

Town and Country Planning Act 1990  
Planning and Compulsory Purchase Act 2004

Appeal by Tarmac

***Land at Colney Heath,  
St Albans***

Response to Queries from Inspector - 17<sup>th</sup> April 2024

Prepared by Simon Tucker BSc (Hons) MCIHT

on behalf of the Appellant

PINS Ref: APP/B1930/W/23/3333685

LPA Ref: 5/22/0599



Transport Planning Consultants



## 1.0 Introduction

1.1 This note provides a written response to queries that were raised by the Inspector via email on the 17<sup>th</sup> April 2024. Each point is covered in turn:

*Paragraph 2.4.1 of the Transport Statement states that a copy of the data and study area is attached at **Appendix C**. Whilst the details of every accident have been included, the Appendix does not include a map of the study area and there is no map showing the crash locations. Please could the appellant provide the appropriate map and a map showing the location and severity of each accident referred to in the data if this is not already included in the map of the study area.*

1.2 The plan showing the extent of the accident assessment and severity of each accident is attached at **Annex A**.

*Paragraph 4.7.4 of Mr Tucker's proof refers to mode share from the 2011 census. This only refers to journeys to work for St Albans 015 and for the District as a whole. There is nothing to explain the extent of this area or consider other journeys. Is there any supporting information available?*

1.3 Plans showing the extent of St Albans District and that for Census Middle Super Output Area "St Albans 015" are attached at **Annex B**. In relation to travel mode share the Census considers journeys to work only. To aid the Inspector on this point, the Census also breaks down one further geographical area to Lower Super Output Area "St Albans 015c" which principally covers the village of Colney Heath. This is shown at Annex B. The data for all three areas is attached at **Annex C** (as an addition to **Appendix SJT7 of CD 9.4**)

1.4 The Lower Super Output area has a slightly higher car mode share (69% vs 59% for the whole of St Albans 015) and lower rail share. The census only reports the principal stage of journey in reporting mode share. At the very local level (i.e people leaving their houses) a significant proportion of the rail trips in St Albans 015 are likely to have originated as a drive from the house to the station car park. The net difference in local car usage is not material.

1.5 With reference to Para 4.7.4 of my proof, the difference between 52% (St Albans as a



whole) and 69% (St Albans 015c) would be circa 3 vehicles per hour and it remains the case that this is not material in the context of wider patterns of movement on the network and there is no conflict with the NPPF in this regard.

*Did the census provide any information about car ownership in the ward and/or the District as a whole? If so, it would be helpful to have it, notwithstanding that it relates to the situation more than 10 years ago. Is there any recent information available about car ownership within Colney Heath?*

1.6 Yes. The census records car availability / ownership by Output Area and District as a whole. These have been collated and are show below for both 2011 and 2021. It should be noted that the output areas names changed between the Censuses and St Albans 015 is now St Albans 021. The geographical area is broadly comparable.

1.7 **Table 1** and **Table 2** below provides the Car availability as provided in both the 2011 and 2021 Census. The overall figures are broadly comparably with an overall average of around 1.6 cars per household in St Albans 015C.

**Table 1** – 2011 Census Car or van availability

area name	St Albans District		St Albans 015		St Albans 015C	
	number	%	number	%	number	%
Total: All households	56,140	100.0%	2,282	100.0%	593	100.0%
No cars or vans in household	7,606	13.5%	236	10.3%	56	9.4%
1 car or van in household	24,108	42.9%	911	39.9%	218	36.8%
2 cars or vans in household	18,196	33.8%	886	38.8%	228	38.4%
3 or more cars or vans in household	5,462	9.7%	249	10.9%	91	15.4%



**Table 2** – 2021 Census Car or van availability

area name	St Albans District		St Albans 021		St Albans 021C	
	number	%	number	%	number	%
Total: All households	58,998	100.0%	2,370	100.0%	627	100.0%
No cars or vans in household	7,573	12.8%	236	10.0%	58	9.3%
1 car or van in household	26,010	44.1%	932	39.3%	226	36.0%
2 cars or vans in household	19,106	32.4%	861	36.3%	231	36.8%
3 or more cars or vans in household	6,309	10.7%	341	14.4%	112	17.9%

1.8 In so far as car ownership is related to mode choice it can be concluded that there are no material changes which affect the use of the 2011 census data for journeys to work.

1.9 It is understood the CHPC survey (CD17.6) did not consider car ownership.

*The National Travel Survey [CD17.3] gives the modal split for journeys across the whole country. Is there any comparable information available from the highway authority for St Albans or Colney Heath?*

1.10 With respect to National Travel Survey Data there is some disaggregation by region but not at a District Level (i.e for St Albans) and the size of the data set would in any event be very small.

1.11 For analysis purposes I am not aware of further data used by HCC in the public domain. The LCWIP provides some data based on a model prepared for HCC by their consultant, WSP. The data is not currently published in full nor is it in front of the inquiry (CD17.2 being the executive summary of the LCWIP). Relevant extracts from the Appendices to that LCWIP are therefore attached at **Annex D**.

1.12 The starting point for the LCWIP was to take the Propensity to Cycle Travel Toolkit (as recommended by DfT LCWIP guidance). However, given the limitations of that Toolkit (it only covers journeys to work and school), the St Albans LCWIP is based on a GIS model



for Hertfordshire which has a similar functionality to the PCT but is customisable in terms of the origins, destinations and network that is input.

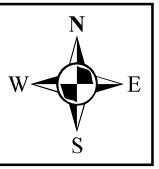
1.13 This considers a wide range of destinations and has been derived to test the “the county council’s vision: “To have a reasonable standard of access for all by appropriate transport to the key services of health, learning, work, food shopping and leisure” (Ref Para 1.2.48). Table 4 of the extract sets out the wide range of uses considered, and the journey times assessed for each.

1.14 The detail for individual areas is not published but as confirmed by Appendix J, the modelling led to the inclusion of Colney Heath Lane as a prioritised route with improvement to the crossing at the southern end as referred to in my evidence at Para 4.6.12 and 4.6.13. This confirms the outcome of the assessment would have concluded that there was sufficient propensity for demand in this location to warrant intervention.

SJT – 19<sup>th</sup> April 2024

## **Annex A**

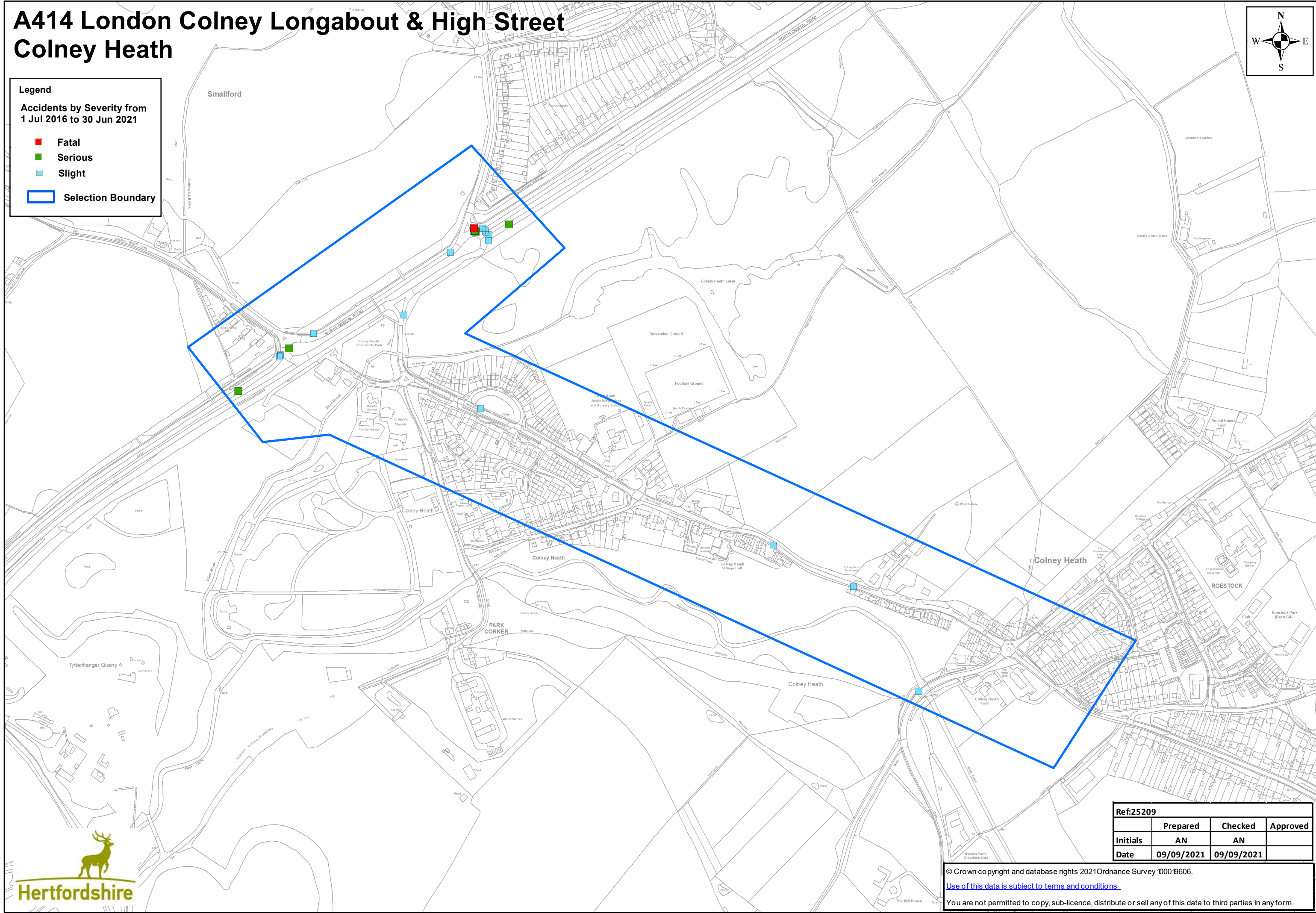
# A414 London Colney Longabout & High Street Colney Heath



**Legend**

Accidents by Severity from  
1 Jul 2016 to 30 Jun 2021

- Fatal
- Serious
- Slight
- Selection Boundary



Ref:25209			
	Prepared	Checked	Approved
Initials	AN	AN	
Date	09/09/2021	09/09/2021	

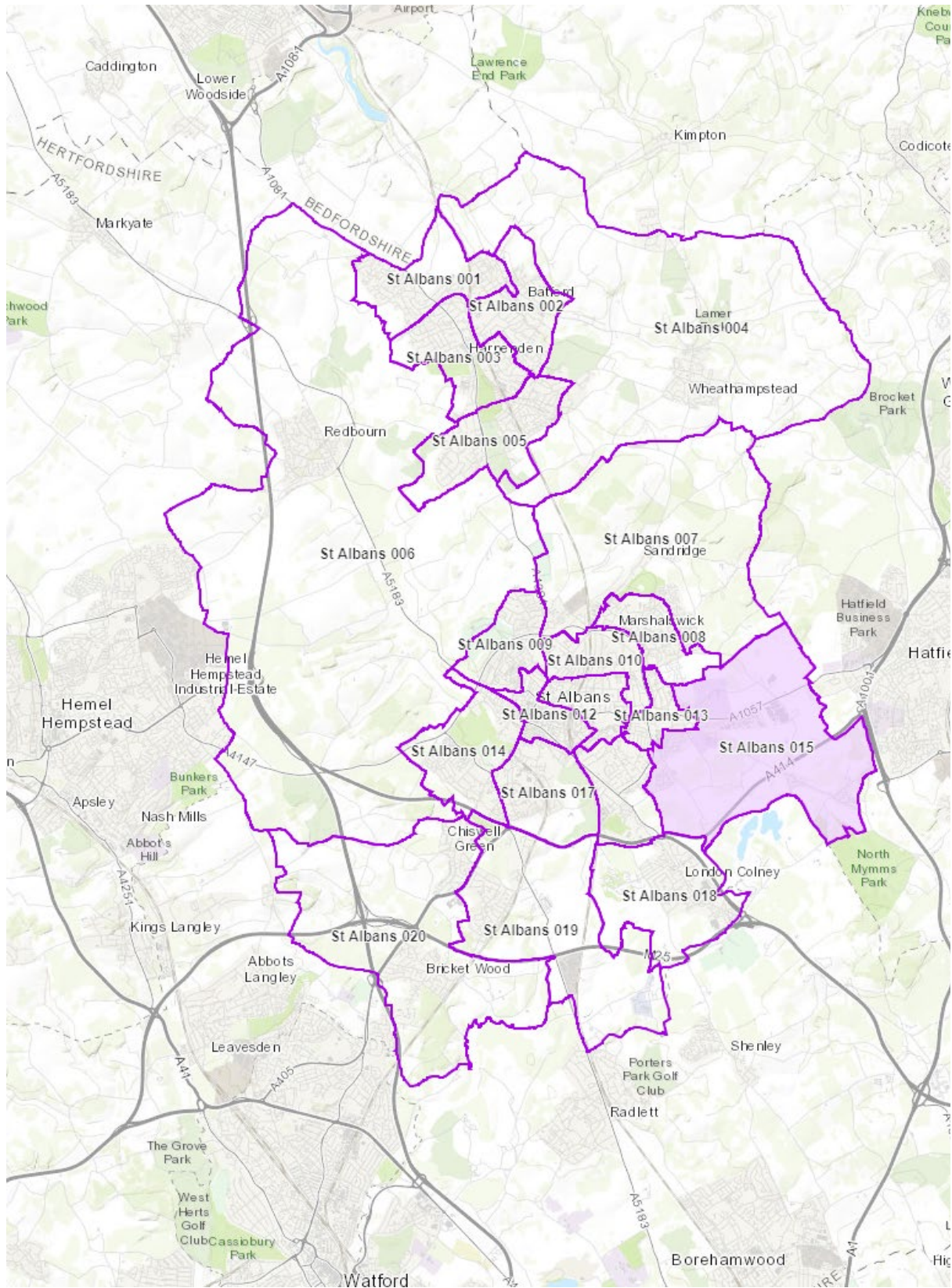


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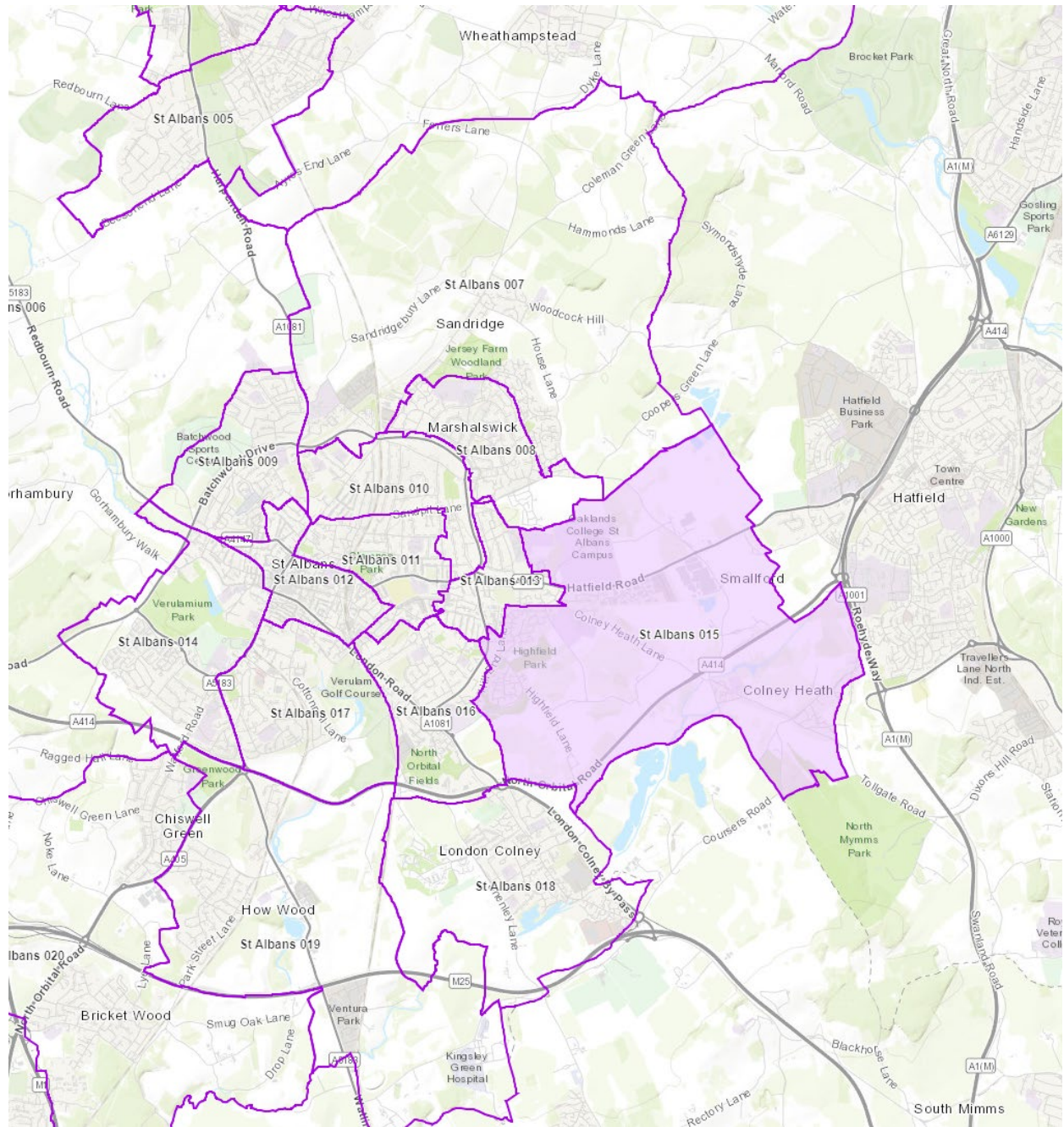
## **Annex B**



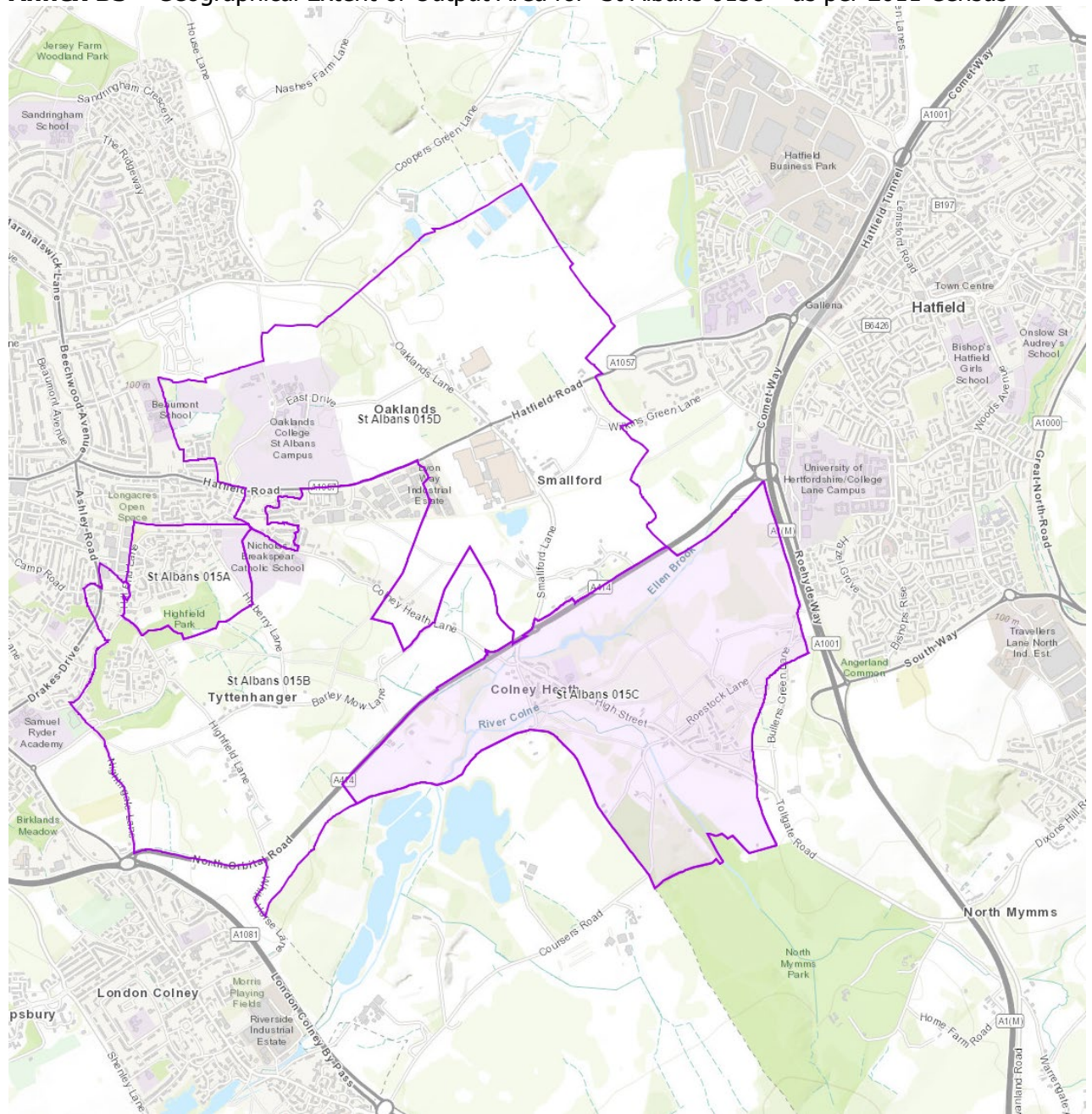
**Annex B1 – Geographical Extent of Output Area for St Albans – as per 2011 Census**



**Annex B2 – Geographical Extent of Output Area for St Albans 015 – as per 2011 Census**



**Annex B3 – Geographical Extent of Output Area for St Albans 015c – as per 2011 Census**



## **Annex C**

2011 Census – Journey to Work Mode Share

	Work mainly at or from home	Underground, metro, light rail, tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
St Albans 015C	11%	2%	6%	2%	0%	1%	69%	6%	1%	2%	0%
St Albans 015	13%	1%	14%	2%	0%	1%	59%	3%	1%	4%	0%
District	13%	1%	18%	2%	0%	1%	52%	3%	2%	8%	0%

2011 Census – Journey to Work Distances

	Less than 2km	2km to less than 5km	5km to less than 10km	10km to less than 20km	20km to less than 30km	30km to less than 40km	40km to less than 60km	60km and over	Work mainly at or from home	Other
St Albans 015C	6%	16%	21%	18%	12%	2%	1%	2%	11%	10%
St Albans 015	8%	18%	13%	15%	16%	4%	2%	2%	13%	8%
District	12%	12%	14%	13%	10%	14%	2%	2%	13%	8%

## **Annex D**

St Albans District

# **LCWIP – RURAL CONNECTIVITY**

HCC / SADC

APPENDIX (PUBLIC)

PROJECT 70080342

JULY 2023

# VERSION CONTROL

<b>Issue/revision</b>	<b>First issue</b>	<b>Revision 1</b>	<b>Revision 2</b>	<b>Revision 3</b>
<i>Remarks</i>	DRAFT	DRAFT	Consultation document	Post-consultation FINAL
<i>Date</i>	December 2022	January 2023	February 2023	July 2023
<i>Prepared by</i>	ET	ET	ET	ET
<i>Signature</i>	ET	ET	ET	ET
<i>Checked by</i>	NF	SJ, WF	SJ, NF, WF, RT	AV, WF, SJ, CB
<i>Signature</i>	NF	SJ, WF	SJ, NF, WF, RT	AV, WF, SJ, CB
<i>Project number</i>	70080342	70080342	70080342	70080342
<i>Report number</i>	SADC-LCWIP-001	SADC-LCWIP-001	SADC-LCWIP-001	SADC-LCWIP-001



1.2.47. Whilst principally this strategy would apply after the LCWIP projects have been completed, maintenance of the existing network is a key part of maintaining a cohesive route and provides additional opportunities for enhancement using an endorsed one-and-done approach. Additionally, future maintenance requirements or asks can now be considered at intervention stage and shared with the maintenance team, ensuring that designs do not create future maintenance burdens and facilitating all aspects of the strategy.

### **Accessibility Strategy**

1.2.48. The Accessibility Strategy promotes the county council's vision: "To have a reasonable standard of access for all by appropriate transport to the key services of health, learning, work, food shopping and leisure"

1.2.49. As a supporting strategy for LTP4, there are strong links with existing policy requirements around sustainable transport modes and though the document has a self-recognised focus on bus and rail journeys (due primarily to the urban/rural mix of the county and journey time statistical analysis published by the DfT).

1.2.50. Principally, the document serves as a strategic analysis of existing accessibility within Hertfordshire, based around distance to services using the TRACC software to isolate distance and access via travel modes. The methodology is extensively documented within the strategy, but the key recognition is that fourteen of the sixteen recognised services are accessible to 95% of the population within the upper journey time thresholds (Table 4). As noted, this is skewed towards bus and rail journeys rather than active travel means, however as part of the analysis a considerable amount of data has been generated which, again, can be leveraged to provide base analysis for the LCWIP in terms of both transport demand and availability of alternative route options.

**Table 4 - Accessibility Strategy - Lower and Upper Thresholds to Services**

<b>Service</b>	<b>Lower Threshold (mins)</b>	<b>Upper Threshold (mins)</b>
Primary Schools	15	30
Secondary Schools	20	40
Further Education (All)	30	60
Further Education Colleges*	30	60
YC Hertfordshire Centres*	20	40
Hospitals (All)	30	60
Hospitals A&E*	30	60
Doctor's Surgeries (GPs)	15	30
Pharmacies*	15	30
Dentist*	15	30
Employment (500+ jobs)	20	40
Job Centres*	20	40
Town Centres	15	30
Libraries*	20	40
Bus Stations*	20	40
Train Stations*	20	40

\*assumed thresholds based on DfT information

### **Rural Transport Strategy**

1.2.51. The Rural Transport Strategy is to assist in the delivery of LTP4 policies within the context of rural transport, recognising that for rural residents (roughly 12% of the Hertfordshire population) there are often transport-related barriers to accessing services which mean the motor car remains the dominant transport choice.

- 1.2.52. Primarily, the document serves to translate what may otherwise appear more urban-centric strategies and policies included within other documents – such as the LTP4 ambitions for active travel – into the rural context, recognising the unique barriers and opportunities presented to rural communities and additionally the distances involved in travelling to access core services.
- 1.2.53. Whilst the LCWIP is likely to focus on urban areas, in line with both government guidelines and a need to maximise potential users, the strategy does recognise that even ostensibly urban centric strategies provide a positive impact on rural transport; either by reducing the volume of vehicles on the carriageway and thereby congestion or by providing an acceptable last stage of the journey that makes other modes (such as bus or rail) a more attractive option.
- 1.2.54. Connections to and from rural communities will be included as trip generators and origin/destination points as part of the LCWIP process and will likely influence corridor if not route selection depending on the nature and volume of trips undertaken.

### **Rights of Way Improvement Plan**

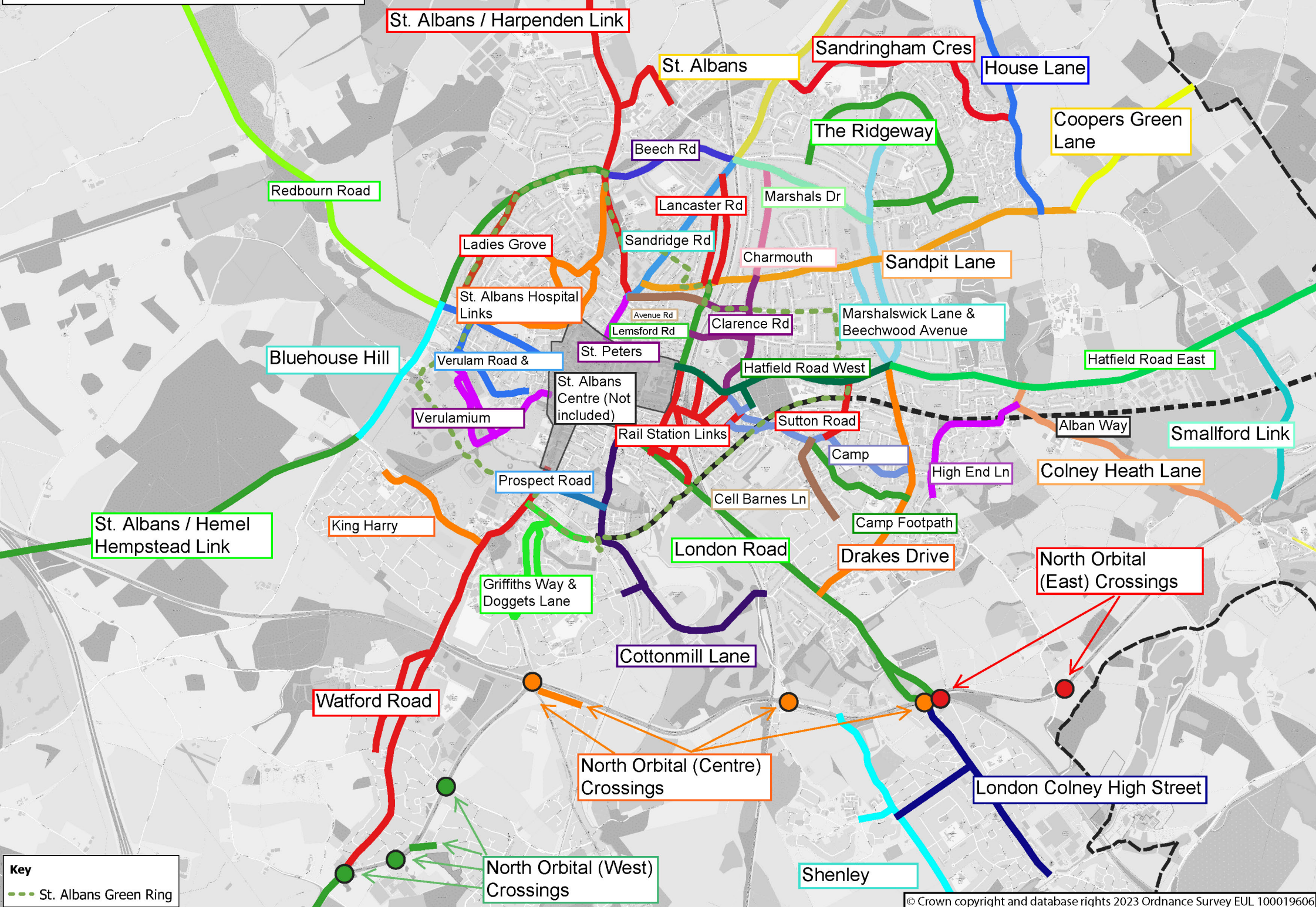
- 1.2.55. The Rights of Way Improvement Plan (RoWIP) provides the framework for the changes, enhancements, and improvements to Hertfordshire’s extensive Right of Way network, aiming to provide better provision for walkers, cyclists, and equestrians regardless of ability level or familiarity with the network.
- 1.2.56. The plan recognises that the majority of users of the Hertfordshire Right of Way network are walkers, cyclists, and horse riders; the reasons for usage ranging from leisure and exercise through to desiring off-road routes and a network more suitable for the usage case than mingling with higher speed vehicles or busier traffic. Barriers identified include poor surface conditions, obstructions caused by structures or vegetation, and a lack of promotion of the network that may hinder or prevent usage by those that would otherwise benefit from access to the network.

# Appendix J

## **KEY FOR PRIORITISED ROUTES (Post Consultation)**



**St Albans City - Locations of Prioritised Routes**



**Key**  
--- St. Albans Green Ring