

COLNEY HEATH PARISH COUNCIL

- ✉ Address: Highfield Park Visitor Centre, Hill End Lane AL4 0RA
☎ Telephone: (01727) 825 314
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Response to St Albans District Council Planning application

5/2023/2308/OUTLINE - 107 COLNEY HEATH LANE, AL4 0TN

Outline Application (Access) – Construction of up to 27 dwellings including access and associated works

1. Colney Heath Parish Council (CHPC) wishes to record its objection to this application in its present form. The Council's concerns relate partly to specific issues with the proposed site, which is in and wholly surrounded by Green Belt land, and partly to issues relating to the suitability of the area for new housing developments.
2. CHPC is concerned that the proposal as submitted would result in encroachment of the built-on area, particularly to the north and east of the site, into what is currently open grassland. Buildings on these parts of the site would protrude noticeably into the open land, with an adverse visual impact on the immediate environment. Several public footpaths are close to the site, and although these are mostly screened by trees and hedges, it is quite possible that the new houses could be visible, particularly during the winter when trees have little or no foliage and house lights are switched on.
3. The grassland nature of the site raises concerns regarding the possible fate of the wildlife currently on the site and/or using the site for feeding, transit or other purposes. The applicant's Preliminary Ecological Appraisal reports that while there are no records of protected or rare species having been present on the site, there are reports of the presence of numerous such species within 2km of the site. These include badgers, bats, hedgehogs, 37 species of red-listed birds and many invertebrate types such as butterflies and moths. One of the nearby ponds, situated on the adjoining Smallford Pits site, was found to have good suitability for breeding great crested newts (GCN). This is supported by a study conducted in preparation for a planning application for the latter site which reported evidence of GCN on that site. CHPC has concerns that wildlife could be adversely affected by the proposed development, particularly during any construction works.
4. The application site is in Zone 1 with regard to fluvial flooding i.e. it is at very low risk. However, there is a higher risk of surface water flooding on part of the site. The "front" area of the site i.e. that close to Colney Heath Lane, is at low risk, but the northern part, which abuts Smallford Pits, is at medium to high risk of surface water flooding, partly because the soil is unlikely to facilitate infiltration. The Smallford Pits site is itself currently the subject of a proposal for a large-scale housing development, the drainage plans for which were commented on by CHPC in its objection to that.
5. In the absence of any significant water course close to the application site it is proposed that surface water would be removed by means of an on-site attenuation basin situated to the north of the site i.e. close to the boundary with Smallford Pits. Should that development be approved, there would be probable implications for the flooding risk on the present site.
6. The appellant proposes that water gathered into the attenuation basin would be discharged into the sewer network; however, it is not clear as to whether the intention is

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to use the surface water sewer or the foul sewer. While it is not forbidden, use of the former is not the means of disposal preferred by Thames Water, from whom permission must be sought and granted. There is no evidence in the proposal to suggest that permission has been sought.

7. With regard to the foul sewer, Thames Water's response to the Smallford Pits application was explicit in stating that there was not sufficient capacity in the foul sewer system to accommodate the additional volumes that the development would produce and that the capacity would have to be increased before completion. This would entail major works, including substantial disruption to traffic flows in the immediate area. It is possible that the much smaller scale of the present proposal may result in sewage volumes that are currently manageable, but it is clear that the system is at or close to full capacity and that additional capacity will be required in the near future.
8. Access to the site is from Colney Heath Lane. This is a narrow and busy road, with strong evidence that many vehicles exceed the 30mph speed limit. A recent planning application relating to Boissy Close, which is very close to the application site, is in the 30mph zone, and also includes a junction with Colney Heath Lane, provided relevant information. This suggests that, considering traffic flows in both directions, an average speed of 40.3mph is observed i.e. more than 10mph above the speed limit at that point. This is dangerous in any circumstances, and especially so in this case as Nicholas Breakspear School, which has over 1000 students, is just 350m from the site entrance.
9. Colney Heath Lane has been the site of many traffic accidents in recent years. Appendix 1 contains Crashmap data for this road and also two comparable roads in the vicinity; these are Smallford Lane and Hill End Lane. These data show clearly that there have been more accidents in Colney Heath Lane than the other roads, suggesting that historically there is a greater risk on this road. The introduction of the proposed site junction could only exacerbate this situation. Furthermore, the increased volumes of traffic arriving at the junction with the A414 would add to the existing major problems of over-capacity and accident risk at this point.
10. The Crashmap representation also includes the stretch of Hatfield Road close to the junction with Colney Heath Lane. It is clear that numerous accidents have occurred along this busy road and that additional traffic volumes due to housing developments in the immediate area are likely to increase the risk of further accidents.
11. It is clear from the National Planning Policy Framework (NPPF) that in considering development proposals local authorities should prioritise for approval those which can demonstrate a sustainable way of life for residents. An essential aspect of this is access to good public transport services which, where available, can lead to a reduction in the use of private cars. The applicant has claimed that the nearest bus stops to the proposed site are located nearby in Colney Heath Lane and that services to destinations such as Borehamwood, Hatfield and Welwyn Garden City are available; this represents a complete misunderstanding of the situation.
12. There are indeed bus stops in Colney Heath Lane, but the available buses are exclusively school buses serving Nicholas Breakspear School. Each bus route provides one service each way per day, delivering students to the school in the morning and

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returning them in mid-afternoon; the services operate in term-time only. The general public may use the services, but they not at convenient times, nor do they go to destinations which are likely to be of use to most people.

13. Timetables for these services are included in Appendix 2.

14. There are several bus routes which travel along Hatfield Road, the nearest stops being around 950m from the application site; however, none of the stops has a shelter. This distance is just within an acceptable walking distance for commuting, although the elderly and disabled may find them unmanageable. An important stopping point on most of these routes is St Albans City station, which is 3.3km from the site and thus beyond a normal walking distance. The station has frequent services to central London and beyond as well as to Luton and Bedford.

15. In addition to good public transport services, a truly sustainable location provides suitable possibilities for the active travel modes of walking and cycling, particularly with regard to access to essential amenities; moreover, the routes to be used should be safe for use by the general public. The Alban Way, which borders the site, provides the opportunity for leisure walking and also for cyclists to travel to work in St Albans and Hatfield. However, this route is unlit and therefore unsuitable for many cyclists to use during periods of darkness. Other than the Alban Way, the local environment does not encourage cycling. The nearby Hatfield Road is heavily used by both cars and commercial vehicles, including heavy goods vehicles, and is a significant hazard to cyclists.

16. Colney Heath Lane, onto which the site access road leads, is narrow and busy with a history of traffic accidents (see above). There is a pedestrian footway on one side only, and this is narrow in places. Access on foot to Hatfield Road requires walking over the bridge above the Alban Way; the footpath on the bridge is particularly narrow. It is heavily used by Nicholas Breakspear students at certain times of the day, often making difficult any movement in the direction opposite to the main flow and occasionally necessitating stepping into the roadway in order to pass.

17. CHPC has conducted assessments of possible walking and cycling routes in the vicinity of the site and has concluded that none meets acceptable standards. The cycling route assessments were carried out by a local resident with extensive direct experience of transport and traffic issues. The reference used was LTN 1/20, a Department of Transport set of guidelines for the design of high quality cycling infrastructure. The full details of the methodology used and the results can be found at: <https://www.stalbans.gov.uk/sites/default/files/documents/publications/planning-building-control/Tollgate%20Road%20Inquiry/Proofs%20of%20evidence/LPA/Rule%206%20party/20230822-CHPC%20CD%209.17%20cycle%20routes%20assessment%20v1.pdf>.

18. CHPC has also carried out assessments of the suitability of local footways; in this case the reference used was the Welsh Government's Active Travel assessment scheme. The results showed that none of the footways met an acceptable standard. There were a number of possible reasons for failure, principally narrowness, overgrowing vegetation

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and poor surface quality which represented a trip hazard. The full details of this survey can be found at:

<https://www.stalbans.gov.uk/sites/default/files/documents/publications/planning-building-ccontrol/Tollgate%20Road%20Inquiry/Proofs%20of%20evidence/LPA/Rule%206%20party/20230822-CHPC%20CD%209.18-Walking%20Routes%20Assessments-v1.pdf>

19. Of particular relevance to the present application is the assessment of the walking routes from the application site to the bus stops on Hatfield Road, details of which are in Appendix 3. These assessments show that none of the possible routes is of an acceptable standard. It is also the case that the entire pavement along Colney Heath Lane is of an unacceptable standard, with several critically dangerous zones. As indicated above, the pavement on the bridge over the Alban Way is particularly narrow, as is the roadway at that point. Beyond the houses and close to the point where the speed limit changes from 30mph to 40mph the pavement on the eastern side terminates and it is necessary for pedestrians to cross this busy road to the start of a pavement on the western side. This is dangerous as cars are frequently travelling at well above the speed limit. There is also a section from the end of the 30mph limit to Barley Mow Lane where both the pavement and the road are very narrow and vehicles can on occasion be seen on the pavement at this point.
20. It has been shown above that in order to access useful bus services from the site entrance it would be necessary for residents to walk along Colney Heath Lane to Hatfield Road. In addition to the distances involved, which would themselves be a deterrent to many, the walk requires use of pavements and a roadway which present a real safety risk. It seems highly likely that most residents would prefer to use their cars as being safer and more convenient.
21. Considering transport issues as a whole, CHPC does not believe that the proposed site is a sustainable location. Due to poor infrastructure, walking and cycling routes are not suitable for most purposes, with safety concerns prominent. Bus services close to the site are neither regular nor useful in terms of available destinations. Access to services which meet these criteria requires walking significant distances to reach bus stops which have no shelters; these problems do not encourage the use of buses. As a result site residents would use private cars for most journeys, thereby adding to already acute congestion and pollution problems.
22. A further issue with regard to the location of the site is the lack of nearby services and amenities. There are no shops within easy walking distance, and the nearest shops are convenience stores which do not stock a full range of necessities; all are beyond the desirable walking distance of 400m. The nearest supermarket is Morrisons on Hatfield Road, but this is at a distance of 2.5km; there is no bus from close to the site to this or any other supermarket. A visit to a supermarket by bus would require a walk of at least 10 minutes in each direction, with a likely need to carry heavy shopping on the return journey; for most people this is a wholly unreasonable expectation. Other essential services, such as medical facilities, dentists etc. are similarly affected. It is highly likely that residents would choose to make such journeys by car.

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23. Journeys to local schools are also likely to be undertaken by car. The only school within easy walking distance is Nicholas Breakspear School on Colney Heath Lane. However, as a Catholic secondary school it is not open to younger children, and its admissions policy precludes entry to most children on grounds of religion. There are a number of other secondary schools in and around St Albans and Hatfield, but many are, or are very nearly, already oversubscribed; Appendix 4 includes 2023 data on applications and admissions to local schools. Nearly all these schools would require journeys by bus, with the associated long walks to bus stops, or by cycle. The Alban Way could be used for part of some cycle journeys, but this route does have child safety concerns; moreover, the remaining parts would mostly be on busy roads which place cyclists at risk.
24. All local primary schools are beyond an acceptable walking distance; the nearest is Colney Heath School and Nursery, which is 1.8km from the site. It would not be expected that children of primary school age would either travel by bus unaccompanied or cycle on the busy local roads even if accompanied by a parent. As with journeys to secondary schools, many parents drive their children to school and it is highly likely that this would be the means of travel for most children living on the application site.
25. CHPC believes that this site is not in a sustainable location which encourages the use of public transport or the active transport modes of walking and cycling. Bus services close to the site are of little use to the general public, and more useful and regular services are beyond acceptable walking distances. These latter services do provide access to railway stations which are accessible by bus, but long walks to reach the bus stops are required. Access to stations by cycle is feasible, but requires journeys along an unlit cycle path or on busy roads. Shops, schools and other essential services are beyond reasonable walking distances and not easily accessed by bus. It is clear that residents of the application site would be heavily dependent on cars for most journeys. This is contrary to the intentions of the NPPF, is harmful to the environment, and will exacerbate existing traffic problems.
26. As stated in para 1 above, CHPC objects to the proposal in its current form, partly due to issues relating to the planned use of the site and partly due to the sustainability of the site location. However, the Council does believe that some modification to the former could help to mitigate the issues set out in paras 2 – 4. This would entail a reduction in the built-on area such that it aligns more closely with the existing housing envelope; the red line drawn on the plan below indicates a possible limit to this area.
27. It is recognised that such a modification could necessitate a reduction in the number of dwellings constructed; however, building at a somewhat higher density over the built-on area could minimise this effect. The application currently envisages 27 new dwellings on a site of 1.2ha i.e. a density of 22.5 dwellings/ha, significantly below the 30 – 40 dwellings/ha normally expected.
28. This possible modification to the plan would not only greatly reduce the adverse visual impact of the development, it would also largely mitigate concerns relating to the conservation of wildlife as it is the part of the site further from the road which provides the greatest potential for wildlife habitats. The lack of building on this part of the site would also reduce the risk of surface water flooding.

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29. A modification such as that outlined above would go some way to alleviating concerns regarding the site; it would, however, have no impact on issues relating to the sustainability of the site location. It would though lead to a change in the balance of factors considered by CHPC, and should such a modified proposal be brought forward the Council would reconsider its opposition to the present proposal.



COLNEY HEATH PARISH COUNCIL
9 FEBRUARY 2024

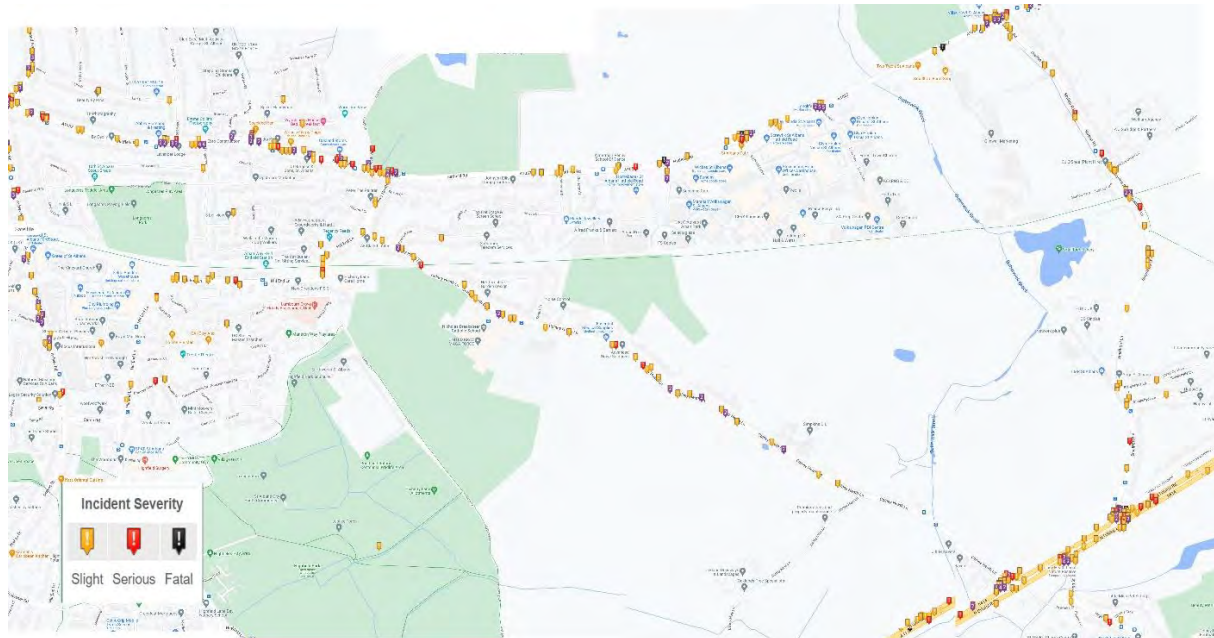
APPENDIX 1

COLNEY HEATH PARISH COUNCIL

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Crashmap data for Colney Heath Lane, Smallford Lane/Station Road and Hill End Lane, 1999 - 2021



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APPENDIX 2

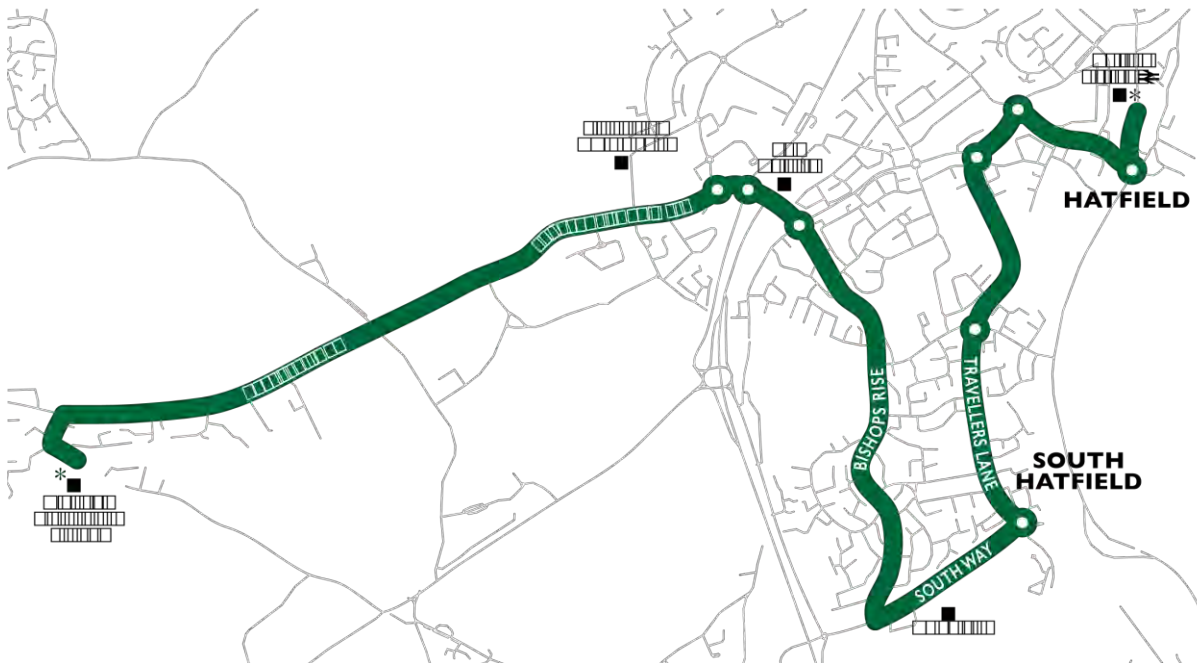
Bus services in Colney Heath Lane

Hatfield – Oaklands 303

serving Nicholas Breakspear School

Schooldays (Available to all passengers)	
Hatfield Station ⇌ Stop 5	0740
Hatfield Town Centre Stop W	0745
Oxlease Oxlease Drive	0747
South Hatfield Millwards	0749
South Hatfield Garden Avenue	0752
Hatfield The Galleria, Stop A	0800
Ellenbrook Lane Stop S	0804
Oaklands Nicholas Breakspear School	0815
No service in school holidays or on Saturdays and Sundays.	

March 2022



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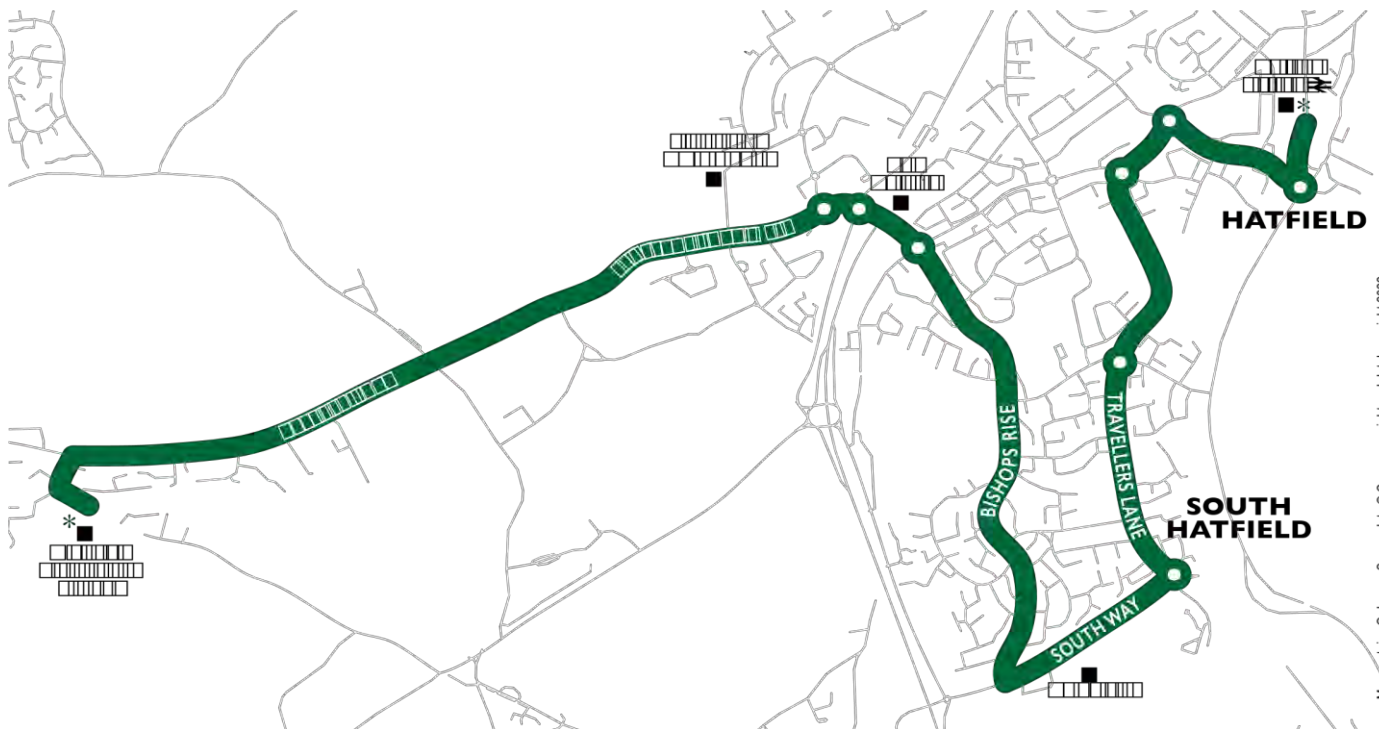


Oaklands – Hatfield 303 serving

Nicholas Breakspear School

Schooldays (Available to all passengers)	
Oaklands Nicholas Breakspear School	1520
Hatfield The Galleria, Stop C	1529
South Hatfield Garden Avenue	1535
South Hatfield Millwards	1538
Oxlease Oxlease Drive	1540
Hatfield Station ⇌	1546
No service in school holidays or on Saturdays and Sundays.	

March 2022



Operated by **Sullivan Buses**

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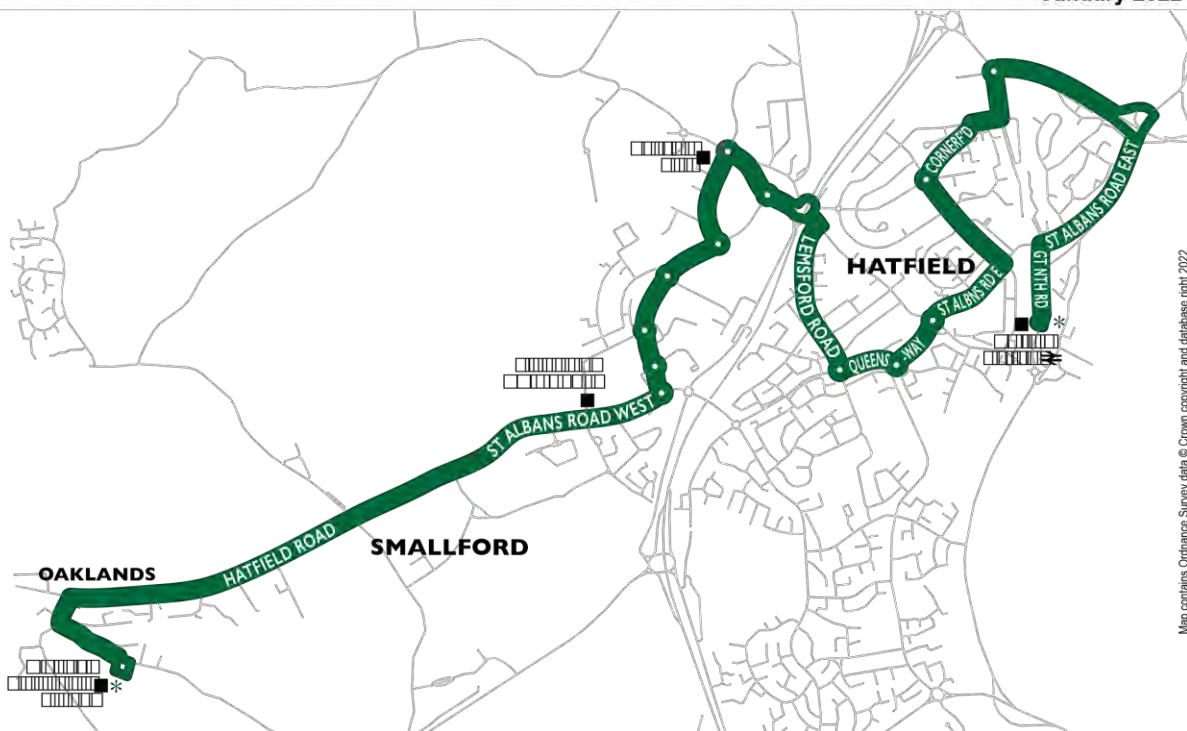
Hatfield – Oaklands 330 serving

Nicholas Breakspear School

Schooldays (Available to all passengers)		
Hatfield Station ⇌ Stop 2		0735
Birchwood Mount Pleasant Lane		0739
Birchwood Hopfields		0742
Hatfield Town Centre Stop U		0748
Roe Green Swim Centre		0750
Hatfield Jasmine Gardens		0752
Hatfield Business Park Gypsy Moth Ave		0755
Hatfield Howe Dell School		0758
Hatfield Tiger Moth Way		0759
UH de Havilland Campus, Stop Q		0801
Ellenbrook Ellenbrook Lane, Stop S		0804
Ellenbrook Great Nast Hyde		0805
Smallford Three Horseshoes		0806
Oaklands Nicholas Breakspear School		0815

No service in school holidays or on Saturdays and Sundays.

January 2022



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Oaklands – Hatfield 330 serving

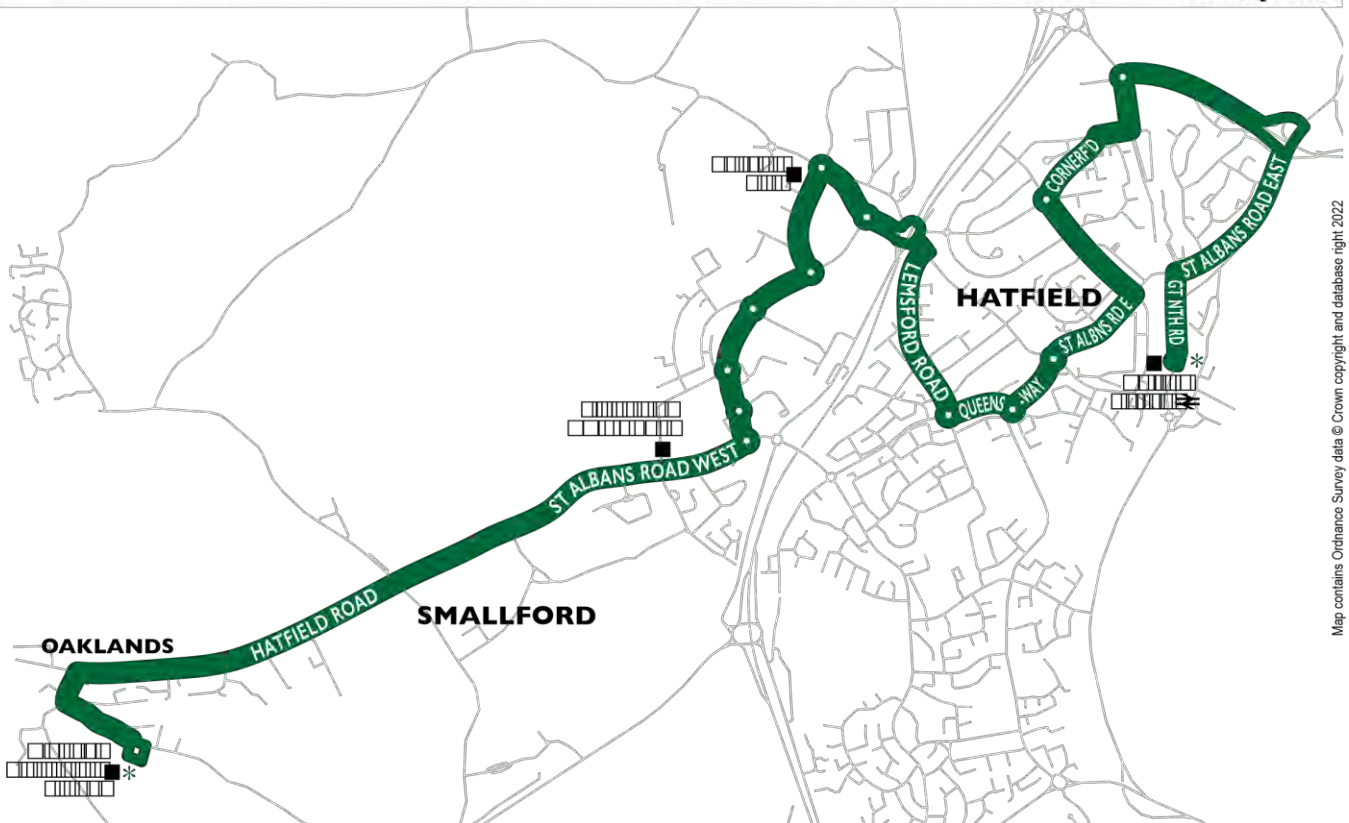
Nicholas Breakspear School

Schooldays (Available to all passengers)

Oaklands Nicholas Breakspear School	1520
Smallford Three Horseshoes	1526
Ellenbrook Great Nast Hyde	1528
UH de Havilland Campus , Stop N	1529
Hatfield Tiger Moth Way	1531
Hatfield Howe Dell School	1532
Hatfield Business Park Gypsy Moth Ave	1536
Hatfield Jasmine Gardens	1538
Roe Green Swim Centre	1539
Hatfield Town Centre Stop V	1542
Birchwood Hopfields	1546
Birchwood Mount Pleasant Lane	1548
Hatfield Station ⇄	1555

No service in school holidays or on Saturdays and Sundays.

January 2022



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Welwyn Gdn City – Oaklands

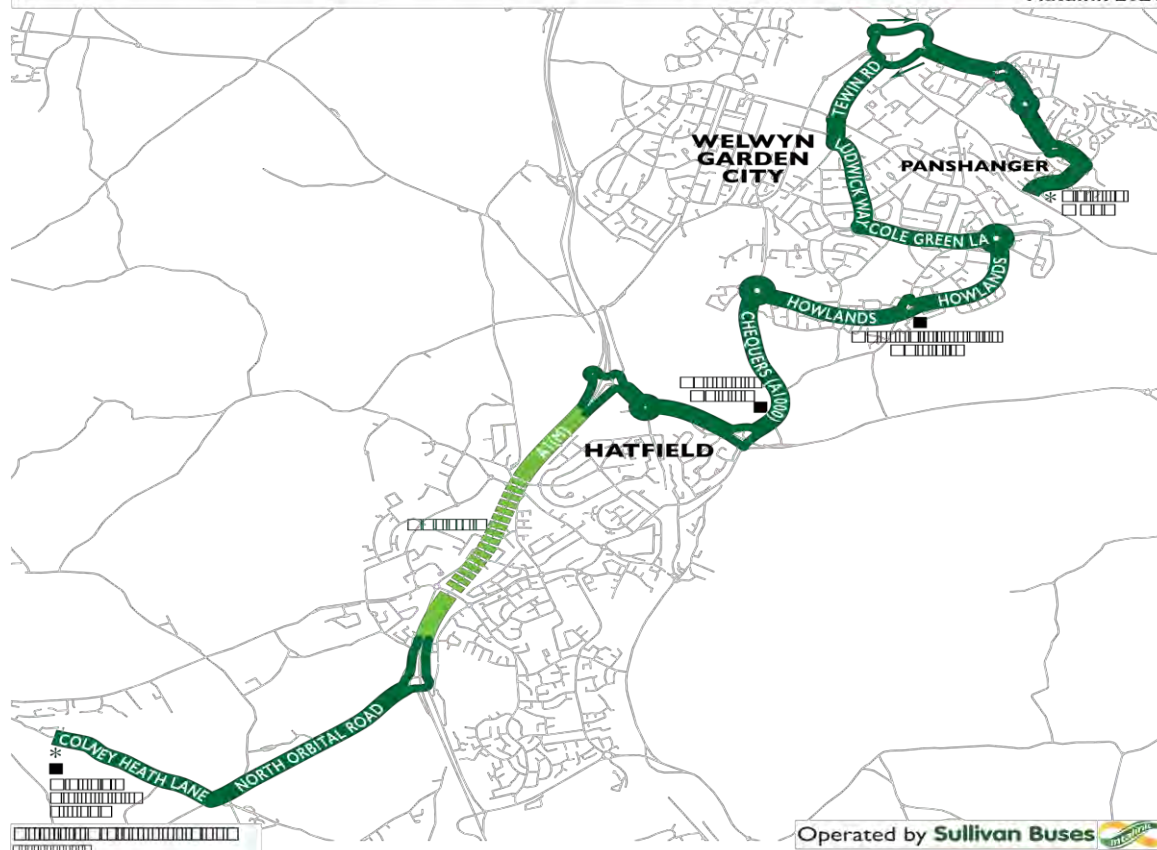
331

serving Nicholas Breakspear School

Schooldays (Available to all passengers)	
Panshanger Birchall Wood	0730
Moors Walk Poplars	0733
Panshanger Herts Way, Windhill	0735
Ludwick Way Verulam Close	0738
Cole Green Lane Upperfield Road	0741
Howlands Archers Ride	0744
QE II Hospital Stop A	0746
Howlands Hollybush Lane	0749
Mill Green Museum	0755
Smallfield Barley Mow Lane	0810
Oaklands Nicholas Breakspear School	0815

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Autumn 2021



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Oaklands – Welwyn Gdn City

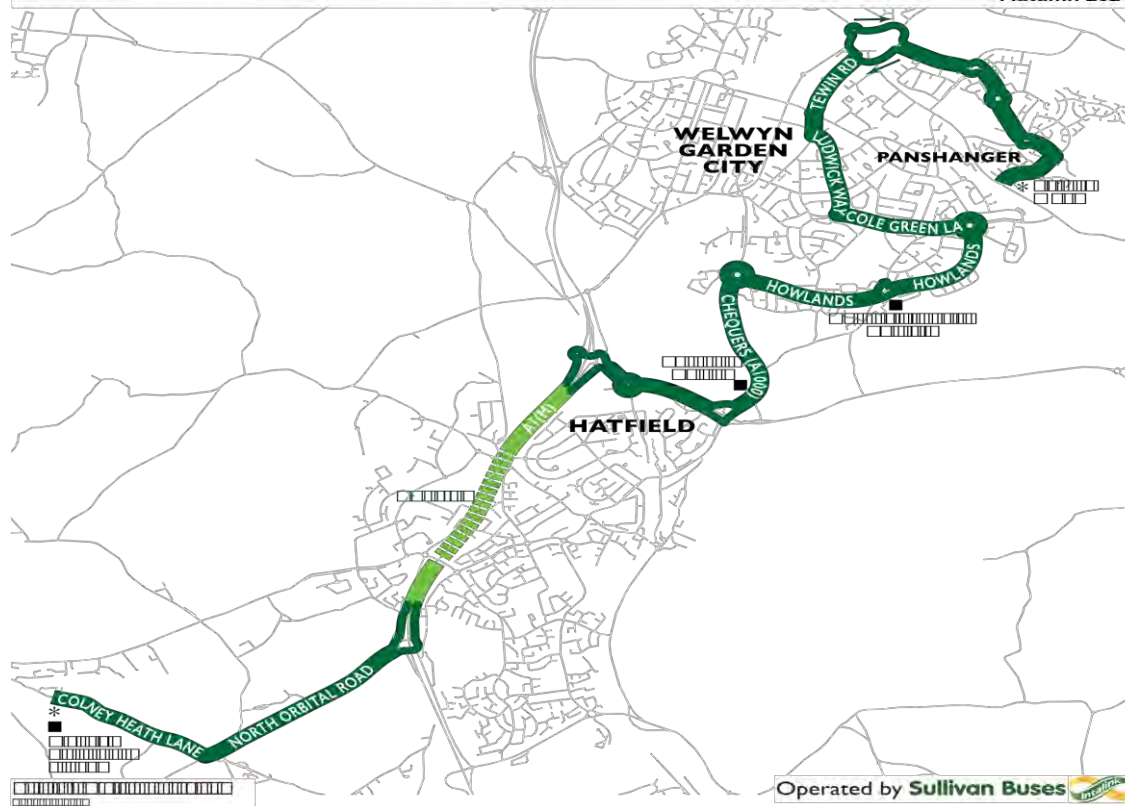
331

serving Nicholas Breakspear School

Schooldays (Available to all passengers)	
Oaklands Nicholas Breakspear School	1520
Smallfield Barley Mow Lane	1522
Mill Green Museum	1534
Howlands Hollybush Lane	1540
QE II Hospital Stop B	1542
Howlands Archers Ride	1545
Cole Green Lane Upperfield Road	1548
Ludwick Way Knella Road	1551
Panshanger Hens Way, Windhill	1555
Moors Walk Poplars	1557
Birchall Wood Sylvan Way	1600

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Autumn 2021



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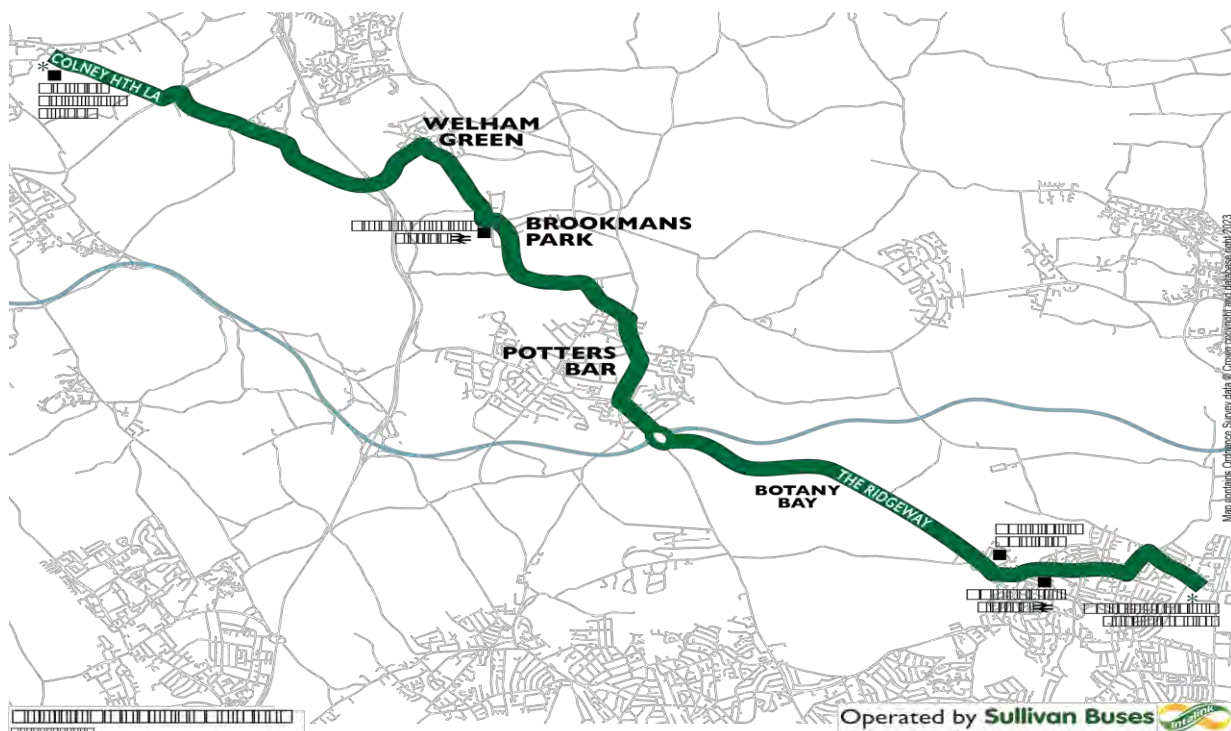
Carterhatch – Oaklands

355

Serving Nicholas Breakspear School

Schooldays (Available to all passengers)

Carterhatch David Lloyd Centre	0720
Forty Hill Clay Hill, Stop F	0723
Forty Hill The Hop Poles, Stop P	0727
Clay Hill Chase Side, Stop R	0730
Gordon Hill Station Stop A	0732
The Ridgeway Hadley Road, Stop	0734
Botany Bay The Robin Hood	0737
Potters Bar Bus Garage	0748
Swanley Bar Hawkshead Road	0754
Brooklands Park Bradmore Green, Stop B	0756
Welham Green Station Road	0759
Welham Green Dixons Hill Road, Stop D	0800
Colney Heath High Street, Roestock Lane	0807
Oaklands Nicholas Breakspear School	0815



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355 Oaklands – Carterhatch

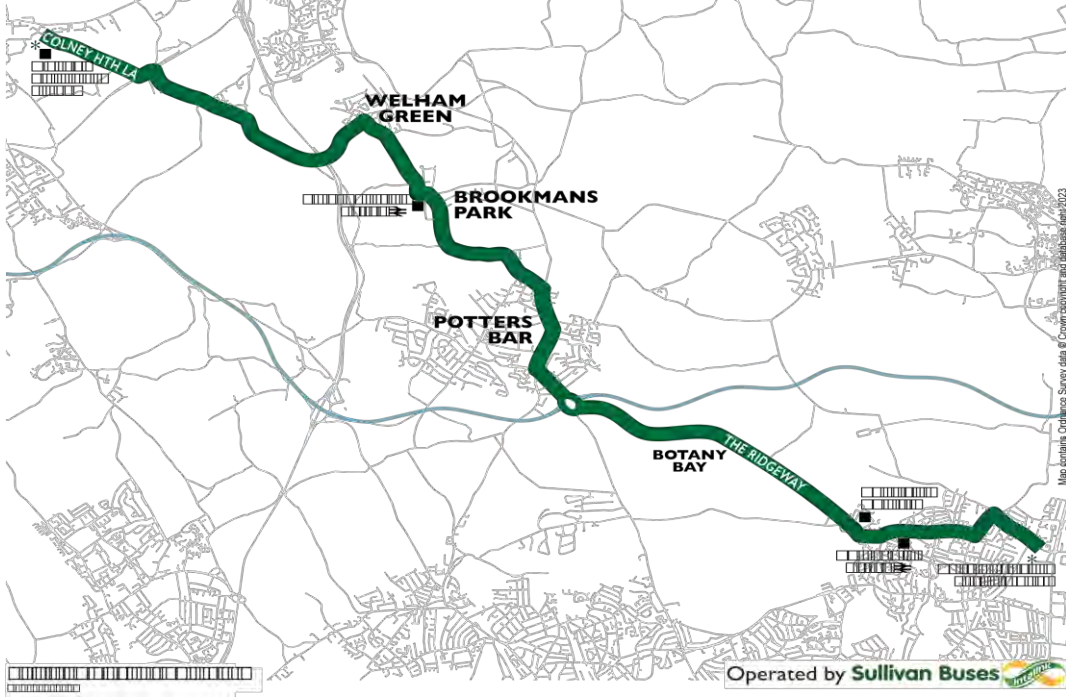
Serving Nicholas Breakspear School

Oaklands –Carterhatch via Potters Bar

Schooldays (Available to all passengers)	
Oaklands Nicholas Breakspear School	1520
Colney Heath High Street, Wistlea Crescent	1524
Welham Green Dixons Hill Road, Stop E	1530
Welham Green Station Road	1531
Brooklands Park Bradmore Green	1534
Swanley Bar Hawkshead Road	1537
Potters Bar Bus Garage	1544
Botany Bay The Robin Hood	1554
Chase Farm Hospital Stop B	1557
Gordon Hill Station ⇌ Stop B	1559
Clay Hill Chase Side, Stop D	1601
Forty Hill The Hop Poles, Stop G	1604
Forty Hill Clay Hill, Stop J	1608
Carterhatch David Lloyd Centre	1610

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Winchmore Hill – Oaklands

356

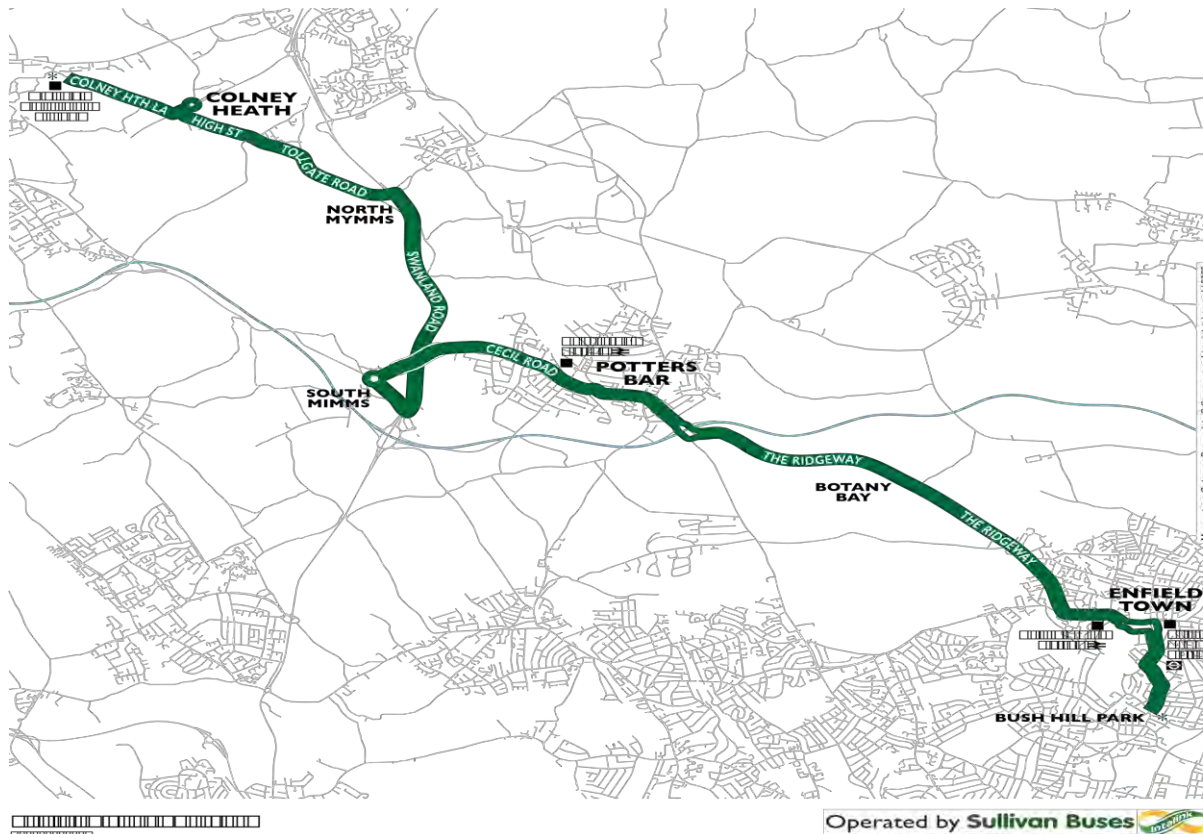
serving Nicholas Breakspear School

Schooldays (Available to all passengers)

Bush Hill Park Village Road	0720
Enfield Town Cecil Road	0727
Enfield Chase Station n	0729
The Ridgeway Hadley Road	0732
Potters Bar Park Avenue	0739
Potters Bar Baker Street Church	0744
South Mimms	0754
Water End Bus Garage	0758
Oaklands Nicholas Breakspear School	0810

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Oaklands – Winchmore Hill

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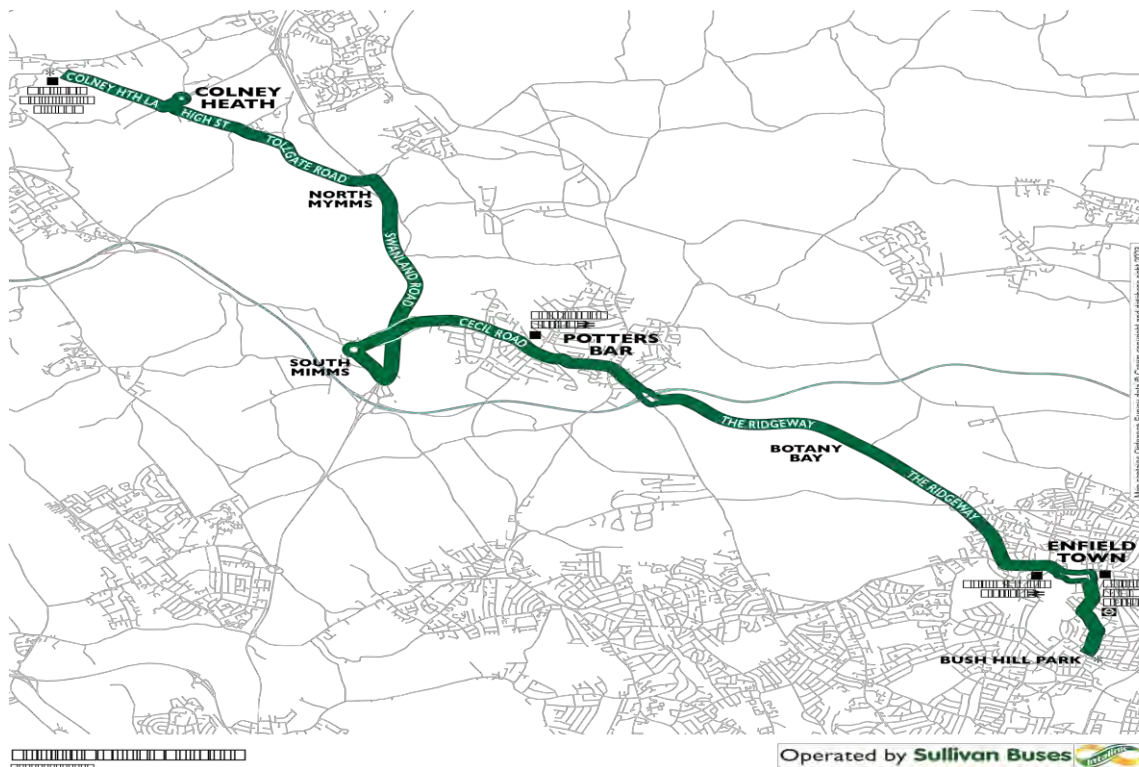
serving Nicholas Breakspear School

Schooldays (Available to all passengers)

Oaklands Nicholas Breakspear School	1520
Water End Bus Garage	1529
South Mimms Church	1535
Potters Bar Darkes Lane	1543
Chase Farm Hospital The Ridgeway	1558
Enfield Chase Station n	1604
Enfield Town Church Street	1606
Church Street	1613
Bush Hill Park	

No service in school holidays or on Saturdays and Sundays.

Autumn 2023



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358 Borehamwood – Oaklands

Serving Nicholas Breakspear School



Schooldays (Available to all passengers)	
Oaklands Nicholas Breakspear School	1520
London Colney Kings Road	1529
Shenley White Horse	1539
Borehamwood Leeming Road	1545
Borehamwood Hertswood School	1550
Borehamwood Tesco	1555
No service in school holidays or on Saturdays and Sundays.	
Autumn 2023	

Operated by **Sullivan Buses**

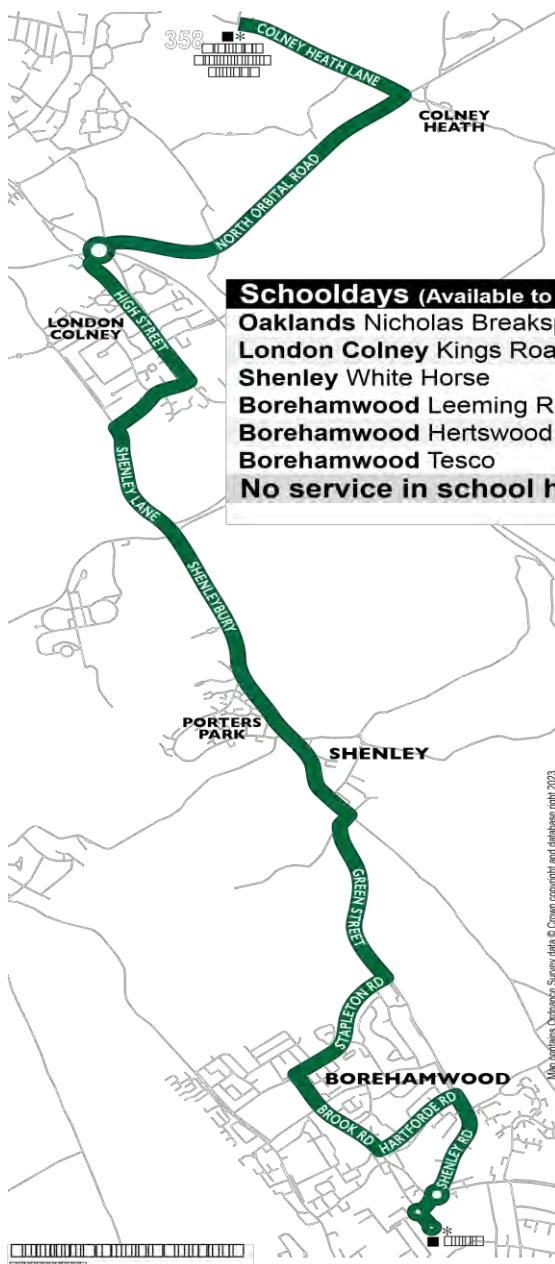
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358 Oaklands - Borehamwood

Serving Nicholas Breakspear School



Schooldays (Available to all passengers)	
Oaklands Nicholas Breakspear School	1520
London Colney Kings Road	1529
Shenvley White Horse	1539
Borehamwood Leeming Road	1545
Borehamwood Hertswood School	1550
Borehamwood Tesco	1555
No service in school holidays or on Saturdays and Sundays.	
Autumn 2023	

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APPENDIX 3

Assessment of walking routes

Colney Heath Pavement Assessment

This walking route assessment tool (WEAT) has been prepared by Welsh Active Travel Design Guidance to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (maximum score 40, equivalent to 100%).

Road / route name **Public footpath No.11, from Alban Way to Hatfield Road**

From: Alban Way to Hatfield Road bus stops Length of route 420m (Google Maps)
Height difference start to finish: less than 2m

Assessor's notes

While undertaking this assessment the assessor met a group from one of the local businesses undertaking work to improve the area to assist them in the recruitment and retention of employees. They provided the following information:

- the road in the Business Park has not been adopted
- the company that developed the estate has gone bankrupt so the road is now Crown property
- the road and street lighting suffer from poor maintenance
- no general parking enforcement across the Business Park, however some businesses do enforce parking control on their land
- they were trying to clear an overgrown area
- they expressed concerns over HGVs, including speeding and reversing in the road

The HCC Highways Gazetteer also confirms that the Alban Park road has not been adopted. A possible sub-route (1a) through the Business Park would avoid walking along part of the secluded route; however, the road crossing remains difficult with extended crossing routes. This sub-route would require additional walking distance and time to reach the bus stops.

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Map

Route map (Google Earth)



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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness: Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation. Street furniture falling into disrepair e.g. paint peeling	Littering and/or dog mess present. Seriously overgrown vegetation. Street furniture falling into disrepair.	1	Sign on Alban Way incorrectly indicating the route; the route is overgrown in places.
2 Attractiveness: Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or onto street)	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance. Include where sight lines are inadequate.	0	Other than a short length where the route crosses the road, the path is heavily screened with no or limited lighting; the few streetlights in the area are not working. Path makes many twists and turns, so visibility is limited to short lengths at any one time.
3 Attractiveness: Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	2	
4 Attractiveness: Other	Examples of other attractiveness factors: Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins Excessive use of guardrails or bollards			0	The road crossing within the Business Park has no working streetlights. The high industrial fencing makes the route unattractive to users.
Attractiveness					
5 Comfort: Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	1	

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
		difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.			
6 Comfort: Footway width	Able to accommodate all users without give and take or walking on the road over 2m wide	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	1	Variable, some short lengths are less than 1m with the narrowest only 400mm wide
7 Comfort: Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road over 2m wide to accommodate wheel chair users	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	0	Two areas of concern: the extended crossing with the Business Park and Hatfield Road; the traffic island on the Hatfield Road is not designed for pedestrians.
8 Comfort: Footway parking	No instances of vehicles parking on footways noted. Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m. Occasional need for give and take between users and walking on the road due to footway parking, some deviation from desired lines.	Clearance widths of less than 1.5m. Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays. Footway parking caused significant deviation from desired line.	2	
9 Comfort: Gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	
10 Comfort: Other	Example of other comfort issues include: Temporary obstructions restricting clearance width for pedestrians e.g. driveway gates opening on footway Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			2	

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
Comfort					
11 Directness: Footway provision	Footways are provided to cater for pedestrian desired lines e.g. adjacent to roads	Footway provision could be improved to better cater for pedestrian desired lines.	Footway not provided to cater for the desired lines.	2	
12 Directness: Location of Crossing in relation to Desire lines	Crossings follow the desired lines	Crossings partly divert pedestrians away from desired lines	Crossing deviates significantly from desired lines.	1	To use the traffic island requires 155m diversion to reach the eastbound bus stop; this scores 0 but an overall average of 1
13 Directness: Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	1	Scores 2 for westbound buses. Scores 0 for eastbound buses, hence average of 1.
14 Directness: Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	0	No controlled crossing for eastbound buses.
15 Directness: Green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	0	No controlled crossing, significant safety concerns in crossing Hatfield Road for eastbound traffic
16 Directness: Other	Examples could include routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout			1	
Directness					
17 Safety: Traffic volume	Traffic volume low, or pedestrians can keep a distance from moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	1	

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
18 Safety: Traffic speed	Traffic volume low, or pedestrians can keep a distance from moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	1	
19 Safety: Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility likely to result in collisions	1	Crossing in business park due to cars parking and no parking enforcement.
Safety					
20 Coherence: Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	0	No tactile paving, some dropped kerbs on <50% of crossings.
Coherence					
Total Score				19	47.5 % Failed

Date of assessment: several lists were made, with the final visit on 28th November 2023

Initials of the person undertaking the study: MFR

Traffic Speed

Traffic speeds are not fully defined in the Active Travel Design Guidance so the following scoring should be used.

Pavement width	Traffic speed - unrestricted	Traffic speed - 40mph	Traffic speed - 30mph
Pavement >2m wide with min 500mm verge width	2	2	2
Pavement >2m wide, no verge	1	2	2
Pavement 1.5-2m wide with min 500mm verge	0	1	2

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Pavement width	Traffic speed - unrestricted	Traffic speed - 40mph	Traffic speed - 30mph
Pavement 1.5-2m wide, no verge	0	0	1
Pavement <1.5m width	0	0	0



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Bus stops in Hatfield Road. The crossing to the eastbound stop has a dropped kerb but not tactile paving; the traffic island is approximately 100m to the east.

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Colney Heath Pavement Assessment

This walking route assessment tool (WEAT) has been prepared by Welsh Active Travel Design Guidance to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (maximum score 40, equivalent to 100%).

Road / route name **Public footpath No.11, from Alban Way to Hatfield Road, sub-route past Homebase**

From: Alban Way to Hatfield Road bus stops Length of route 430m (Google Maps)
Height difference start to finish: less than 2m

Assessor's notes

While undertaking this assessment the assessor met a group from one of the local businesses undertaking work to improve the area to assist them in the recruitment and retention of employees. They provided the following information:

- the roads in the Business Park are not adopted.
- the company which developed the estate has gone bankrupt so the road is now Crown property.
- the road and street lighting suffer from poor maintenance.
- no general parking enforcement across the Business Park, however some businesses do enforce parking control on their land.
- they were trying to clear an overgrown area.
- they expressed concerns over HGVs including speeding and reversing in the road.

This sub-route provides a higher level of surveillance on part of the route.

The HCC Highways Gazetteer confirms this road is not adopted.

Much of the road within the Business Park has double yellow lines to restrict parking, however no parking enforcement notices were observed on this route.

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Map

Route map (Google Earth)



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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness: Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation Street furniture falling into disrepair e.g., paint peeling	Littering and/or dog mess present Seriously overgrown vegetation Street furniture falling into disrepair	1	Sign on Alban Way incorrectly indicating route; path overgrown in places. Streetlight damaged
2 Attractiveness: Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., houses set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	1	The section of the route from Alban Way to the Business Park Road is screened with no or limited lighting in the area; they are not working until near Homepage.
3 Attractiveness: Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	2	
4 Attractiveness: Other	Examples of other attractiveness: Evidence of lighting not present or deficient Temporary features affecting the attractiveness e.g. waste bins Excessive use of guardrails or bollards			0	The road crossing within the Business Park and at the southern end of the Business Park has streetlights not working. The industrial fencing could make the route unattractive to users.
Attractiveness					
5 Comfort: Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked but level pavers). Defects which are unlikely to result in	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	1	Pavements in the Business Park are in a poor state of repair.

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
		a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.			
6 Comfort: Footway width	Able to accommodate all users without give and take or walking on the road; over 2m wide	Footway widths between approximately 1.5 and 2m. Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	1	Variable short lengths are less than 1m with the narrowest only 400mm wide.
7 Comfort: Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road; over 2m wide to accommodate wheel chair users	Footway widths between approximately 1.5 and 2m. Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	0	Two areas of concern: the extended crossing within the Business Park and Hatfield Road; the traffic island on the Hatfield Road is not designed for pedestrians.
8 Comfort: Footway parking	No instances of vehicles parking on footways noted. Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m. Occasional need for give and take between users and walking on the road due to footway parking. Some deviation from desired lines.	Clearance widths of less than 1.5m. Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays. Footway parking caused significant deviation from desired line.	2	
9 Comfort: Gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	
10 Comfort: Other	Example of other comfort issues include: Temporary obstructions restricting clearance width for pedestrians e.g. driveway gates opening on footway			2	

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
	Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces				
Comfort					
11 Directness: Footway provision	Footways are provided to cater for pedestrian desired lines e.g. adjacent to roads	Footway provision could be improved to better cater for pedestrian desired lines.	Footway not provided to cater for the desired lines.	1	
12 Directness: Location of Crossing in relation to Desire lines	Crossing follow the desired lines	Crossings partly divert pedestrians away from desired lines	Crossing deviates significantly from desired lines.	2	
13 Directness: Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	1	Scores 2 for westbound buses; scores 0 for eastbound buses, so scored average of 1.
14 Directness: Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	0	No controlled crossing for eastbound buses
15 Directness: Green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	0	No controlled crossing; significant safety concerns in crossing Hatfield Road for eastbound traffic
16 Directness: Other	Examples could include: Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout			2	
Directness					

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
17 Safety: Traffic volume	Traffic volume low, or pedestrians can keep a distance from moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	1	
18 Safety: Traffic speed	Traffic volume low, or pedestrians can keep a distance from moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	1	
19 Safety: Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility likely to result in collisions	1	Crossing in Business Park due to cars parking and no parking enforcement.
Safety					
20 Coherence: Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	0	No dropped kerbs or tactile paving.
Coherence					
Total Score				21	52.5% Failed

Date of assessment: several lists were made, with the final visit on 28th November 2023

Initials of the person undertaking the study: MFR

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Traffic Speed

Traffic speeds are not fully defined in the Active Travel Design Guidance so the following scoring should be used.

Pavement width	Traffic speed - unrestricted	Traffic speed - 40mph	Traffic speed - 30mph
Pavement >2m wide with min 500mm verge width	2	2	2
Pavement >2m wide, no verge	1	2	2
Pavement 1.5-2m wide with min 500mm verge	0	1	2
Pavement 1.5-2m wide, no verge	0	0	1
Pavement <1.5m wide	0	0	0

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Pavement near Homebase.



Pavement at the southern end of Alban Park near Homebase delivery area.

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Colney Heath Pavement Assessment

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Road / route name **Alban Way to Hatfield Road via the Business Park**

From: Alban Way to Hatfield Road bus stop

Length of route 575m

Height difference less than 2m

Assessor's notes

This is an informal route without any signage through the Business Park. Other access points from Alban Way through the Business Park have been blocked but for this route someone has constructed steps into the Business Park using old sleepers. It would appear to have a level of usage, possibly by people working in the Business Park.

Car parking is a very significant issue on this route during the working week, with cars parked on the pavements and with cars multi-width parked in the roadway in the central area of the route.

The HCC Highways Gazetteer confirms this road has not been adopted.

Much of the road within the Business Park has double yellow lines to restrict parking, however no parking enforcement notices were observed on this route.

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Map



Route map (Google Earth)

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness: Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation. Street furniture falling into disrepair e.g. paint peeling	Littering and/or dog mess present. Seriously overgrown vegetation. Street furniture falling into disrepair	1	Concern over the status of the wooden sleeper steps; they are reclaimed and show levels of rotting.
2 Attractiveness: Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or onto street)	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance. Include where sight lines are inadequate.	1	Limited surveillance on the first part of the route from Alban Way until well into the Business Park due the type of usage of the premises.
3 Attractiveness: Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and/or traffic noise.	2	
\$ Attractiveness: Other	Example of other attractiveness: Evidence of lighting not present or deficient Temporary features affecting the attractiveness e.g. waste bins Excessive use of guardrails or bollards			2	
Attractiveness					
5 Comfort: Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	2	

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
6 Comfort: Footway width	Able to accommodate all users without give and take or walking on the road; over 2m wide	Footway widths between approximately 1.5 and 2m. Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	0	Significant levels of on-street parking, including parking on the pavement, particularly near the car sales and car parts businesses.
7 Comfort: Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road; over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m. Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	0	The traffic island in Hatfield Road required to access east bound buses is not designed for pedestrians.
8 Comfort: Footway parking	No instances of vehicles parking on footways noted. Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m. Occasional need for give and take between users and walking on the road due to footway parking. Some deviation from desired lines.	Clearance widths of less than 1.5m. Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays. Footway parking caused significant deviation from desired line.	0	High level of parking on pavement. Parking near the car sales and car parts businesses.
9 Comfort: Gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	
10 Comfort: Other	Example of other comfort issues include: Temporary obstructions restricting clearance width for pedestrians e.g. driveway gates opening on footway Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			2	
Comfort					

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
11 Directness: Footway provision	Footways are provided to cater for pedestrian desired lines e.g. adjacent to roads	Footway provision could be improved to better cater for pedestrian desired lines.	Footway not provided to cater for the desired lines.	2	
12 Directness: Location of Crossing in relation to Desire lines	Crossings follow the desired lines	Crossings partly divert pedestrians away from desired lines	Crossing deviate significantly from desired lines.	2	
13 Directness: Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossing of road associated indirect, or associated with a significant delay (>15s)	0	Significant delays in crossing Hatfield Road for eastbound buses.
14 Directness: Impact of controlled crossings	Crossings are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	0	No controlled crossings, delays on traffic island in Hatfield Road.
15 Directness: Green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	0	No controlled crossing
16 Directness: Other	Examples of could include: Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout			1	The steps are quite steep and have greater step height than normal, not suitable for wheelchairs or pushchairs.
Directness					
17 Safety: Traffic volume	Traffic volume low, or pedestrians can keep a distance from moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	1	

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
18 Safety: Traffic speed	Traffic volume low, or pedestrians can keep a distance from moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	1	
19 Safety: Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	0	
Safety					
20 Coherence: Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	0	No dropped curbs
Coherence					
Total Score				19	47.5 % failure

Date of assessment: completed on 28th November 2023

Initials of the person undertaking the study: MFR

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Traffic Speed

Traffic speeds are not fully defined in the Active Travel Design Guidance so the following scoring should be used.

Pavement width	Traffic speed - unrestricted	Traffic speed - 40mph	Traffic speed - 30mph
Pavement >2m wide with min 500mm verge width	2	2	2
Pavement >2m wide, no verge	1	2	2
Pavement 1.5-2m wide with min 500mm verge	0	1	2
Pavement 1.5-2m wide, no verge	0	0	1
Pavement <1.5m wide	0	0	0

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Traffic island in Hatfield Road.

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Colney Heath Pavement Assessment

This walking route assessment tool (WEAT) has been prepared by Welsh Active Travel Design Guidance to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as the minimum level of provision overall (max score 40, equivalent to 100%).

Road / route name **Alban Way to Hatfield Road via Lyon Way**

From Alban Way to Hatfield Road Length of route 850m (Google Maps). An additional 180m is required to reach the eastbound bus stop

Height difference: about 3m

Assessor's notes

Car parking on the road and on the pavement in Lyon Way is a very significant issue on this route. Much of Lyon Way has double yellow lines to restrict parking, however enforcement appears to be limited.

On Saturday 26th November 2023, of 10 cars illegally parked, only one had an enforcement notice on it.

On Tuesday 28th November 2023, of the considerable number of illegally parked cars, no vehicle had an enforcement notice.

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Map

Route map (Google Maps)



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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness: Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation. Street furniture falling into disrepair e.g. paint peeling	Littering and/or dog mess present. Seriously overgrown vegetation. Street furniture falling into disrepair	1	Litter and damaged street furniture
2 Attractiveness: Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or onto street)	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance. Include where sight lines are inadequate.	1	Limited due to the nature of the businesses and hours of operation.
3 Attractiveness: Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and/or traffic noise.	1	
4 Attractiveness: Other	Example of other attractiveness: Evidence of lighting not present or deficient Temporary features affecting the attractiveness e.g. waste bins Excessive use of guardrails or bollards			1	Large number of bollards at the Hatfield Road end of Lyon Way which reduce pavement width to below 1m
Attractiveness					
5 Comfort: Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	0	West side of Lyon Way surface is in very poor state of repair with many crossovers (8), the layout of which is confusing as to where they start and finish.

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
		or wheelchairs etc. Some crossovers resulting in uneven surface.			East side - surface in poor repair with 11 crossovers, many of confusing layout, it being unclear where the crossovers start and finish.
6 Comfort: Footway width	Able to accommodate all users without give and take or walking on the road over 2m wide	Footway widths between approximately 1.5 and 2m. Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	0	Most of the route is below 1m of semi-usable pavement.
7 Comfort: Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road; over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m. Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	0	No safety island in Hatfield Road.
8 Comfort: Footway parking	No instances of vehicles parking on footways noted. Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m. Occasional need for give and take between users and walking on the road due to footway parking. Some deviation from desired lines.	Clearance widths of less than 1.5m. Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays. Footway parking causes significant deviation from desired line.	0	Very high levels of parking on the pavement with narrowest width recorded under 200mm.
9 Comfort: Gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	Level
10 Comfort: Other	Example of other comfort issues include:			2	

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
	Temporary obstructions restricting clearance width for pedestrians e.g. driveway gates opening on footway Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces				
Comfort					
11 Directness: Footway provision	Footways are provided to cater for pedestrian desired lines e.g. adjacent to roads	Footway provision could be improved to better cater for pedestrian desired lines.	Footway not provided to cater for the desired lines.	0	Not the most direct route from the application site. For users of eastbound buses a considerable double-back of 180m is required.
12 Directness: Location of crossing in relation to desired lines	Crossings follow the desired lines	Crossings partly divert pedestrians away from desired lines	Crossings deviate significantly from desired lines.	0	No crossings on Hatfield Road.
13 Directness: Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	1	Difficult to cross Hatfield Road for eastbound buses: score 0. Westbound buses score 2; average score 1
14 Directness: Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	1	No controlled crossings. Difficult to cross Hatfield Road for eastbound buses: score 0. Westbound buses score 2; average score 1
15 Directness: Green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1	No controlled crossings. Difficult to cross Hatfield Road for eastbound buses: score 0. Westbound buses

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
					score 2; average score 1
16 Directness: Other	Examples of could include: Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout			2	Routes to bus routes not the most suitable; could score lower.
Directness					
17 Safety: Traffic volume	Traffic volume low, or pedestrians can keep a distance from moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	1	Pavements are narrow with HGVs in close proximity.
18 Safety: Traffic speed	Traffic volume low, or pedestrians can keep a distance from moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	1	
19 Safety: Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility likely to result in collisions	1	Weekends 2 Weekdays 1
Safety					
20 Coherence: Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	0	No tactile paving
Coherence					
Total Score				16	40% failure

Date of assessment: final visit 28th November 2023

Initials of the person undertaking the study: MFR

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Traffic Speed

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Pavement width	Traffic speed - unrestricted	Traffic speed - 40mph	Traffic speed - 30mph
Pavement >2m wide with min 500mm verge width	2	2	2
Pavement >2m wide, no verge	1	2	2
Pavement 1.5-2m wide with min 500mm verge	0	1	2
Pavement 1.5-2m wide, no verge	0	0	1
Pavement <1.5m wide	0	0	0

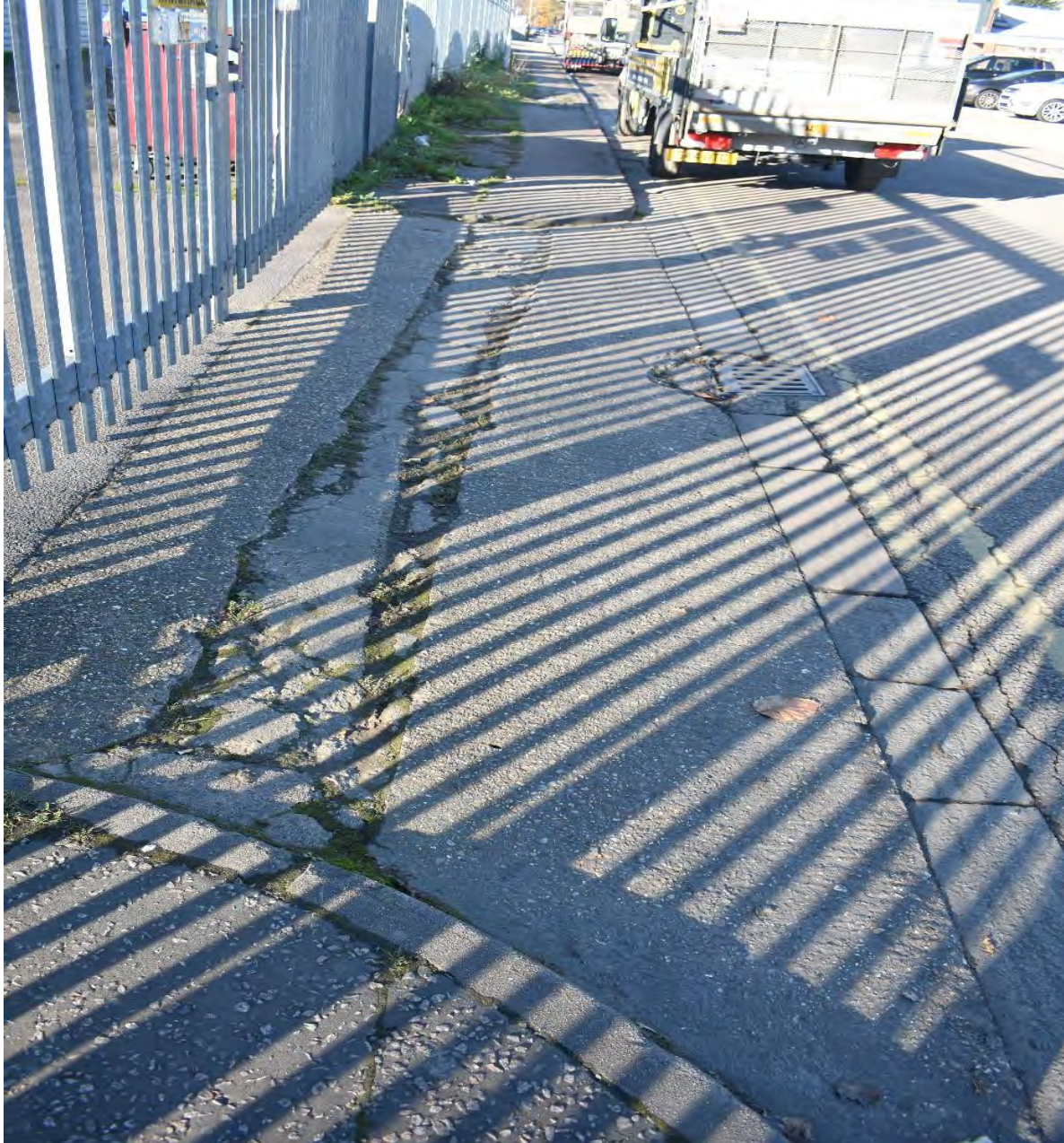
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Examples of cars parking on the pavement



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APPENDIX 4

Demand for secondary school places

School	No. of applicants vs. no. of students admitted (2023 data)	No. of applicants ranking school as 1st choice vs. no. of students admitted (2023 data)	Was the school oversubscribed with regard to first preference applications
Nicholas Breakspear Catholic School	589 applicants for 180 places	184 first choice applicants for 180 places	Yes
Bishop Hatfield Girls School	496 applicants for 150 places	200 applicants for 150 places	Yes
Beaumont School	1269 applicants for 210 places	349 applicants for 210 places	Yes
Onslow St Audrey's	201 applicants for 150 places	127 applicants for 150 places	No
Samuel Ryder Academy	789 applicants for 120 places	145 applicants for 120 places	Yes
Chancellor's School	676 applicants for 210 places	244 applicants for 210 places	Yes
St Albans Girls School	779 applicants for 240 places	228 applicants for 240 places	No
Marlborough School	676 applicants for 212 places	205 applicants for 212 places	No
Townsend School	303 applicants for 150 places	90 applicants for 150 places	No
Verulam Boys School	435 applicants for 186 places (changing to 150 places moving forward)	90 applicants for 186 places (changing to 150 places moving forward)	No
Sandringham School	1064 applicants for 240 places	294 applicants for 240 places	Yes

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School	No. of applicants vs. no. of students admitted (2023 data)	No. of applicants ranking school as 1st choice vs. no. of students admitted (2023 data)	Was the school oversubscribed with regard to first preference applications
Loreto College (Catholic Girls school)	454 applicants for 150 places	126 applicants for 150 places	No
Dame Alice Owen's School (partially selective)	727 applicants for 200 places	339 applicants for 200 places	Yes