

Key –

- **is general question / comment followed by answer.**
- Comments that the road improvements are minor -

SEGRO Logistics Park Radlett is a fully consented scheme and we are putting in place extensive highways works including a new by-pass for Frogmore and Park Street. These improvements were identified during the planning process as necessary to mitigate the impact of the scheme and represent a £40m investment into Hertfordshire County Council highways.

- What are the road improvements?

Highways Improvements include –

• **Park Street Roundabout:**

Improvements include -an additional A405 entry lane and A414 (east arm) exit lane, additional third circulatory carriageway lane, signalisation on the A414 and A405 arm, and improvements to the A405 pedestrian crossing. The partial signalisation will by design allow easier access from Park Street and Watling Street onto the roundabout.

• **A414 new roundabout (reference point being East of Hedges Farm):**

A new signalised, all movements roundabout serving the development and Relief Road / Bypass. This allows access and egress to both the eastern and western A414. The HGV's serving the operational development will access and egress via the A414 new Relief Road roundabout.

• **New Relief Road Bypass:**

A new Park Street/Frogmore Relief Road between the A414 and A5183. This is for all users with the exception of the HGV's serving the operational development.

• Measures to divert those HGVs not delivering or originating from Park Street away from using Park Street following the opening of the relief road.

• Measures to ensure that HGVs are restricted from using Watling Street and Harper Lane.

• **M25 Jn21a:**

Capacity improvements including additional entry lanes (A405 south arm and M25 east bound off-slip), additional circulatory carriageway way lane (east side only), and full signalisation.

• **M25 Jn22:**

Capacity improvements to the existing Jn22 roundabout on the south side of the M25. Including minor kerb realignment and footway extension (west side of A1081).

- **Do you have the final designs?**

We are consulting with the local highway authority, Herts CC to finalise the designs and control measures to deliver the required scheme outcomes. These will be shared and put on our dedicated website in due course.

- Traffic levels re other developments and recent planning applications.

As the local highway authority, Herts CC is a statutory consultee for all planning applications with transport impact, as well as the authorising authority for any resulting highway works (under Section 278 and Section 38 agreements) required as part of a development. The consented scheme has been built into the Herts highways system and therefore has to be considered as live by all subsequent schemes.

- **What is the routing for HGV traffic?**

The routing to and from the facility will be;

1. The north from the M1 junction 8 onto the A414
2. The north from the A1M onto the A414
3. The south from the M25 junction 21 onto the A405 and then the A414
4. The south from the M25 junction 22 onto the A1081 and then the A414

As part of the development proposals, Goods from the site will be restricted from using the roads to the south of the site. The precise details and enforcement methods are still subject to further consultation and agreement with the relevant local authorities.

- **Is the A414 between Park Street Roundabout and London Colney Roundabout being widened to allow for the extra volume of vehicles?**

Sections of the A414 are being widened - namely

1. Park Street Roundabout including capacity improvements to the existing 5 arm priority roundabout, an additional A405 entry lane and A414 (east arm) exit lane, additional circulatory carriageway lane
2. At the new SRFI A414 access / egress roundabout.

- The new Relief Road just offloads traffic on the same local road as was always there, except more of it and right between Residents Houses in Park Street.

The new Relief Road means that traffic not going to a Park Street business or property has no reason to enter Park Street.

- Will SEGRO undertake to publish the detailed information of rail-to-road vs. road-to-road figures in the future?

As the owner and manager of development SEGRO does not have sight of the occupiers' day-to-day operations. However, SEGRO will advise future occupiers at SEGRO Logistics Park Radlett of this request and if the customers are willing to collect and supply the data for general publication then SEGRO will facilitate this.

It is worth noting that at our East Midlands Gateway facility, all the occupiers at the development are using the rail freight terminal as part of their logistics operations. Furthermore, occupiers of units of this size are most likely to be large or multi-national corporations, which in most cases will have a pathway to net zero, which rail freight will help them achieve.

- Will external companies who do not occupy a warehouse at SEGRO Logistics Park Radlett be able to use it for road-to-road transfer of goods or is any third-party transfer at The SRFI limited to rail-to-road?

Like many other SRFI's in the UK, it was always intended for the Radlett SRFI to be open access. This means it will be available for use by any company in the region that wishes to use rail to transport containers to other SRFI's or for the import or export of goods.

Furthermore, SEGRO is making a significant investment in road to rail modal shift, with this location being the only SRFI serving the London area and enabling more freight to travel around the UK by rail.

- **What improvements are being made to Park Street Railway Station?**

As part of the planning requirements for delivering the scheme SEGRO is responsible for discharging a range of obligations contained in the section 106 Agreements. These obligations include making specific financial contributions to Herts CC to address agreed matters.

One such matter is a financial contribution towards improvements to passenger facilities at Park Street Railway station and improvements to the street layout in the vicinity of Park Street Railway Station. These improvements are outside SEGRO's scope or control although we are happy to advise where we can.

- What will happen to the mobile phone mast and associated cabinets at the new junction at the southern end of Park Street?

The phone mast and its associated cabinets will be relocated. The exact location is not known at this time but likely to be at the southern end of the units.

- How can SEGRO enforce the ideals of dedicated car sharing schemes or non-car use by workers at this development? The main commuter station for workers coming to St Albans is St Albans City Station.

A Framework Travel Plan with Herts CC will be agreed as the overarching strategy for the operation of the development as a whole. Individual organisations and occupiers will inevitably choose to tailor plans to their individual needs, and therefore responsibility for the implementation of the plan lies both with the developer and the occupiers. Targets will be agreed and then following occupation under the Framework Travel Plan SEGRO and the occupiers will -

1. Undertake monitoring with analysis of monitoring data and preparation of reports.
2. Submit to Herts CC.
3. Chair Steering Group

- **With the creation of the SRFI we have lost a large area of green space. SEGRO have not created any extra Country Park.**

Whilst this development will inevitably lead to a loss of green space, it will provide investment to enhance and improve the management and accessibility of the Country Park which, unlike the development site, is open to the public. SEGRO is implementing a Countryside Management Plan to enhance biodiversity and improve natural habitats for the benefit of locally important wildlife sites including the Ver Valley Meadows. There will be a range of new footpaths, bridleways, nature trails and multiuse routes along with improvements to existing rights of way, totalling c.17km. We are actively engaging with local users and associations on matters such as flooding to achieve access to all areas all year round where possible.

- Where is the Visitor's Centre?

The Visitor's Centre will be in the northern section of (Area 1) the A414.

- Who precisely will be managing and monitoring the Country Park in the future? Which organisation?

SEGRO currently use Petersen Associates to provide a high-quality property and asset management service. SEGRO will retain overall responsibility for their funding and maintenance.

- **The Country Park will be maintained at no expense to the public? How so?**

SEGRO will maintain the Country Park from its operating revenues and at no cost to the public.