

BY-PASS FOR HARPENDEN ?

(Doc 16c)  
Jan 1991 (but  
based on a HCC 1988 proposal)

1: Hertfordshire County Council's "Harpenden Traffic Study", Technical Report, September 1988, involved automatic traffic counts at 9 sites in and around Harpenden and over 2,500 personal interviews with drivers on the A 1081 and B 487 roads. The Report confirms a very marked peak-hour tidal flow through Harpenden on the A 1081 (formerly A 6) southwards in the morning, northwards in the evening. It concludes in favour of a "Long Western By-pass" running from Kinsbourne Green, crossing B 487 Redbourn Lane and re-joining A 1081 at Childwick Green. No further detail of any exact route is specified.

2: Possible By-pass routes were to be considered by the County Council only after the Harpenden By-pass scheme has been promoted from the "Reserve List" to the "Preparation List" of the annual series of "Transport Policies & Programmes". Harpenden Library has copies of the Technical Report and the T.P.P. attached

3: The various possible By-pass routes shown on our MAP are all CONJECTURAL.

4: The SIGHTLINE <sup>(ie the "crow flies" line)</sup> is from Kidney Wood Roundabout (the M1 spur at Junction 10A south of Luton) to the Peahen crossroads (at the centre of St Albans).

X 5: ROUTE 1 is a new Northern link-road from Gibraltar Farm (A 1081) to Watling House (A5183), crossing the lane to Pepperstock near Brickfield Farm, with a bridge over Watery Lane at a suitable site (see photograph). Widening or dualling of the A 5183 might need to be considered at a later stage.

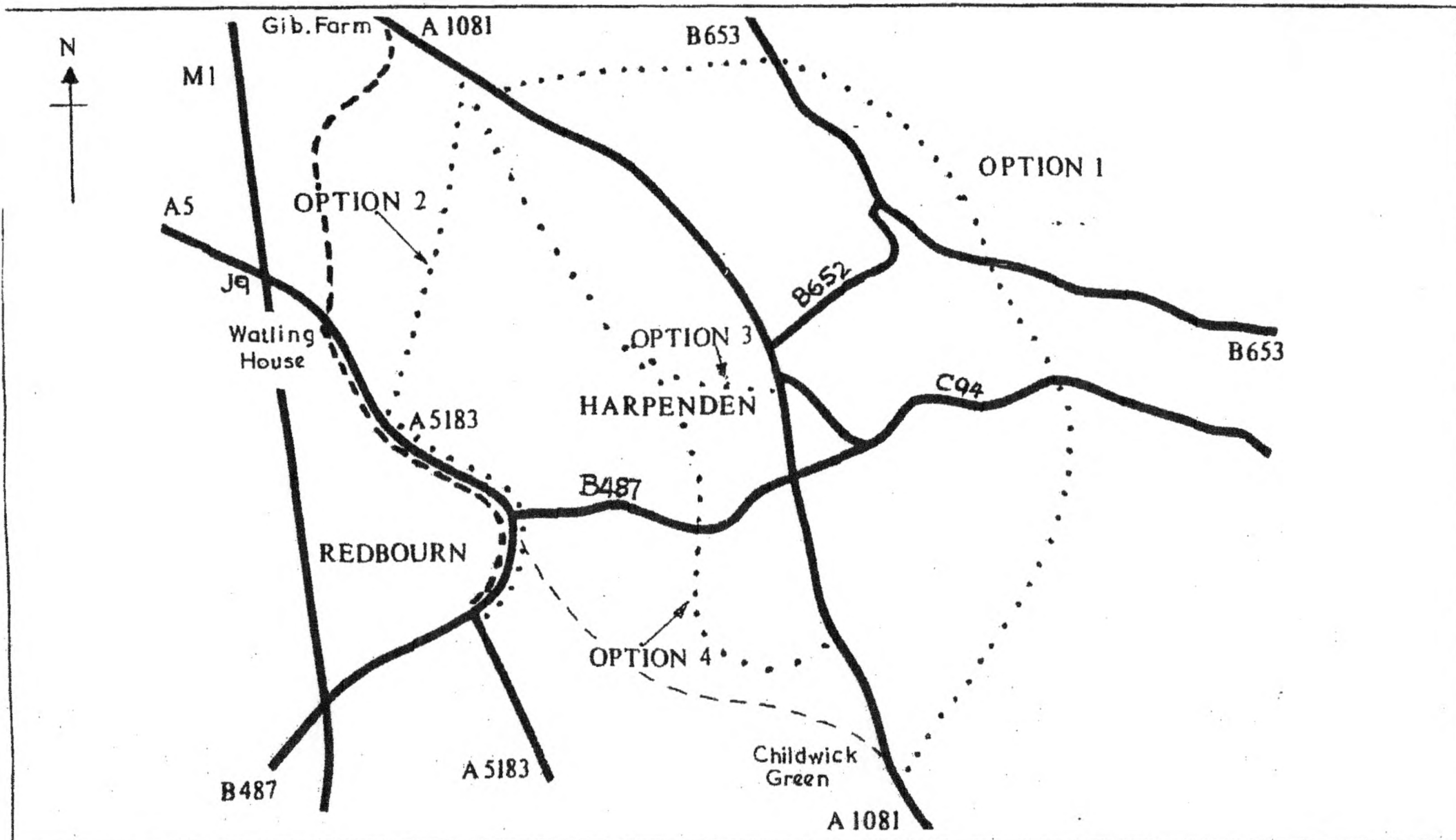
6: ROUTES 2 and 3 are from Kinsbourne Green to Childwick Green. Incursion into property at Kinsbourne Green would be unavoidable, but might be minimized by tunnelling under The Common. Otherwise, the routes minimize incursion into Rothamsted fields and sports amenities by involving about 700 metres (almost half-a-mile) of the Nicky Line path, and Knott Wood. The need for the southern link from B 487, near the Redbourn roundabout, to Childwick Green would be reinforced if the forthcoming St Albans Transportation Study leads to the construction of a St Albans North-Eastern By-pass (from New Greens, A 1081 to London Colney, A 414).

7: ROUTE 4 is a linear, "bureaucratic" By-pass, with severe incursion into Rothamsted ground and Hammondsend golf course.

8: The Harpenden Society has proposed, in our response to the St Albans District Plan Review, Consultation Draft, November 1989, that Kinsbourne Green should be designated a Conservation Area.

X 9: If a Harpenden By-pass is to be built, we would favour the northern link. ROUTE 1, as by far the least disruptive.

10: Independent analysis of the data in the Technical Report (see exhibited graphs, by courtesy of F.J. Cave, Esq.) indicates that a northern link road, with properly designed junctions, would be capable of diverting about 25% of the daily vehicular traffic passing through Harpenden High Street -- that is 7 000 out of 27 000



--- Harpenden Society's  
Northern Link Route

23.10.91

PROJECT/DRAWING TITLE

H.C.C. PLAN OF OPTIONS

Harpenden Traffic Study, Sept., 1988

..... H.C.C.  
HERTFORDSHIRE COUNTY COUNCIL  
HIGHWAYS DEPARTMENT  
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DRG. No.

FIGURE 20

DRAWN/DATE FRAZER 1988

SCALE N.T.S.

SHEET No.

REVISION

with the Society's suggestion superimposed.

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