhall Farm</td>
</tr>
<tr>
<td></td>
<td>Tix West Hemel Hempstead</td>
</tr>
<tr>
<td></td>
<td>Tx A4251 Corridor/Apsley</td>
</tr>
<tr>
<td>Agency:</td>
<td>HCC/DBC</td>
</tr>
<tr>
<td>Additional Information and Requirements:</td>
<td>Integrated area schemes. Full details to be decided.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Reference:</th>
<th>Txi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheme/Location:</td>
<td>Hemel Hempstead Park and Ride Schemes</td>
</tr>
<tr>
<td>Agency:</td>
<td>HCC/DBC/Private (bus operators).</td>
</tr>
<tr>
<td>Additional Information and Requirements:</td>
<td>Study carried out in 2002 to assess the potential for additional park and ride facilities identified two locations:</td>
</tr>
<tr>
<td></td>
<td>- Gadebridge Park</td>
</tr>
<tr>
<td></td>
<td>- Breakspear Way</td>
</tr>
<tr>
<td>Progress:</td>
<td>The Gadebridge site is operational, but capable of enhancement.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Reference:</th>
<th>Txii</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheme/Location:</td>
<td>Station Road Cycle Route, Tring</td>
</tr>
<tr>
<td>Agency:</td>
<td>HCC/DBC</td>
</tr>
<tr>
<td>Additional Information and Requirements:</td>
<td>Advisory, off road route.</td>
</tr>
<tr>
<td>Progress:</td>
<td>Largely complete, but section across canal bridge and through Tring Station still to be implemented. May be capable of enhancement or extension. In Local Transport Plan for 2000/1 bid.</td>
</tr>
<tr>
<td>Reference</td>
<td>Scheme/Location</td>
</tr>
<tr>
<td>-----------</td>
<td>----------------</td>
</tr>
<tr>
<td>Txiii</td>
<td>Miswell Lane Cycle Route, Tring</td>
</tr>
<tr>
<td>Txiv</td>
<td>Continuation of works to improve street environment Berkhamsted High Street eastern section.</td>
</tr>
<tr>
<td>Txv</td>
<td>Additional public off-street car parking by further decking of Water Gardens north car park, Hemel Hempstead.</td>
</tr>
</tbody>
</table>

NOTES:

1. DfT Department for Transport
2. HCC Hertfordshire County Council (the Highway Authority)
3. LTP Local Transport Plan
4. DBC Dacorum Borough Council
Transport Diagram 1
This diagram does not form part of the Borough Plan Proposals Map but may be used as supplementary guidance.

PROPOSED HIGHWAY AUTHORITY MAIN ROAD HIERACHY (as at April 1997)

STRATEGIC/PRIMARY
- Motorway (Blue 'M' signed)
- Trunk (Green 'A' signed)

MAIN DISTRIBUTOR
- County Principal (White 'A' signed)
- County Non-principal Category 1

KEY LOCAL DISTRIBUTOR ROADS (Identified by Dacorum Borough Council)

TRANSPORT SCHEMES AND SITES
Reference Numbers T1 to T15 and Ti to Txv
Full details in Schedule of Transport Proposal Sites and Schemes
Roads to be constructed/improved
Location of other schemes
Transport Diagram 2
This diagram does not form part of the Borough Plan Proposals Map but may be used as supplementary guidance.

PROPOSED HIGHWAY AUTHORITY
MAIN ROAD HIERARCHY
(as at April 1997)

STRATEGIC/PRIMARY
- Motorway (Blue ‘M’ signed)
- Trunk (Green ‘A’ signed)

MAIN DISTRIBUTOR
- County Principal (White ‘A’ signed)
- County Non-principal Category 1

KEY LOCAL DISTRIBUTOR
ROADS (identified by Dacorum Borough Council)

TRANSPORT SCHEMES AND SITES – HEMEL HEMPSTEAD
Reference Numbers T1 to T14 and Ti to Txv
Full details in Schedule of Transport Proposal Sites and Schemes
- Roads to be constructed/improved
- Junctions to be improved
- Location of other schemes
Transport Diagram 3
This diagram does not form part of the Borough Plan Proposals Map but may be used as supplementary guidance.

PROPOSED HIGHWAY AUTHORITY MAIN ROAD HIERARCHY (as at April 1997)

STRATEGIC/PRIMARY
- Motorway (Blue ‘M’ signed)

MAIN DISTRIBUTOR
- County Principal (White ‘A’ signed)
- County Non-principal Category 1

KEY LOCAL DISTRIBUTOR ROADS (Identified by Dacorum Borough Council)

TRANSPORT SCHEMES AND SITES – HEMEL HEMPSTEAD CYCLE AND PEDESTRIAN NETWORK
Reference Numbers Tv to Tvi  Full details in Schedule of Transport Proposal Sites and Schemes based on Hemel Hempstead Transportation Plan with addition of Buncefield Lane (from DBLP 1995)

Tv  Hemel Hempstead Cycle Route Network
Tvi  Hemel Hempstead Pedestrian Network
PROPOSED HIGHWAY AUTHORITY MAIN ROAD HIERARCHY (as at April 1997)

STRATEGIC/PRIMARY

Motorway
(Blue ‘M’ signed)

Trunk
(Green ‘A’ signed)

County Principal
(White ‘A’ signed)

County Non-principal
Category 1

KEY LOCAL DISTRIBUTOR ROADS (Identified by Dacorum Borough Council)

TRANSPORT SCHEMES AND SITES

Reference Numbers Tvi to Txi
Full details in Schedule of Transport Proposal Sites and Schemes

Area Parking Management Schemes
Area Safety and Traffic Calming Schemes

Transport Diagram 4
This diagram does not form part of the Borough Plan Proposals Map but may be used as supplementary guidance.