

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

Appeal by Tarmac

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

Proof of Evidence on Transport and Accessibility

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on behalf of the Appellant

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

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Transport Planning Consultants

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1.0 Qualifications And Experience

- 1.1 My name is Simon John Tucker. I am a Director of DTA Transportation Ltd, Transportation Planning Consultants. The consultancy specialises in expert advice on transport related issues throughout a broad range of projects for both the public and private sector. In particular, our expertise lies in evolving transportation strategies, identifying solutions and negotiating agreements.
- 1.2 I am a Member of the Chartered Institute of Highways and Transportation, a graduate member of the Institution of Civil Engineers. I hold an Honours Degree in Civil Engineering from the University of Manchester.
- 1.3 I have 25 years' experience in the field of Transport Planning. I have prepared transport and traffic reviews, Transport Assessments and contributed to the process of Environmental Impact Assessment for a wide range of projects for both the public and private sector. I have appeared as an expert witness at numerous Section 78 and Local Plan Inquiries and Hearings.
- 1.4 The approach I have taken to this evidence and the methodology of the Transport Assessment work that supports it is consistent with that adopted for all developments of this form and scale. It is in accordance with the assessment methodology required by the National Planning Policy Guidance that has been accepted on numerous occasions by Local Highway Authorities, planning authorities, Inspectors on appeal and the Secretary of State on recovered appeals.
- 1.5 I have worked on a significant number of planning applications and developments within Hertfordshire and am fully acquainted with the County Council's development control requirements as Local Highway Authority (LHA).
- 1.6 I have been instructed on behalf of the Appellant on this site since 2021.
- 1.7 The following has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are my true professional opinions.



2.0 Scope and Nature of Evidence

2.1 This evidence has been prepared on behalf of the Appellant in support of its appeal against the refusal by St Albans City & District Council of an application for:

"Outline application (means of access sought) for up to 45 dwellings including new affordable homes, with areas of landscaping and public open space, including points of access, and associated infrastructure works".

2.2 The application was reviewed in detail by Hertfordshire County Council ("HCC") as the local highway authority and they raise no objection to the application, subject to conditions and S106 contributions – all of which are agreeable to the Appellant.

2.3 In terms of the chronology of the application, on 11th April 2022 they originally recommended an objection (**CD17.4**) based on the following reasons:

Pedestrian Access Concerns

- The Highway Authority are concerned the footway network to the east of the site is unsuitable to support the proposed development. The proposed development is expected to result in an increase in vehicular trips, with all vehicles routing on the High Street, and therefore increasing the number of potential conflicts and severance for pedestrians whilst reducing the level of pedestrian comfort and attractiveness of walking.
- The access bellmouths for both the High Street 96-106 and Park Lane are unnecessarily wide and represent a risk to pedestrian safety as the width allows vehicles to enter and exit at high speeds. Additionally, there is no formal pedestrian crossing on the High Street that falls on a pedestrian desire line to serve pedestrian trips which route to/from the east of the private access drive and wish to access the primary school entrance on the private access.

Vehicular Access

- In order to provide a proposed access in line with HCC LTP Policy 1, the access arrangement must be updated to provide a continuous footway crossover instead of the currently proposed bellmouth arrangement.



- The Highway Authority note that the 85th percentile recorded speeds slightly exceed the 30mph speed limit and therefore the (y) visibility splays must be updated based on MfS calculations.
- It is noted that no Swept Path Drawings have been submitted at the access. A swept path drawing that shows a large car stationary at the give way line whilst a large car manoeuvres a left turn & right turn into the access must be submitted.

Parking

- The Highway Authority are concerned the proposed changes to the private access road will lead to a displacement of 'unofficial' parking for Colney Heath School & Nursery and football club. No details of current usage have been provided and therefore the Highway Authority are concerned the displacement of parking may result in inappropriate and unsafe parking occurring on sections of the surrounding highway and footway network.
- The applicant must submit additional details, including a parking survey during peak school times, that demonstrates the loss of potential parking area will have a negligible impact to safety.
- Once these issues have been suitably resolved, the Highway Authority will be in a position to raise no objection subject to planning conditions and obligations.

2.4 In response to that, DTA produced 23356-03 Transport Note Final dated 9th August 2022 (**CD5.1**) responding to the objections raised. HCC subsequently confirmed on the 22nd November 2022 (**CD17.5**) that:

"The Highway Authority have reviewed the amended development proposals and does not wish to raise an objection subject to the inclusion of planning conditions, informatives, obligations and agreements."

2.5 The acceptability of the proposals was subject to a S106 agreement providing a sustainable transport contribution of £307,170. This contribution will go towards, but not limited to, Package 30 of the South-Central Hertfordshire Growth and Transport Plan. Package 30 (see **Appendix ST 1**) includes the following measures:



- Improving the A414 cycleway between London Colney and Hatfield to facilitate cycle journeys.
- A414 Colney Heath Longabout Improvements.

2.6 Because the works to the A414 Colney Heath Longabout have been completed the S106 now refers to the contribution being:

"towards the cost of sustainable transport improvements in the County area including, but not limited to package 30 of the South-Central Hertfordshire Growth and Transport Plan such as A414 active travel improvements between London Colney and Hatfield and those identified in the St Albans Local Cycling and Walking Infrastructure Plan (November 2023) such as improvements between St Albans to Colney Heath and and/or other such provisions serving the Development"

2.7 The Conditions included details of layout access design, implementation of the off-site highway works and construction management.

2.8 These conditions and obligations are acceptable to the Appellant. The County Council have been contacted in respect to entering into a Statement of Common Ground on highway and accessibility matters. They have confirmed that given they do not object to the application (on any grounds) they have no further comments to make in the context of the Inquiry.

2.9 St Albans City & District Council, as the Local Planning Authority (LPA) refused the application on 25th May 2023 (**CD6.2**). The reasons for refusal ("RfR") are stated below:

1. The site is within the Metropolitan Green Belt and the proposed development represents inappropriate development within the Green Belt, as set out in the National Planning Policy Framework 2021. In addition to the in-principle harm to the Green Belt by reason of inappropriateness, other harm is identified as a result of the proposed development in terms of: its detrimental impact on the openness of the Green Belt, harm to Green Belt purposes, harm to landscape character, the adjacent Grade II listed building, loss of high quality agricultural land, and the impacts on social and physical infrastructure. The potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is not clearly outweighed by other considerations; and as a result the Very Special Circumstances required to allow for approval of inappropriate development in the Green Belt do not exist in this case. The proposal is therefore contrary



to the National Planning Policy Framework 2021 and Policy 1 of the St Albans District Local Plan Review 1994.

2. In the absence of a completed and signed S106 legal agreement or other suitable mechanism to secure: Education provision in the form of new primary school, secondary school, nursery and childcare provision; Special Educational Needs and Disabilities provision; Library service provision; Youth Service provision; Play Areas, Parks and open Spaces and Leisure and Cultural Services provision; Affordable Housing provision; Highway Works including provision for Sustainable Transport; the infrastructure needs of the development would not be met and the impacts of the proposal would not be sufficiently mitigated. The proposal is therefore contrary to the National Planning Policy Framework 2021 and Policy 143B (Implementation) of the St. Albans District Local Plan Review 1994.
- 2.10 Matters relating to S106 are being resolved and there are no highway safety, access or accessibility objections to the appeal scheme from either the Statutory Highway Authority or indeed the Local Planning Authority.
- 2.11 As confirmed in *Shadwell Estates Ltd v Breckland DC and Pigeon (Thetford) Ltd [2013] EWHC 12 (Admin)*, the views of the relevant statutory consultee (here the Highways Authority) should be given considerable weight, and that there should only be departure from those views where there are clear and compelling reasons to do so.
- 2.12 The LPAs Statement of Case (**CD7.2**) at Para 5.58 confirms that:

“The Council will not suggest that the sustainability of the site’s location is a reason for refusal, but will show that, conversely, the location of the site is not a matter that weighs in favour of the grant of planning permission and that future residents will be dependent on cars for access to day to day facilities.”
- 2.13 This position is not agreed. The LPA apply wholly the wrong considerations in respect of the policy requirements of Chapter 9 of the NPPF. They have failed to properly consider the benefits of the scheme in terms of accessibility.
- 2.14 My evidence concludes that the settlement of Colney Heath has established transport links including public transport, with bus, foot and cycle links within the settlement connecting well to the adjacent community and good road links to the principal road network. The need to travel is reduced by the facilities available within Colney Heath.



- 2.15 In that context, the site is well located with respect to accessing primary education and is within acceptable distances to key facilities and amenities within Colney Heath. Accessibility by all modes is good and a convenience store and post office, primary school and leisure facilities are within the average trip lengths from the National Travel Survey as a whole, therefore the location of the site in accessibility terms is consistent with national comparators.
- 2.16 My evidence also considers and confirms matters in terms of highway safety / access and traffic impact have all been adequately addressed, and the scheme is fully compliant with the requirements of the NPPF and HCC's Local Transport Plan.

Summary

- 2.17 This evidence therefore addresses the position of the scheme in light of both the NPPF requirements and those of local policy.
- 2.18 Those policies have been considered in detail. The impact of the scheme has been considered through a thorough (and agreed) Transport Assessment process which identifies appropriate mitigation measures for safety and accessibility. The scheme is therefore compliant with relevant national and local policy.
- 2.19 There are no grounds to refuse the appeal scheme on the basis of highway safety, traffic impact or accessibility.
- 2.20 Furthermore, positive weight should be given in the overall planning balance to the transport attributes to the scheme.



3.0 Planning Policy Context

3.1 National Planning Policy

National Planning Policy Framework (December 2023)

3.1.1 NPPF sets out the Government's planning policies for England and how these are expected to be applied. Whilst the Framework has been updated since its original publication, there has been no significant change in transport related requirements.

7. The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner.

3.1.2 Achieving sustainable development means that the planning system has three overarching objectives which are an economic objective, a social objective, and an environmental objective.

9. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11)

3.1.3 Such local circumstances must be considered in the appraisal of the transport implications of a development.

89. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

3.1.4 In specific relation to transport issues it is confirmed at para 108 and 109 that:

108. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;



- b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodates;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

109. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

3.1.5 Clearly, the Framework is not prescriptive about the sustainable transport solutions but recognises that this will be defined by context including scale and location..

3.1.6 The Framework sets the following transport propositions in relation to development:

114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been - taken up, giving the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

3.1.7 The Framework at paragraph 115 sets a high bar for refusal of an application on highway impact grounds.



115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

3.1.8 Paragraph 116 of the NPPF goes on to say that:

116. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid necessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

3.2 Local Planning Policy

St Albans City and District Council Local Plan (2041)

3.2.1 St Albans District Council are preparing a new Local Plan which will replace the District Local Plan 1994. The new Local Plan highlights the delivery of new infrastructure for existing and new developments.

Hertfordshire County Council Local Transport Plan (2018-2031)

3.2.2 The Local Transport Plan was adopted in 2018. It sets out how transport can help deliver a positive future vision for Hertfordshire by having a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage whilst also providing for safe and efficient travel'.



3.2.3 The plan also considers how future planning decisions and emerging technology might affect the way that transport needs to be provided in the longer term. The key transport policies are set out in from Policy 1 to 9 (see **CD17.1**).

3.3 **Conclusions and Appropriate Approach to Policy Considerations**

3.3.1 As discussed above, the overarching aim of the planning system is to deliver sustainable communities reflecting the economic, social and environmental objectives as reflected in the Framework. This evidence considers the transport implications in relation to the transport policies contained therein. As set out above, these policies are nuanced and reflect that the needs of an area will be specific to that area. There is however a risk that these policies are inappropriately reframed as highlighted for example in the Taylor Review (2008).

'the emphasis on sustainability is too often being interpreted so narrowly at regional and local levels as to describe any or most development in smaller and rural communities as unsustainable in principle.'

'In essence, otherwise beneficial development can only be approved if the settlement is considered sustainable in the first place. Failure to overcome this hurdle essentially stagnates the settlement – freezing it in time – potentially for the life of the adopted development plan. This cannot be sound planning, since it makes such communities less, not more, sustainable.'

'Since we are not going to bulldoze our villages and start again, and people are going to continue to live in them, the key emphasis of the planning system (at all levels) needs to move away from asking "is this settlement sustainable?"; to "will this development enhance or decrease the sustainability of this community – balancing social, economic and environmental concerns?'

Taylor Review (2008)

3.3.2 Based on the above, the Framework sets three tests in respect of transport issues:

Proposition 1 – Have appropriate opportunities to promote sustainable transport modes been taken up, given the type of development and its location?

Proposition 2 – Can safe and suitable access to and within the development be satisfactorily achieved for all people?

Proposition 3 – Can the impact of the development (including the impact of traffic) be safely and satisfactorily accommodated or mitigated?



- 3.3.3 Proposition 1 requires the identification of barriers to sustainable transport and consideration of whether these barriers can be removed. It may therefore be appropriate to introduce or improve a bus stop or provide a formal crossing on a busy road. The proposition does not require that **all** travel demand can be addressed by active travel modes and public transport, particularly in more rural areas.
- 3.3.4 In that regard, for reasons discussed in more detail below, the approach taken in the Tollgate Road Decision Letter (APP/B1930/W/23/3323099) – **CD14.37**) in respect of accessibility considerations is inconsistent with the balance required by the NPPF in terms of assessing accessibility.
- 3.3.5 In particular, the balance applied by the inspector unduly narrowly framed the transport proposition focusing on car travel to medical facilities (Para 89). The NPPF does not require (or expect) all developments to be accessible to all travel modes to all facilities. It requires a balanced consideration of the overall accessibility characteristics of the development. This should be considered in the context of the site location and scale.
- 3.3.6 By way of example a more appropriate (and in my view correct) approach to this matter was taken by Inspector Porter (APP/G1630/W/20/3259637) (**CD14.38**). This was for a similar level of development in a settlement with very similar characteristics. Their consideration of the Para 105 tests (now Para 109) where thus:

13. Alderton is a rural village that includes, amongst other things, a primary school, public house, village store and post office, church, recreational provision, and a bus service to Cheltenham. The appeal site is situated where future residents of the appeal scheme would be able to access easily, and safely, what local services and community facilities Alderton offers by foot or by bicycle.

14. In all reasonable likelihood, the majority of journeys from the proposed development to access employment, secondary schools, medical care, shopping and public transport will be done by private car and involve turning out of the village. Yet, I am mindful that the revised Framework recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in decision-making.



15. I do not wish to speculate on the reasons why the Highway Authority withdrew its previous objection to locational sustainability of the proposal but the Parish Council has maintained an objection. However, I heard and read evidence that convinces me there would be no severe impacts on highway safety or effect on the wider highway network in terms of demonstrably increasing congestion. The location of the appeal site would provide some choice of access to services and facilities by sustainable modes, even if that choice might not be extensive and involve limitations. I conclude that the proposed development would ensure safe and suitable access to services and facilities by transport modes other than private car.

3.3.7 Proposition 2 and 3 are more binary tests which require consideration of the safety of the access arrangements and the impact of the development in terms of both safety and traffic capacity. These are not disputed by any statutory consultee but have been included as part of the Main Issues by the inspector and in the Parish Council Statement of Case (**CD7.3**) and are therefore covered below for completeness.



4.0 Proposition 1 - Have appropriate opportunities to promote sustainable transport modes been taken up, given the type of development and its location?

4.1 Type and Scale of Development

4.1.1 The development proposes a total of 45 dwellings. The scale of development falls below the HCC threshold for requiring a Travel Plan.

4.1.2 To assess the scheme against the NPPF requirements it is important to consider the journey purpose of trips undertaken by the development and what that equates to in terms of trips from the development. The journey purposes within travel demand estimates have been disaggregated with reference to the National Travel Survey (NTS) Table NTSQ03010 to inform the distribution of the development trips on the local transport system. The resulting AM and PM trip purpose is presented in **Table 1** below.

Table 1 – Proportion of Peak Hour Trips by Journey Purpose

Trip Purpose	AM Peak Hour (0800-0900)	PM Peak Hour (1700-1800)
Commuting/ Business	38%	44%
Education/ Escort Education	29%	3%
Shopping	5%	13%
Personal Business	23%	23%
Leisure/Other	6%	18%
Total	100%	100%

4.1.3 Applying the proportions from **Table 1** to the residential development vehicular trips, as set out in Table 7 of the DTA 23356-01a Transport Assessment (**CD4.18**), the number of vehicle trips by journey purpose is presented in **Table 2** below. The trip rates and distribution assumptions are agreed with the LHA (see Page 3 of their 11th April 2022 response).



Table 2 – Peak Hour Vehicle Trips by Journey Purpose

Trip Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	In	Out	Total	In	Out	Total
Commuting/ Business	2	6	9	7	3	10
Education/ Escort Education	2	5	7	0	0	1
Shopping	0	1	1	2	1	3
Personal Business	1	4	5	4	2	5
Leisure/ Other	0	1	1	3	1	4
Total	6	17	23	16	7	23

4.1.4 **Table 2** shows the majority of vehicle trips are undertaken for education and commuting during the morning peak and commuting and leisure during the evening peak. Trips undertaken for shopping, personal business and leisure are relatively low particularly during the morning peak.

4.1.5 In absolute terms the level of demand is minimal.

4.2 Context

4.2.1 To meet the existing and future needs of the community, Colney Heath should be allowed to adapt. Demographic changes will happen over the next ten years and beyond. Department of Transport TEMPRO forecasts reports that within the District it will grow in the period 2024 to 2034 with household sizes forecast to reduce from 2.52 persons per household to 2.41 persons per household. The forecasts suggest that the number of persons under sixteen will reduce by 11%. The number of persons over seventy-five will increase by 20%.

Table 3 – TEMPRO 8.1 Planning Data (MSOA: St Albans 015)

	Age			Total	HHs	Jobs	Workers
	< 16	16 to 74	75+				
Growth Factor (2034 Data/2024 Data)	0.8934	1.0122	1.1949	0.9954	1.0421	1.0322	1.0098
Future Year (2034) - Base Year (2024)	-161	53	79	-29	104	137	32
Base Year (2024)	1,510	4,332	407	6,249	2,471	4,255	3,240
Future Year (2034)	1,349	4,385	487	6,220	2,575	4,392	3,271

4.2.2 These forecasts do not imply that unfettered growth would be appropriate but, clearly a



proportionate level of development will increase the sustainability of the community allowing residents to meet their needs, to up or downsize, to remain local without dispersing family and social networks and in support of the amenities within the village.

- 4.2.3 The proposed development is for only 45 houses, and is an appropriately modest increase which will support the support the sustainability of the community.
- 4.2.4 Colney Heath has facilities and services, including a primary school and pre-school, village hall, public house, church, hairdressers, takeaway, and a village store / post office. These facilities and services are all safely accessible on foot or cycle for residents of the proposed development, with the majority located on the High Street. That position is agreed by the LPA and LHA.
- 4.2.5 The accessibility of these facilities close to the development means that a number of day to day needs could be met without the reliance on a private car.
- 4.2.6 The Highway Authority clearly considered the appropriate policy test as set out above because in their original consultation response of the 11th April 2022 (**CD17.4**) they noted that *the site is in a location that is car dependent due to limited number of local amenities, employment opportunities, and public transport (rail) in close proximity. Therefore, to make the site acceptable in planning terms, mitigation through enhanced pedestrian improvements outlined under the 'pedestrian access' subheading is sought as this will help encourage trips by active travel modes. In addition to this, to help mitigate the impact of the development, S106 Sustainable Transport planning obligations are sought.*
- 4.2.7 The pedestrian improvements outlined under the 'pedestrian access' subheading are set out below:

The access bellmouths for both the High Street 96-106 and Park Lane are unnecessarily wide and represent a risk to pedestrian safety as the width allows vehicles to enter and exit and high speeds.

Additionally, there is no formal pedestrian crossing on the High Street that falls on a pedestrian desire line to serve pedestrian trips which route to/from the east of the private access drive and wish to access the primary school entrance on the private access.



To make the planning application acceptable in-line with HCC Local Transport Plan Policies 1,2,5 and NPPF paragraphs 110(a, b) & 112 (a,b,c), the applicant must provide pedestrian infrastructure improvements to the off-site pedestrian network that resolve the above concerns. Once these improvements are submitted and found to be satisfactory, the Highway Authority will be in a position to raise no objection subject to planning conditions and obligations.

Additionally, it is noted that the 85th percentile speeds on the High Street exceed the stated 30mph speed limit and therefore improved pedestrian crossings on the section of High Street to the east of the site will informally act as a traffic calming measure.

- 4.2.8 DTA produced 23356-03 Transport Note_Final dated 9th August 2022 (**CD5.1**) which proposed the requested improvements. This included widening to the footway to 2.0m wide and provide dropped kerbing with tactile paving near the junction of Park Lane. It was proposed to reduce the bellmouths for Park Lane and High Street 96-106. Dropped kerbing with tactile paving will also be provided at High Street 96-106 to facilitate pedestrian desire lines.
- 4.2.9 The Highway Authority in their second consultation response dated 22nd November 2022 confirmed that having reviewed the proposals they were satisfied they overcome a number of pedestrian access concerns for future residents and existing neighbouring residents.
- 4.2.10 Paragraph 109 of the Framework expects significant development to be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. It says opportunities to maximise sustainable transport solutions will vary between urban and rural areas.
- 4.2.11 Paragraph 114 of the Framework also seeks to ensure that in assessing sites, appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location. In this case the development proposals comprise of up to 45 dwellings and is significantly less than other residential developments that have come forward recently including Roundhouse Farm, a residential development of 100 dwellings (approved) and Land to the rear of Tollgate Road comprising 150 dwellings (refused).



4.2.12 The following section outlines the accessibility of the proposed development to local services available in Colney Heath.

4.2.13 In terms of the broad accessibility to existing services, it is generally accepted that walking offers the greatest potential to replace short car trips, particularly for trips less than 2km. Further, a cycling distance of 5km is acknowledged as being representative of an acceptable cycling distance for most cyclists, particularly for journeys to work.

4.2.14 Paragraph 4.4.1 of Manual for Streets (Dft, 2007) confirms that:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

4.2.15 Page 20 of the National Design Guide clarifies that as a definition “walkable” is where local facilities are within walking distance, generally to be no more than a 10 minute walk (800m radius).

4.2.16 Table 3.2 of IHT’s Providing for Journeys on Foot confirms that journeys on foot suggest that for commuting, walking to school and recreational journeys, distances of 2 km can be considered acceptable. This guidance dates from 2000 and it is generally accepted that the MfS approach of 2km walkable neighbourhoods is the most appropriate benchmark.

4.3 Pedestrian and Cycle Access

4.3.1 High Street has lit footways on both sides of the carriageway and approximately 60m north of the site access there is a zebra crossing.

4.3.2 To the north High Street connects to the A414 North Orbital Road via a signalised toucan



crossing or footbridge. The A414 has a wide footway along the northern side of the carriageway. To the south the High Street links to Tollgate Road which has footways on both sides of the road.

- 4.3.3 The nearest off-road cycleway is a shared-use pedestrian and cycle path along the northern side of North Orbital Road which continues to the A1001 Comet Way in the northeast and stops at London Colney Roundabout in the west.
- 4.3.4 There is one nationally designated cycle route within 5km of the site, National Route 61 (NR61). The route is accessed northwest of the site on Colney Heath Lane and runs from Maidenhead to Hatfield, Welwyn Garden City and Hertford.
- 4.3.5 It is clear therefore, that both the walking and cycling routes for existing and future residents are in good condition and in accordance with para 114 of the NPPF, they promote safe and suitable access for pedestrians and cyclists to and from the appeal site.
- 4.3.6 The St Albans Local Cycling and Walking Infrastructure Plan (LCWIP) (**CD17.2**) identifies the High Street crossing over the A414 to Colney Heath Lane and continuing to St Albans as a primary cycle route, albeit not audited. Barley Mow Lane, Roestock Lane and Bullers Green Lane are identified in the LCWIP as a secondary cycle route.
- 4.3.7 The identified routes are extracted and shown for ease of reference at **Appendix ST2** (Page 79 of LCWIP).

4.4 **Public Transport**

- 4.4.1 The bus stops near to the site are located on High Street and are served by the 230, 305, 312, 355 and 356 bus services. The distance to the bus stops from the centre of the site is 309m to the eastbound bus stop and 394m to the westbound bus stop. The table below confirms the current timetables which are provided in **Appendix SJT3**.



Table 4 – Bus Services and Frequencies

Service Number	Routes	Typical Frequency		
		Mon – Fri	Sat	Sun
230	Welwyn Garden City – St Albans	Wednesdays only From Welwyn Garden City 11:15 To Welwyn Garden City 14:21	No Service	No Service
305	Sandridge – Potters Bar	From Potters Bar 07:34, 10:12, 12:37, 14:57, 16:44 To Potters Bar 10:05, 12:30, 14:51, 16:15, 17:45	From Potters Bar 07:59, 10:12, 12:37, 15:02, 16:22 To Potters Bar 10:05, 12:30, 14:51, 16:15, 17:45	No Service
312	Bell Bar, The Firs – Hatfield	Wednesday only From Bell Bar 10:03 To Bell Bar 12:22	No Service	No Service
355	Nicholas Breakspear School Service	To Nicholas Breakspear leaves Colney Heath 0808 From Nicholas Breakspear Arrives at Colney Heath 1524	No Service	No Service
356	Nicholas Breakspear School Service	To Nicholas Breakspear leaves Colney Heath 0807 From Nicholas Breakspear Arrive at Colney Heath 1525	No Service	No Service

*Timetable information correct as of 2nd February 2024

4.4.2 Bus service 230 stops at Welham Green Railway Station and St Alban’s Railway Station; bus service 305 stops at St Alban’s Railway Station and bus service 312 stops at Welham Green Railway Station. The journey time to Welham Green Railway Station from Colney Heath is 14 minutes and the journey time to St Alban’s Railway Station is 16 minutes.

4.4.3 Bus service 305 departs Colney Heath (at the Crooked Billet PH) bus stop at 07:34 and arrives at St Albans Railway Station at 08:06 and in the evening the bus service departs



the railway station at 17:26 and arrives in Colney Heath at 17:45. This would provide some choice of transport mode for journeys to places of employment further afield.

4.4.4 The train station accessed by the most direct route from the site is Welham Green Railway Station is located approximately 4.5km east of the site. The station is managed by Great Northern Rail and lies on the East Coast Main Line. It has a car park for 35 spaces including 1 accessible space, 10 cycling spaces, ticket office and machines, customer help points and step free access.

4.4.5 A summary of the railway services and frequencies from Welham Green Railway Station are summarised in **Table 5** below.

Table 5 – Welham Green Railway Services and Frequencies

Destination	Average Journey Time (minutes)	Frequency		
		Monday - Friday	Saturday	Sunday
Welwyn Garden City	9	2-4	2	2
New Barnet	12	2-4	2	2
Moorgate	43	2-4	2	2

4.4.6 St Albans City Railway Station is located approximately 5.1km west of the site. The station is managed by Thames Link and lies on the Midland Main Line. It has a car park for 606 spaces including 4 accessible spaces, 1,150 cycling spaces, ticket office and machines, customer help points, ATMs, toilets, waiting rooms, step free and ramp access.

4.4.7 A summary of the railway services and frequencies from St Albans City Rail Station are summarised in **Table 6** below.



Table 6 – St Albans City Railway Services and Frequencies

Destination	Average Journey Time (minutes)	Frequency		
		Monday - Friday	Saturday	Sunday
Luton	15	6	6	6
Bedford	39	4	4	4
St Pancras International	34	10	10	6-8
Rainham (Kent)	132	2	2	No Services
Sutton (London)	90	4	4	2
Gatwick Airport	86	4	4	4
Brighton	117	2	2	2

4.4.8 In the longer term, Hertfordshire are promoting the Hertford Essex Rapid Transit (HERT) strategy. This seeks to provide a step change in public transport along the A414 corridor along (including interchange with rail services) with complementary improvements to cycle connection and junction capacity. The headline of the strategy is provided at **Appendix SJT4**. The A414 past Colney Heath has been assessed and improvements proposed. This includes the cycleway to which HCC have requested contributions as part of the S106.

4.4.9 The relevance of public transport (and consideration of the need for improvement) in terms of access for different trip purposes is discussed in turn below.

4.5 Access to Local Services

4.5.1 Accessibility planning often applies undue significance to the ability to access certain services which often do not bear little relevance to day-to-day life. The metrics do not reflect how technology has changed working practices (e.g. hybrid working patterns), shopping (e.g. grocery and e-commerce) and access to services (e.g. pharmacy) in a short period time.

4.5.2 The metrics do not differentiate theoretical accessibility from the practical needs of the community. Most importantly the metrics do not capture the harder to measure social and family networks and community interactions. This latter point is important as it relates to how the development contributes the sustainability of Colney Heath.

4.5.3 In the NPPF context accessibility planning does not in itself determine whether a development is appropriate rather it requires the assessment of the opportunities for



travel by sustainable modes.

- 4.5.4 Colney Heath has a number of local services and facilities. The distances and journey times of the above local services and facilities from the site entrance are presented in the table below. Extract plans showing how these distances have been derived from Google Maps are attached in **Appendix SJT5**.

Table 7 – Local Services – Walking and Cycling Distances

Facility	Distance	Walk Time	Cycle Time
Colney Heath School and Nursery	90m	Less than 1 minute	Less than 1 minute
Colney Heath Village Hall	290m	5 minutes	2 minutes
Colney Heath News and Post Office	650m	8 minutes	3 minutes
Nicholas Breakspear Catholic School	2.2km	26 minutes	9 minutes
University of Hertfordshire	2.4km	29 minutes	10 minutes
Iconic Smiles – Hilltop	2.8km	33 minutes	11 minutes
Alban Park	3.2km	38 minutes	13 minutes
Hatfield Business Park	3.7km	44 minutes	15 minutes
Colney Fields Shopping Park	4.3km	51 minutes	17 minutes
Colney Medical Centre	4.8km	57 minutes	19 minutes

*Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and a cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.

4.6 Education

- 4.6.1 The proposed residential development will generate demand for education with the resulting trips to access the local schools.
- 4.6.2 Demand and trip purpose depends on the level of education. Primary education typically generates a greater level of travel demand as younger children are more likely to be escorted to school. The nearest primary school is Colney Heath School and Nursery located to the south-west of the site.
- 4.6.3 Colney Heath School published admission number is thirty pupils per year group (**Appendix SJT6**). According to the County, twenty and twenty-six places were offered in 2022 and 2023 respectively of which sixteen and twenty places were offered based on sibling or nearest school.
- 4.6.4 The furthest children admitted in terms of straight-line distance were 3.7km and 8.6km in 2022 and 2023 respectively i.e. drawing demand from outside of the immediate



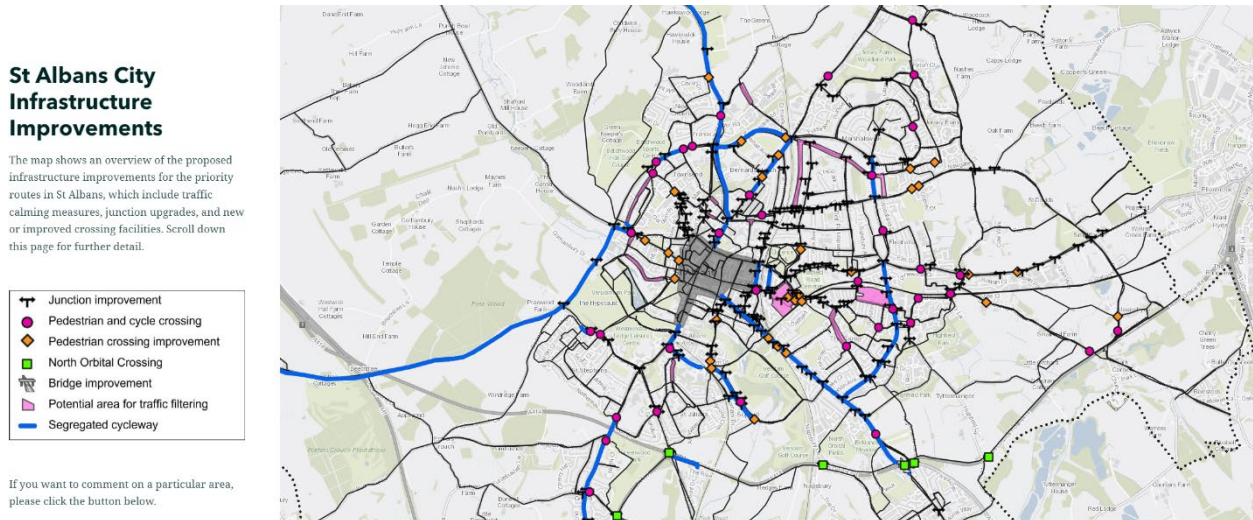
- community. DfT planning assumptions published in TEMPRO assume that the number of children within the middle super output area will decline by 161 over the next ten years notwithstanding the formation of an additional 101 households in the same period (see **Table 1**). Without additional local demand it is therefore likely that demand will need to be drawn from a wider area to sustain the school.
- 4.6.5 It is therefore clear that immediate adjacency of the nursery and primary school to the development will support demand for the local school within the community. The development related trips are likely to all be by active travel modes thereby contributing to the reduction in the need to travel by private car.
- 4.6.6 This provides a net positive benefit in terms of the overall sustainability of the village.
- 4.6.7 The nearest secondary school and sixth form is Nicholas Breakspear Catholic School located to the northwest of the site in St Albans. At 2.2 kilometres it is around a 25–30 minute walk. The route is direct along Colney Heath Lane which has a single sided footway which has street lighting. This footway is narrow in places and switches sides. It is around a nine-minute cycle but there is no segregated path.
- 4.6.8 Colney Heath Lane is a single carriageway road and largely subject to a 40 miles per hour speed limit. Whilst prevailing network management policies for this route mean this is not favourable for cycling there is no record of any cycle related accidents in the last five years, and it is an option for confident cyclists.
- 4.6.9 Furthermore, students can travel to school by a direct school bus, namely the 355 and 356 bus services. There is no need for further improvements to public transport in terms of travel to secondary school.
- 4.6.10 Access to the Nicholas Breakspear Catholic School is therefore clearly and wholly consistent with the requirements of the NPPF as discussed above.
- 4.6.11 Samuel Ryder Academy is located to the west of the site in St Albans. It is most appropriately accessed via the A414 which has a dedicated and segregated cycle path on the northern side. It is lit and at just over 5km the estimated journey time is 15–20 minutes.

Land at Colney Heath

Proof of Evidence of Simon Tucker BSc (Hons) MCIHT



4.6.12 The Tollgate Road Inspector opined that the main constraint was the existing informal crossing point of Colney Heath Lane. The need for improvement at this location is identified within the LCWIP as confirmed on the St Albans GIS base (screen shot below).



4.6.13 The LCWIP provides an indicative cost of £65,000 for a signal-controlled crossing which could be fully funded from the sustainable transport contribution of £307,170. This would be wholly consistent with the County's justification for the contribution and of benefit to the sustainability of the wider community.

4.6.14 There is an alternative route to Samuel Ryder Academy also identified within the LCWIP via Barley Mow Lane and Highfield Park Drive. By bicycle the route via Barley Mow Lane is around 4.8km with a journey time of sixteen minutes. The topography of the route is easy but is largely along unlit rural lanes. The Tollgate Road Inspector opined that the route was appropriate as a leisure cycling route only. I agree that based on prevailing network management policies the route is not high quality. It would be improved with the introduction of a traffic filter and speed management, but these are outside the scope of planning.

4.6.15 However, overall, the Tollgate Road Inspector, in my opinion wrongly concluded that cycling to secondary would not be a genuine travel choice. The distances are practical and the topography favourable. Whilst minor barriers are identified these are readily addressable.



4.6.16 University of Hertfordshire is located within comfortable cycling distance of the site and is accessed via the A414 North Orbital Road.

4.7 Employment

4.7.1 Working practices changed significantly in the pandemic where hybrid working practices were widely adopted by office workers to avoid the spread of infection. Whilst restrictions have long since been lifted and workplaces have reopened it is likely that hybrid working practice will remain an option to limit travel demand in the future. This may loosen some of the direct geographical relationships between home and workplaces.

4.7.2 Access to employment opportunities remains a relevant consideration, and there are opportunities both within the community and adjacent areas which are within walking or cycling distance.

4.7.3 The closest large employment clusters include the University of Hertfordshire, industrial parks Welham Green, to the east of the site, and Smallford, to the north of the site, and the Hatfield Business Park to the north.

4.7.4 The existing journey to work statistics (from the 2011 census) suggest a car mode share of around 59% from St Albans 015 (the local ward) compared with 52% as a District average – see **Appendix SJT7**. The difference of 7% is not material in relation to the appeal site. As set out in **Table 2** above, the total journey to work car uses is around 10 cars per peak hour, and a difference of 7% would reduce that by 1 or 2 vehicles ($10 / 59 \times 52$). 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.

4.7.5 As confirmed by the census data, the use of buses in the local ward is consistent with the overall usage across the district. It is not therefore considered that specific enhancements to the existing bus service would result in any material impact in bus usage.

4.8 Medical Facilities

4.8.1 There is a total of 9 doctor's surgeries within 4.5 miles of the site accepting new patients (based on NHS website). All of these are beyond walking distance (the nearest being 3.4km away). It is accepted that public transport access to them is limited.



4.8.2 However, in terms of overall accessibility, trips to doctor's surgeries are generally infrequent and more likely to be escorted. The surgery themselves have a wide catchment which includes rural areas outside St Albans and Hatfield built up area. The level of additional car movements that this might generate are inconsequential in the context of overall travel demand. It 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.

4.8.3 In this I consider that the Tollgate Road decision placed unduly high importance on this point.

4.9 Colney Heath Parish Council Walking Routes Assessment

4.9.1 The Parish Council has undertaken an assessment of the key pavements in the village using a standard methodology – the Walking Route Assessment Tool (WRAT). These were submitted to the Tollgate Road Inquiry (under references of CD9.14-9.18 of that inquiry).

4.9.2 A further version of this was submitted as part of the application by Ms Doust. The WRAT was prepared using the Welsh Active Travel Design Guidance that assists local authorities in auditing walking routes. A score of 70% can be regarded as minimum level of provision overall (max score 40 100%).

4.9.3 The assessment considers four routes. These are:

- Bullens Green Lane to Hilltop Hatfield – length of route 1.1km.
- Queens Head High Street to Colney Heath JMI school High Street CH – length of route 750m.
- Bullens Green Lane/ Roestock Lane to Roehyde bus stops – length of route 650m.
- Bullens Green Lane to High Street Colney Heath – length of route 900m.

4.9.4 Whilst the assessment goes into some depth in the auditing of the pavements based on the Welsh Active Travel Design Guidance, it is based on individual judgement. The Inspector in the Appeal for the Land to the rear of 42-100 Tollgate Road & 42 Tollgate Road, Colney Heath (Appeal Ref: APP/B1930/W/23/3323099) stated:



"Whilst this assesses routes along the High Street and Tollgate Road to be of insufficient quality and safety to encourage walking, the assessment methodology, based on the Welsh Active Travel Design Guidance, requires an element of subjective judgement. I walked these routes and did not find them unattractive or inconvenient, notwithstanding the speed and volume of traffic using Tollgate Road and the High Street."

- 4.9.5 I agree with the Inspectors view that the walking routes are not unattractive or inconvenient.
- 4.9.6 The community-led study on the active travel routes and links within Colney Green has identified issues that they would like to see addressed. This is a positive initiative towards sustainable development. This momentum should be capitalised upon both in respect to the community's interest in active travel and the detailed consideration they have given to it. Whilst their study identifies issues, it does not provide a mechanism to secure improvements, most importantly funding.
- 4.9.7 As part of the development funding will be made available of £307,170 which should be directed to the community and allow swift implementation of improvements should the development proceed.

4.10 **Summary and Conclusions on Accessibility**

- 4.10.1 Colney Heath is not isolated from demographic change or the challenges of a post carbon future. To adapt in a positive and sustainable way, a proportionate quantum of housing development is needed to support the local community, to allow residents to change their accommodations to meet their needs whilst maintaining social and family ties in a fashion that could not be achieved by directing growth to the edges of largest settlements. The proposed development, for only 45 houses, is an appropriately modest increase.
- 4.10.2 The Statutory Highway Authority have no objection to the application on any grounds and the LPA confirm that they do not consider the appeal should be dismissed on accessibility grounds.
- 4.10.3 Clearly, the community currently supports several facilities and services, and the development will generate demand which will help sustain these.



4.10.4 Undue weight has in the past been placed on whether there are gaps in provision such as medical facilities but:

- there is no requirement or expectation in NPPF in this regard rather the policy is clear in that context.
- there is no consideration regarding the practical access and service delivery expectations of residents.
- this does not outweigh or negate the wider sustainability gains to the community from appropriate housing development.

4.10.5 The development will make a significant financial contribution to local walking and cycling routes which could deliver improved road crossings and improvements to the A414 cycle corridor.



5.0 Proposition 2 – Can safe and suitable access to and within the development be satisfactorily achieved for all people?

5.1 Vehicular access will be via a new priority junction from High Street as shown on DTA Drawing 23356-04B provided in **CD5.1**.

Existing Arrangements

5.2 At present access to the site comprises a poorly formed private access crossover with no footways. It provides a connection to the site (serving existing agricultural uses), the football club and informal parking for the school. There is also a pedestrian entrance to the school served from this route, but no formal pedestrian access from the public highway exists.

5.3 Surveys have been undertaken to establish the existing use of this area during school drop off and pick up times. These are reported in Appendix C of the Transport Note (9th August 2022 – **CD5.1**). An updated survey was undertaken on the 13th February 2024 (**Appendix SJT8**). The results are generally consistent with the results of the original survey. The only difference in the updated survey results was, there were more vehicles parked in zone 3 and zone 9 from 15:30 and 18:00.

5.4 The survey confirms that parking demand throughout the day is generally very modest, with around 5–7 cars parked, predominantly on the perpendicular parking areas which abut the school boundary. During drop off and pick up times demand increases, and parking is observed on both sides of the road.

5.5 In addition to that around 20 (drop off) to 30 (pick up) cars are observed using the football club car park.

5.6 There is no formal pedestrian route from these parked cars to the school entrance and therefore pupils generally have to cross the open tarmac area around parking and manoeuvring vehicles.



Proposed Arrangements

- 5.7 The proposed scheme will significantly enhance safety and operation of this area.
- 5.8 It will provide a segregated and formal access road with 2m footways on both sides. The junction with High Street itself will be properly formalised and safe segregated pedestrian route provided to the primary school entrance.
- 5.9 The formalisation of the access works will provide improvements in terms of highway safety for pupils of the school. It will remove the uncontrolled and ad-hoc parking on the site access road. The existing High Street has significant on street parking controls and therefore this will mean that cars are likely to be displaced to the more appropriate parking in the football club car park. As set out in Appendix D of the Transport Note (9th August 2022 – **CD5.1**) the football club confirms that they have no objection to Colney Heath Primary School and Nursery using the football club car park for parents dropping off/picking up children.
- 5.10 In addition, at the express request of the LHA, works are proposed to the High Street immediately southeast of the access. This will provide for a widened footway on the northern side of the road, from the existing 1.2m footway to 2m. In addition, the bellmouth junctions to the adjacent Park Lane and access serving 96-106 High Street will be reduced to 6m with tactile paving crossing points provided at appropriate locations.
- 5.11 This will provide a step change improvement in terms of amenity and safety for pedestrians walking to school from the south.
- 5.12 Although not requested by the LHA, the scheme has been subject to independent Road Safety Audit (**Appendix SJT 9**). The Audit identified three problems. A design officers' response has been prepared (**Appendix SJT 9**). The problems identified can be dealt with at the detailed design stage.
- 5.13 The proposed development will increase flows on the access road. However, those flows are modest (see Section 6 below), and the access has been designed to specifically allow the segregation of cars and pedestrian movements to the school. The overall net outcome of the scheme is therefore one of positive improvement to Highway Safety.



5.14 On that basis it can be clearly concluded that the scheme will comply with Para 114 of the NPPF and HCC LTP Policy 1.



6.0 Proposition 3 – Can the impact of the development (including the impact of traffic) be safely and satisfactorily accommodated or mitigated?

6.1 Context

6.1.1 The traffic generation forecasts for the scheme are set out on Table 7 of the Transport Assessment (**CD4.18**) and these are agreed with the Local Highway Authority. The scheme in itself will generate modest levels of traffic, around 23 trips in each of the peak hours of which around 80% will route north towards the A414 and the remainder south (Tables 9 of TA **CD4.18**).

6.1.2 Changes in flows of 18 vehicles per hour are not material and well within the daily variations of flows on High Street (which are on average circa 640–660 vehicles per hour).

6.1.3 Notwithstanding this the TA assessed the impact of the scheme on the A414 junction to the north and demonstrates that the development will have no material impact on junction operation.

6.2 Definition of Severe

6.2.1 As set out above, the test set by the NPPF at Para 114 requires consideration of mitigation where there is a significant impact. Para 115 states that the application should only be refused if the residual cumulative impact of the development is considered severe. The NPPF provides no formal definition for the term 'severe'.

6.2.2 The way that the test of Severity should be applied was considered in detail in Hawkhurst Parish Council v Tunbridge Wells DC [2020] EWHC 3019. The judgment was based on the 2019 version of the NPPF and therefore refers to Paragraphs 108 - 111. The current appeal is being considered under the 2023 version of the NPPF and therefore the relevant paragraph references are 110 - 113. The wording is identical except for the addition in a new 110c relating to the design of the scheme. That specific addition is not relevant to the application of the test.

6.2.3 Here, the Judge confirms that in the absence of a definition within the NPPF that:



"Inevitably a qualitative term of this kind used in the NPPF necessarily calls for the exercise of judgment on the part of the decisionmaker." (Para 111 of Judgment).

6.2.4 The judgment includes a discussion on the adequacy of the evidence base to make such a judgment. In this appeal case, all main parties (the LPA, LHA and Appellant) agree that the Transport Assessment evidence base does provide adequate assessment to allow that judgment to be made.

6.2.5 The most pertinent conclusion of that judgment is set out in Para 138 where it is confirmed that:

"In my judgment, paragraph 109 [Note now 111] of the NPPF necessarily requires consideration of whether the residual cumulative impact of the proposed development is severe, not simply whether existing or projected congestion without that development would be severe."

6.2.6 On that basis it is the change that arises from the development that must be found 'severe'. Severe is defined in the OED as meaning 'very great'. In all reasonable terms, the interpretation of its use in Policy is that it sets a very high bar or hurdle. Traffic impact issues should in other words not prevent the deliverability of otherwise sustainable and appropriate development unless there are very significant and exceptional impacts arising.

6.3 Conclusions

6.3.1 Clearly even if, as is claimed by some objectors, there are existing capacity issue on the network, that is not a situation which requires mitigation by this specific development.

6.3.2 There is demonstrably no material impact in terms of highway capacity that needs consideration of mitigation as a result of the development (NPPF Para 114). It therefore follows that there can be no severe impact arising.

6.3.3 Overall, it is concluded that the appeal scheme fully complies with the requirements of the NPPF and HCC LTP Policies 1,5,6 and 7.



7.0 Response to LPA Statement of Case

7.1 It is noted from Para 5.51 of the LPA's Statement of Case that subject to the provision of localised improvements (which are agreed), the Council does not object to the proposals on the basis of access for pedestrians to facilities in the village. This is consistent with conclusions of the Tollgate Road decision which confirms (para 87):

My findings are consistent with the Roundhouse Farm decision in respect of the accessibility of facilities and services in Colney Heath on foot, which I consider weighs in favour of this appeal proposal as well.

7.2 The detail of the LPA's review of routes (Para 5.52 – 5.55) is awaited but the applicants view is clearly set out in Section 4 above. The Appellant's view on access to the secondary school (LPA Paragraph 5.56) is set out in Section 4.6. There is a clear and safe crossing point of the A414 (which for clarity is not a Trunk Road as suggested by the LPA).

7.3 It is further noted at Para 5.58 that they do not suggest sustainability is a reason for refusal and that is not a matter that weighs in the favour of granting permission. For the reasons set out above, the proposals are wholly compliant with the policy approach set out in the NPPF.

7.4 It is also worth noting that the LPA have pro-actively proposed the allocation of land for housing in areas which by their own assessment is less accessible. For example, the proposed allocation of 80 houses at Smallford Works in Sleepshyde (to the north of the appeal site).

7.5 With reference to the Councils own Settlement Hierarchy (**CD3.6** – see summary at Appendix 7), Sleepshyde scores significantly worse than Colney Heath, as it has no facilities, no school and only a narrow footpath to connect it to external facilities. It is relatively peripheral to existing established communities, despite being in the same parish. The appeal site is a clearly preferable location for development.



8.0 Response to Parish Council Statement of Case (CD7.3)

8.1 The Parish Council raise 4 points in relation to transport and accessibility in their Statement of Case and these are dealt with in turn.

Accessibility

8.2 In terms of accessibility the Parish do not confirm against what policy basis, or benchmark they have assessed the scheme.

8.3 They reference the lack of an allocation in the Local Plan (Para 4.1). For the reasons set out above at Paragraph 7.4, the councils own evidence base in respect of Settlement Hierarchy confirms that Colney Heath is a more appropriate location for development than other allocated sites. The lack of any proposed allocation does not lead to the conclusion that, from a transport and accessibility perspective the site (or indeed the settlement) is unacceptable for development. It clearly is appropriate.

8.4 The review of various local facilities, public transport, education, medical and employment locations is broadly agreed. However, for the reasons fully set out in Section 4 above, proper consideration of the NPPF policy tests confirm that the development is wholly in accordance with the requirements of the Framework. There is demonstrably no harm arising from the proposed development.

8.5 In relation to the Tollgate Farm inquiry, the Parish Council submitted lengthy evidence in respect of transport accessibility. This includes details of facilities within the village and car usage (CD9.14 of the Tollgate Inquiry) and includes the presentation of survey work undertaken by them in respect of car dependency (tables at Para 4.1).

8.6 There are clearly discrepancies between this data set (of around 112 people) with the Census in 2011 in respect of Journeys to Work. The Parish Council data suggests 100% drive. The census (which was mandatory for all residents) confirm a mode share of 56% of total workforce population (which is around 67% of those working from home is excluded). For the reasons set out above the level of working from home (at least for some of the week) will have increased as a result of COVID.



8.7 The data relating to secondary school requires further disaggregation to understand whether these are genuine home to school to home drop off / pick up movements by car or whether they form part of a wider trip (for example onto work). If the former the impact is minimal (less than 7 trips per peak hour) and if the latter, then clearly the proportion of car usage should be amended to reflect that. Either way there is no conflict with Policy.

8.8 Otherwise, the data provided is unremarkable and unsurprising. What can be concluded from the data is that walking and cycling is well used for local facilities within the settlement (as required by NPPF Para 114) and appropriate opportunities are being taken up.

Parking Capacity / Infrastructure

8.9 In relation to this point the Parish raise concerns about the level of supporting infrastructure. This is covered in detail in Section 4 above, with the issue of traffic impact being addressed at Section 6.

8.10 Concerns related to safety of the access and interaction with the Primary School are specifically addressed in Section 5.

8.11 The position of these have been agreed with the LHA following their (comprehensive) review of the application.



9.0 Summary and Conclusions

- 9.1 This proof of evidence has been prepared on behalf of the Appellant to review the Highway and Transport implications of the proposed development. This evidence demonstrates that the appeal scheme is wholly acceptable in relation to highway matters.
- 9.2 It is demonstrated that in the context of District as a whole and the tests set out in the NPPF, the site is appropriately accessible by active travel modes and public transport and is a wholly sustainable location for this residential development.
- 9.3 The development will support housing growth in an area with good accessibility to local facilities (in particular the primary school). This, alongside the sustainable travel information welcome packs and supporting measures in the S106, will support active travel choices and will support independence to those without a private car.
- 9.4 This conclusion is agreed by the LHA and the LPA who have confirmed no objection on such matters.
- 9.5 This evidence concludes that the appeal scheme is fully consistent with the requirements of Paragraphs 114 / 115 of the NPPF and HCC LTP in that it provides safe and secure access by all modes, direct access to public transport and local public realm improvements to reduce conflict between vehicles and other road users. In particular my evidence confirms that:

Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.

- 9.6 Appropriate opportunities have been taken up. This includes the provision of pedestrian and safety improvements in the vicinity of the site and a significant (£307k) contribution towards the comprehensive improvements proposed by HCC on the local transport network to support sustainable development.

Safe and suitable access to the site can be achieved for all users.

- 9.7 The access to the site has been reviewed in detail by the statutory Highway Authority.



They have confirmed that they have no objection and consider the scheme acceptable, suitable, and safe. This is further supported by the provision of an independent road safety audit. There is no credible evidence to the contrary.

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 9.8 This has been thoroughly assessed in the Transport Assessment and reviewed in detail by the statutory Highway Authority. They agree the approach and outcome of that assessment. There is no significant impact arising. There is no credible evidence to the contrary.
- 9.9 The highway safety and traffic impact issues have been fully tested through a comprehensive review by the Appellant and Local Highway Authority. There is no competing technical evidence in front of the inspector that refutes this in any credible way. On this basis, it is clear that there are no highway or transport reasons why planning consent should be withheld.

SJT – 19th March 2024

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

Appeal by Tarmac

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

Appendices to Proof of Evidence on Transport and Accessibility

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

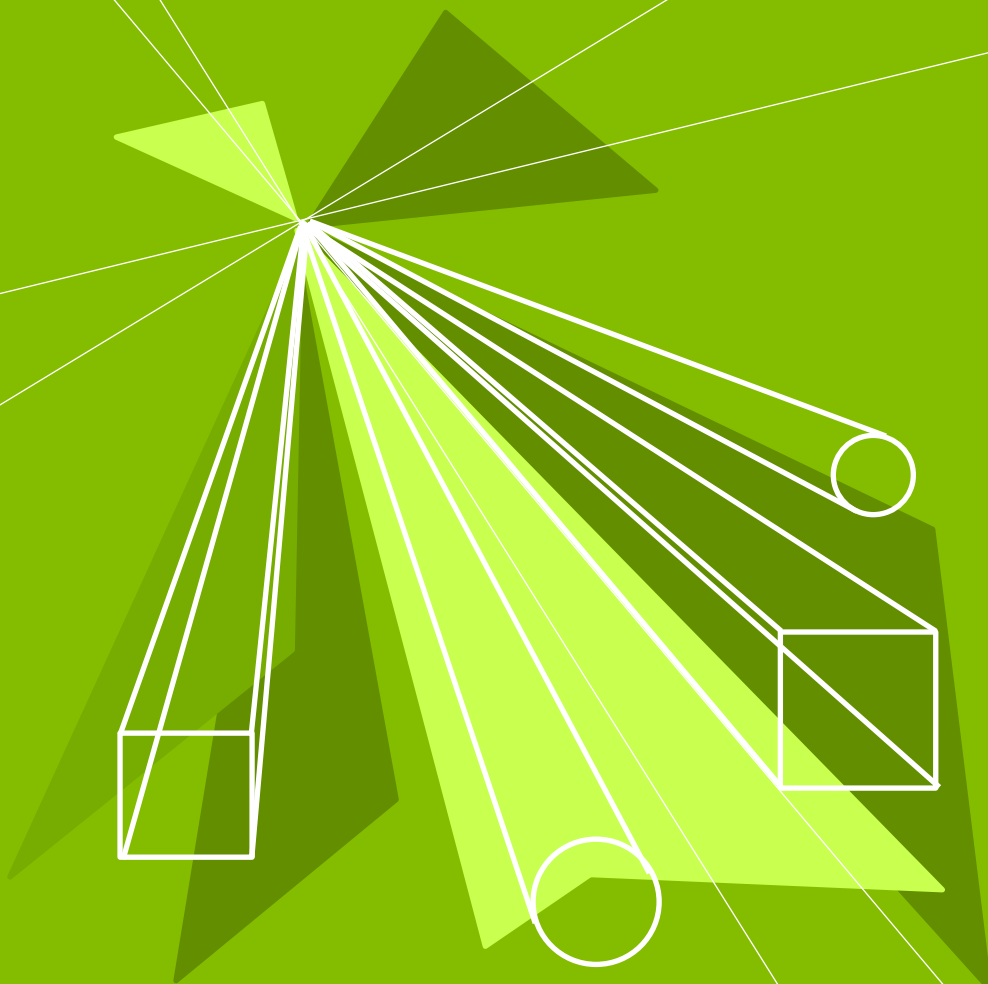
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Appendix SJT 1

South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper

May 2022



APP 3

AECOM



St Albans District

Packages 30-36 cover key corridors connecting St Albans to the wider St Albans District.

Package 30 – A414 Highway Improvements (South of St Albans)

The overarching aim of Package 30 is:

To enhance the function of the A414 as a strategic east-west route in south central Hertfordshire through capacity and reliability upgrades

The Package consists of:

- A414 junction upgrades at London Colney and Park Street.
- Implementation of smart traffic management.
- Improving signage within St Albans to route long distance strategic trips to the A414.
- Improving the A414 cycleway between London Colney and Hatfield to facilitate cycle journeys.

The full schedule of interventions is shown in the table below.

Table 33 - PK30 - A414 Highway Improvements (South of St Albans)

ID	Name	Description
SM176	A414/A1081 London Colney Roundabout Upgrade	Junction improvement to reduce vehicle delays and reduce severance for active users. Consideration should be given to the movement of local bus services through the junction and how this could be optimised.
SM177	A414 Park Street Roundabout Improvements	An improvement to the existing roundabout layout with signal-control introduced to most if not all arms and some minor physical alterations to the junction's layout. Furthermore, as part of cycle route improvements alongside the A405 and A414, improved pedestrian/cycle crossing facilities will be required across the A5183 Watling Street. Consideration should be given to the movement of local bus services through the junction and how this could be optimised.
SM179	A414 Smart Traffic Management	A review of traffic speed limits and measures required to improve compliance along the A414 Between the Park Street Roundabout and the A1(M) Junction 3). This could include adoption of 'expressway' type technology enhancements which can manage traffic speeds during busy periods and in response to incidents occurring downstream.
SM180	Traffic Routeing Signage	Review and renew signage within St Albans and the surrounding area to ensure motorists are directed towards the A414 for making onward journeys on the A1(M). This includes measures to discourage HGVs from routeing on unclassified roads.
SM181	A414 Cycle Route upgrade London Colney-Hatfield	Improve the existing footway alongside the A414 to accommodate pedestrians and cyclists between the

ID	Name	Description
		London Colney Roundabout and the A1001 Comet Way in Hatfield. Consideration will also need to be given to a grade-separated link over the A1081 north of the A414 junction (potentially to be linked with the existing or improved bridge over the A414).
SM206	A414 Corridor Park Street-Napsbury-London Colney Cycle Route	Provide better provision for cyclists between Park Street and London Colney, including the proposed station hub (SW-SM13), with consideration to space and expected user numbers. Wayfinding, signage and accessibility from local routes including the existing A414 shared use footway should also be considered.

Indicative cost range estimates and timescales for these interventions are contained in Appendix B.

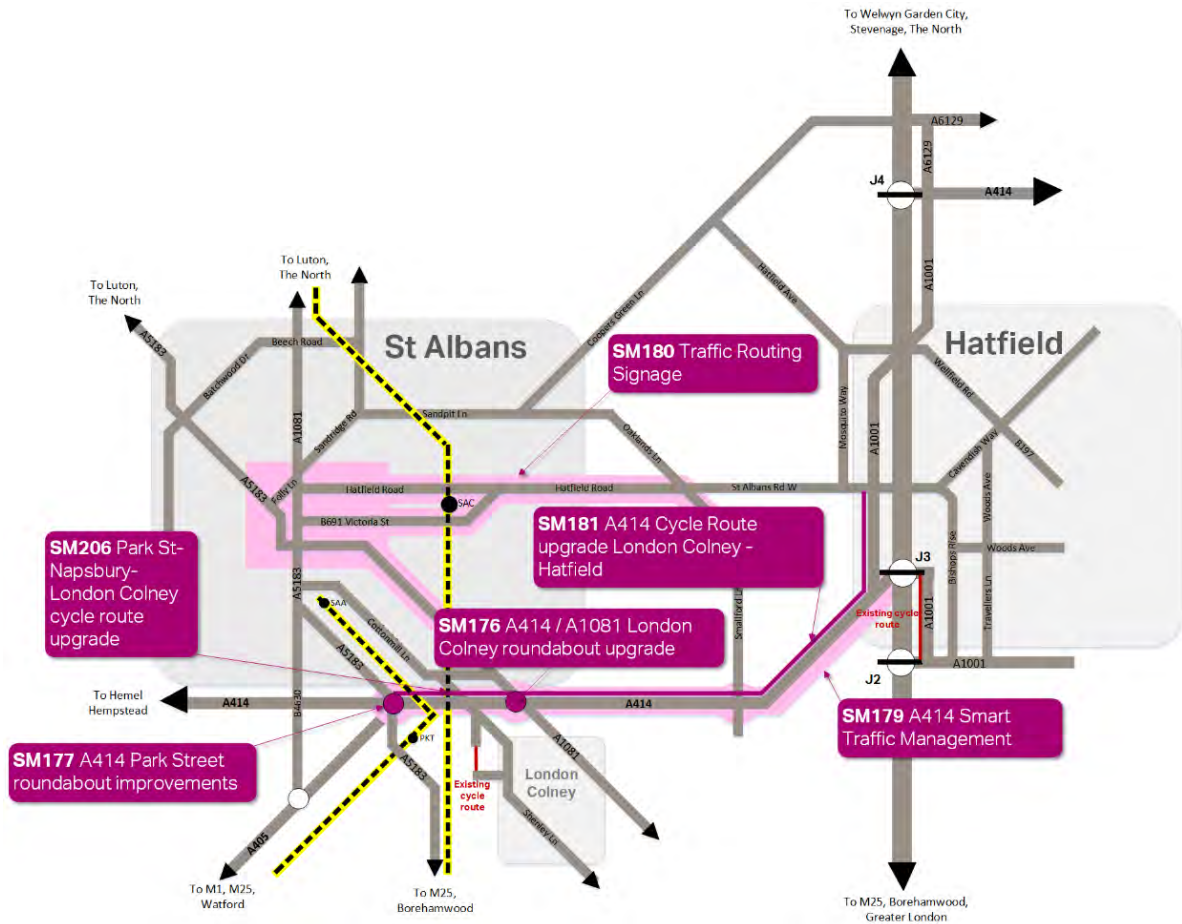


Figure 39- Package 30 A414 Highways Improvements (South of St Albans)

Appendix SJT2

St Albans District

Local Cycling and Walking Infrastructure Plan

HCC / SADC

Type of document (version) Public

Project no. 70080342

Date: July 2023

WSP

WSP House
70 Chancery Lane
London
WC2A 1AF

Phone: +44 20 7314 5000

Fax: +44 20 7314 5111

WSP.com

Quality control

Issue/revision	First issue	Revision 1	Revision 2
Remarks	DRAFT	FINAL	REVISED Post-consultation
Date	December 2022	January 2023	July 2023
Prepared by	IA	IA	ET
Signature	IA	IA	ET
Checked by	TH	TH	AV
Signature	TH	TH	AV
Authorised by	TH	TH	SJ / CB
Signature	TH	TH	SJ / CB
Project number	70080342	70080342	70080342
Report number	SADC-LCWIP-001	SADC-LCWIP-002	SADC-LCWIP-003

Figure 7-5 - St Albans District Network Plan for Walking (Consultation version)

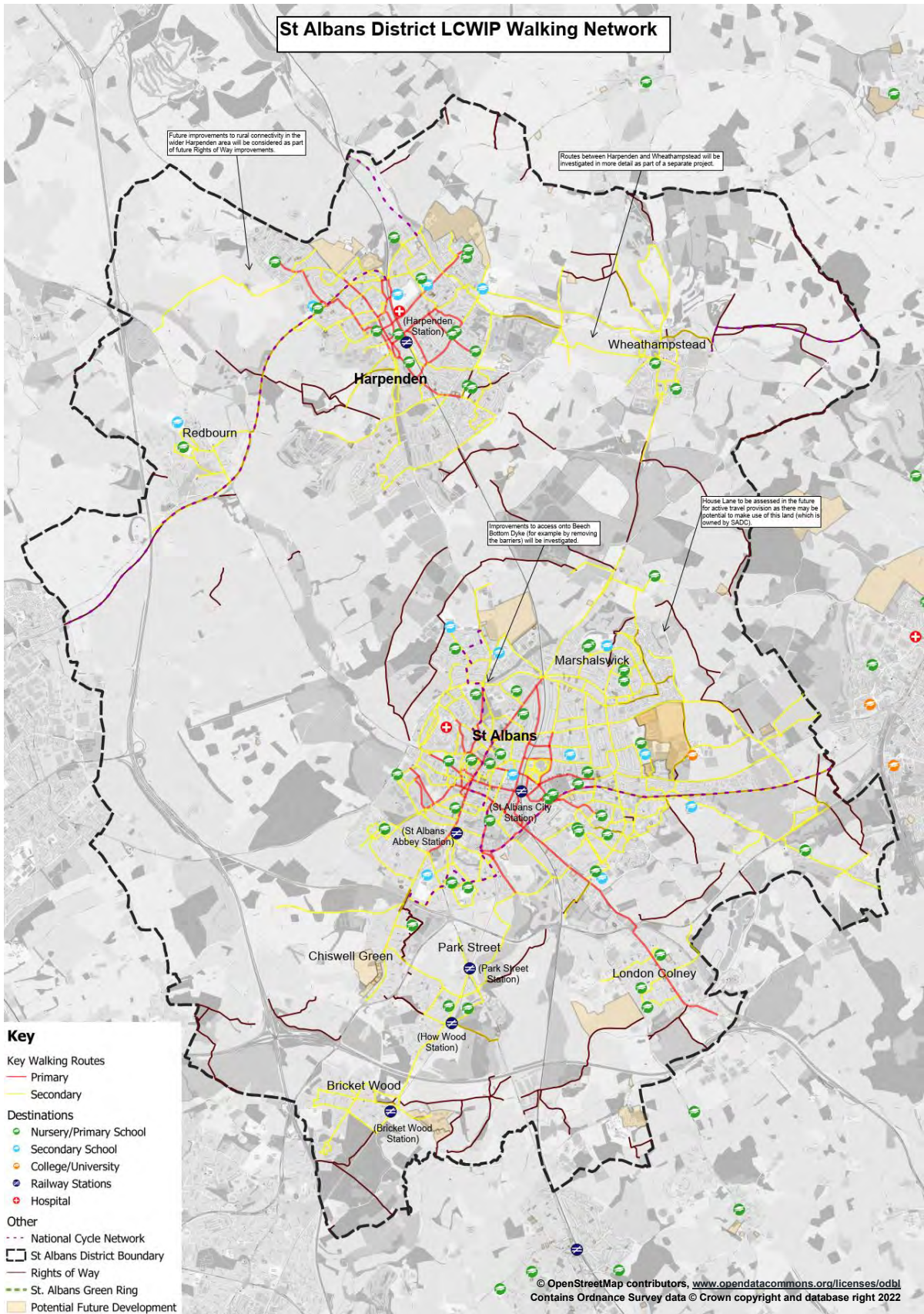


Figure 7-6 - St Albans District Network Plan for Cycling (Consultation version)

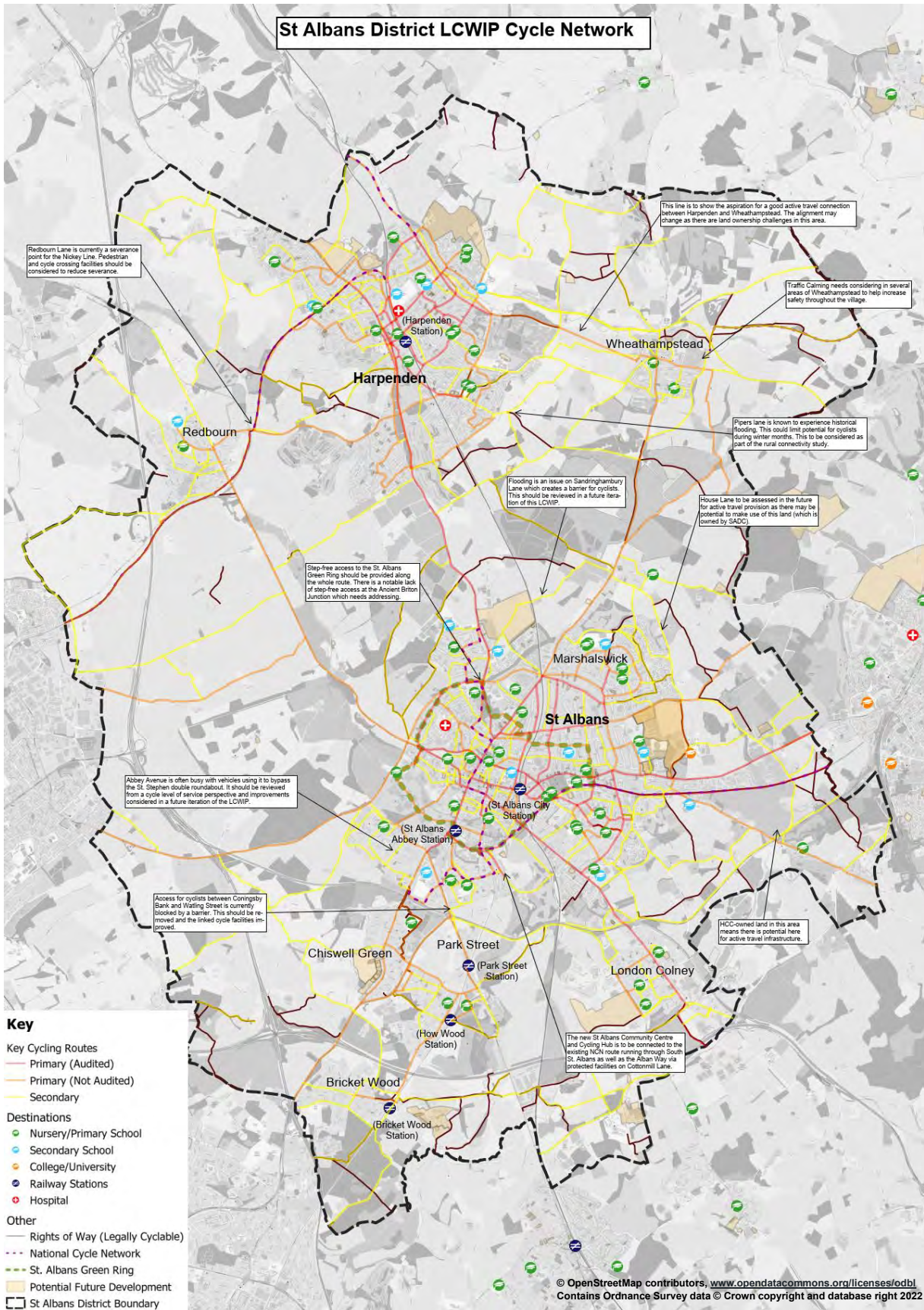


Figure 7-7 - St Albans District Network Plan for Walking (Post consultation version)

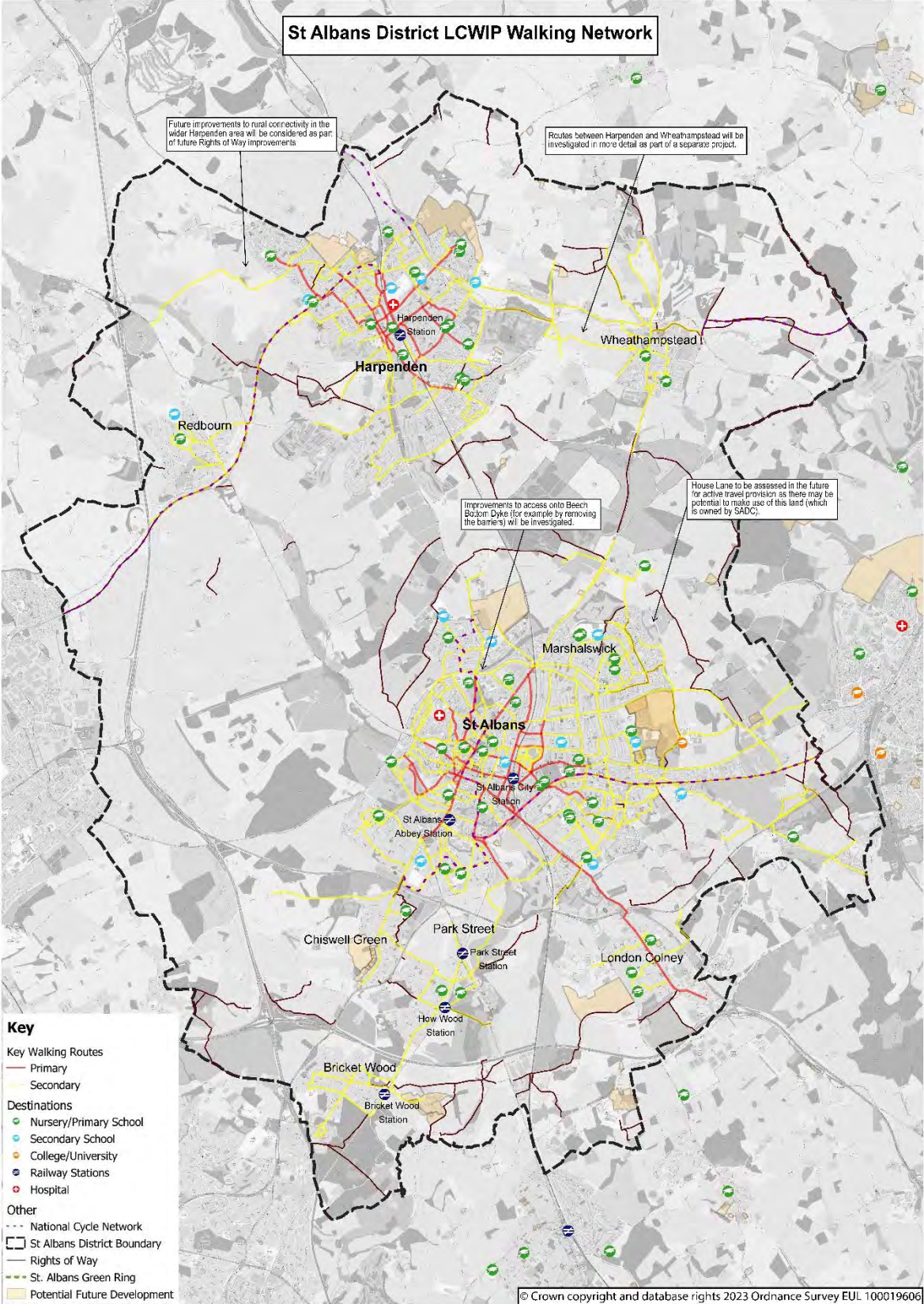
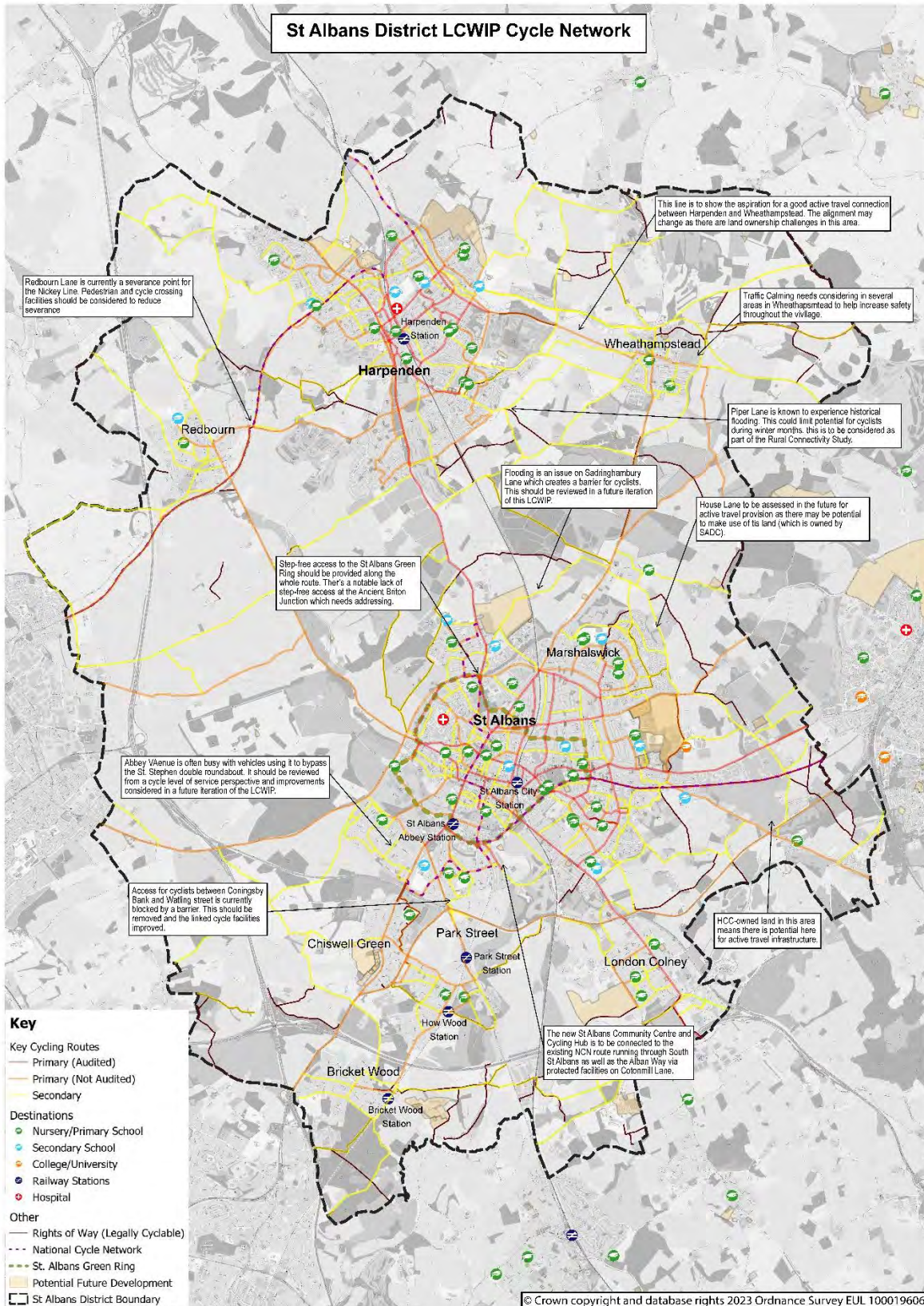


Figure 7-8 - St Albans District Network Plan for Cycling (Post consultation version)



Appendix SJT3

230

Welwyn Garden City to St Albans

via Hatfield, Welham Green & Colney Heath

Wednesday only 230

Welwyn Garden City Bus Station	1032
Welwyn G C Ludwick Way/Verulam Cl	1036
Welwyn Garden City QEII Hospital	1044
Hatfield Railway Station	1052
Hatfield Town Centre Woods Avenue	1056
Oxlease Travellers Lane	1058
South Hatfield Millwards	1100
Welham Green Railway Station	1103
Welham Green Huggins Lane	1105
Welham Green Dixons Hill Road	1109
Colney Heath Roestock Lane	1114
Oaklands Nicholas Breakspear School	1120
Oaklands Colney Heath Lane	1122
Fleetville Morrisons	1126
St Albans City Railway Station	1131
St Albans St Peter's Street	1137

230

St Albans St Peter's Street	1400
St Albans City Railway Station	1406
Fleetville Morrisons	1411
Oaklands Nicholas Breakspear School	1417
Colney Heath Roestock Lane	1423
Welham Green Huggins Lane	1430
Welham Green Dixons Hill Road	1434
Welham Green Railway Station	1435
South Hatfield Millwards	1438
Oxlease Travellers Lane	1440
Hatfield Market Place	1442
Hatfield Railway Station	1446
Welwyn Garden City QEII Hospital	1454
Welwyn G C Ludwick Way/Verulam Cl	1501
Welwyn Garden City Bus Station	1505

All other days and Bank Holidays

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APP 15

Centrebus

Mondays to Fridays (except Public Holidays)

	SDO	NSD						
Potters Bar, Bus Garage	0714	0721						
Brookmans Park, Blue Bridge Rd	0721	0728					1632	
Welham Green, Dixons Hill Rd	0726	0733					1637	
Colney Heath, Hall Gardens	▼	▼	1010	1235	1455	▼		
Colney Heath, High Street	0733	0740	1012	1237	1457	1644		
Smallford, Station Road	0741	0747	1018	1243	1503	1650		
Hill End, Hill End Lane	0749	0754	1024	1249	1509	1656		
Tyttenhanger Green	▼	▼	0851	▼ 1111	▼ 1336	▼	▼	
Fleetville, Morrisons	0755	0759	0858	1028	1118	1253	1343	1513
St Albans City Station	0806	0809	0903	1033	1123	1258	1348	1518
St Albans, St Peter's St (Arr)	0812	0814	0909	1039	1129	1304	1354	1524
St Albans, St Peter's St (Dep)	0812		0910	1130	1355			
New Greens, High Oaks	0820		▼	▼	▼			
St Albans, Lancaster Road			0915	1135	1400			
St Albans, Firbank Road			▼	1138	1403			
Sandridge, Langley Grove			0923	1147	1412			
Sandridge, Church			0925	1149	1414			

	SDO	NSD						
Sandridge, Langley Grove	0923	1147	1412					
Sandridge, Church	0925	1149	1414					
St Albans, Firbank Road	0930	1154	▼					
St Albans, Lancaster Road	0934	1158	1419					
New Greens, Townsend Sch	▼	▼	▼	1540				
St Albans, St Peter's St (Arr)	0938	1202	1423	1550				
St Albans, St Peter's St (Dep)	0940	1045	1205	1310	1425	1550	1550	1720
St Albans City Station	0946	1051	1211	1316	1431	1556	1556	1726
Fleetville, Morrisons	0951	1056	1216	1321	1436	1601	1601	1731
Tyttenhanger Green	▼	1104	▼ 1329	▼	▼	▼	▼	▼
Hill End, Hill End Lane	0955	1220	1440	1605	1605	1735		
Smallford, Station Road	1001	1226	1446	1612	1612	1742		
Colney Heath, Hall Gardens	1008	1233	1453	▼	▼	▼		
Colney Heath, High Street	1012	1237	1457	1617	1617	1747		
Welham Green, Dixons Hill Rd				1622	1622	1752		
Brookmans Park, Blue Bridge Rd				1626	1626	1756		
Potters Bar, Bus Garage						1803		

Codes:

SDO - schooldays only

NSD - school holidays only



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For school term dates, please see our website

www.metroline.co.uk

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Metroline
www.metroline.co.uk

Saturdays

POTTERS BAR , Bus Garage	0737						
Brookmans Park, Blue Bridge Rd	0744						
Welham Green, Dixons Hill Rd	0749						
Colney Heath, Hall Gardens	0757	1010	1235	1500	1620		
Colney Heath, High Street	0759	1012	1237	1502	1622		
Smallford, Station Road	0805	1018	1243	1508	1628		
Hill End, Hill End Lane	0811	1024	1249	1514	1634		
Tyttenhanger Green	▼ 0851	▼ 1111	▼ 1336	▼	▼		
Fleetville, Morrisons	0815	0858	1028	1118	1253	1343	1518
St Albans City Station	0820	0903	1033	1123	1258	1348	1523
ST ALBANS , St Peter's St (Arr)	0825	0909	1039	1129	1304	1354	1529
ST ALBANS , St Peter's St (Dep)	0910		1130		1355		1650
St Albans, Lancaster Road	0915		1135		1400		1655
St Albans, Firbank Road	▼		1138		1403		1658
Sandridge, Langley Grove	0923		1147		1412		1707
SANDRIDGE , Church	0925		1149		1414		1709

SANDRIDGE , Langley Grove	0923	1147	1412	1707
Sandridge, Church	0925	1149	1414	1709
St Albans, Firbank Road	0930	1154	1419	▼
St Albans, Lancaster Road	0934	1158	1423	1714
ST ALBANS , St Peter's St (Arr)	0938	1202	1427	1718
ST ALBANS , St Peter's St (Dep)	0830	0940	1045	1205
St Albans City Station	0835	0946	1051	1211
Fleetville, Morrisons	0840	0951	1056	1216
Tyttenhanger Green	0848	▼ 1104	▼ 1329	▼ ▼ ▼
Hill End, Hill End Lane	0955	1220	1445	1605
Smallford, Station Road	1001	1226	1451	1611
Colney Heath, Hall Gardens	1008	1233	1458	1618
Colney Heath, High Street	1012	1237	1502	1622
Welham Green, Dixons Hill Rd				1752
Brookmans Park, Blue Bridge Rd				1756
POTTERS BAR , Bus Garage				1803



All journeys are operated on behalf of Hertfordshire County Council





Bell Bar to Hatfield

via Welham Green & Colney Heath

Wednesday only	312
Bell Bar The Firs	0945
Welham Green Railway Station	0949
Welham Green Huggins Lane	0951
Welham Green Dixons Hill Road	0955
Colney Heath Admirals Close	1001
Colney Heath Roestock Lane	1003
Hatfield The Galleria	1010
Hatfield Hillcrest	1014
Hatfield Market Place	1016
Hatfield The Ryde/Fawn Court	1018
Hatfield Tesco	1021

	312
Hatfield Tesco	1205
Hatfield The Ryde/Fawn Court	1209
Hatfield Gracemead Church	1212
Hatfield Hillcrest	1214
Hatfield The Galleria	1218
Colney Heath Roestock Lane	1224
Colney Heath Admirals Close	1226
Welham Green Huggins Lane	1233
Welham Green Dixons Hill Road	1237
Welham Green Railway Station	1238
Bell Bar The Firs	1242

All other days and Bank Holidays

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APP 18

Centrebus

355 Carterhatch – Oaklands

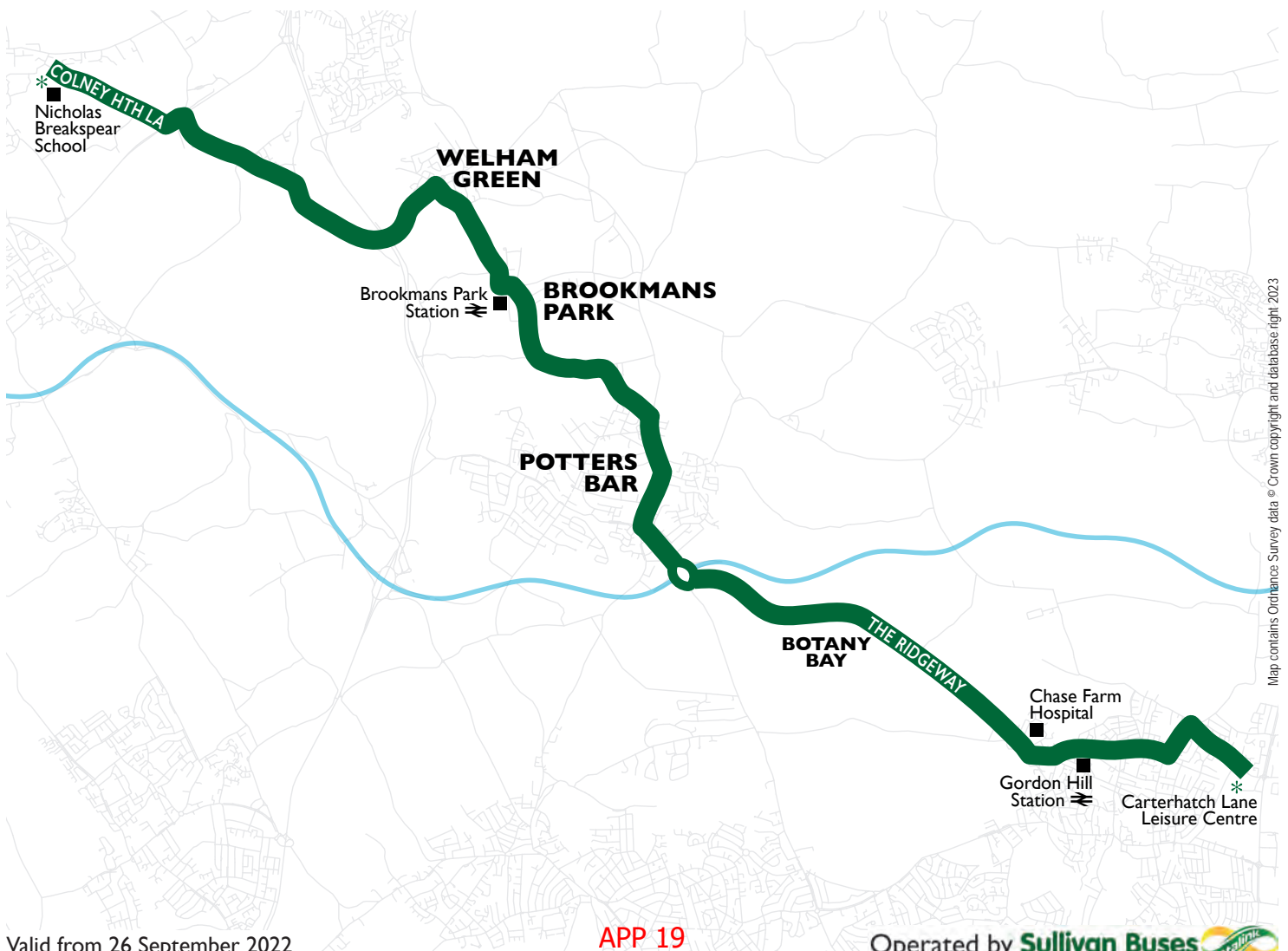
serving Nicholas Breakspear School

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 Q	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

No service in school holidays or on Saturdays and Sundays.

Autumn 2022



355 Oaklands – Carterhatch

serving Nicholas Breakspear School

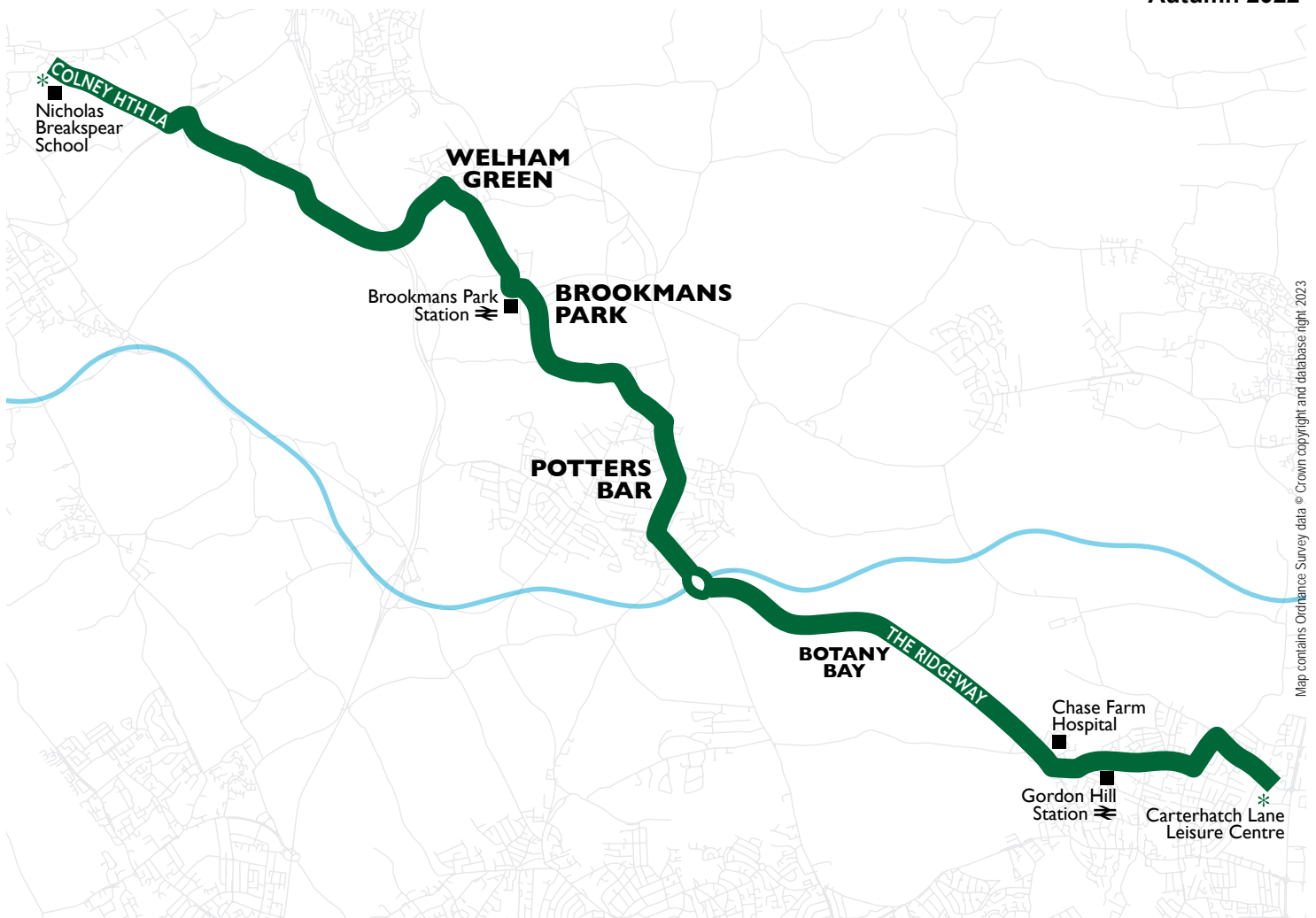
Oaklands – Carterhatch via Potters Bar

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

No service in school holidays or on Saturdays and Sundays.

Autumn 2022



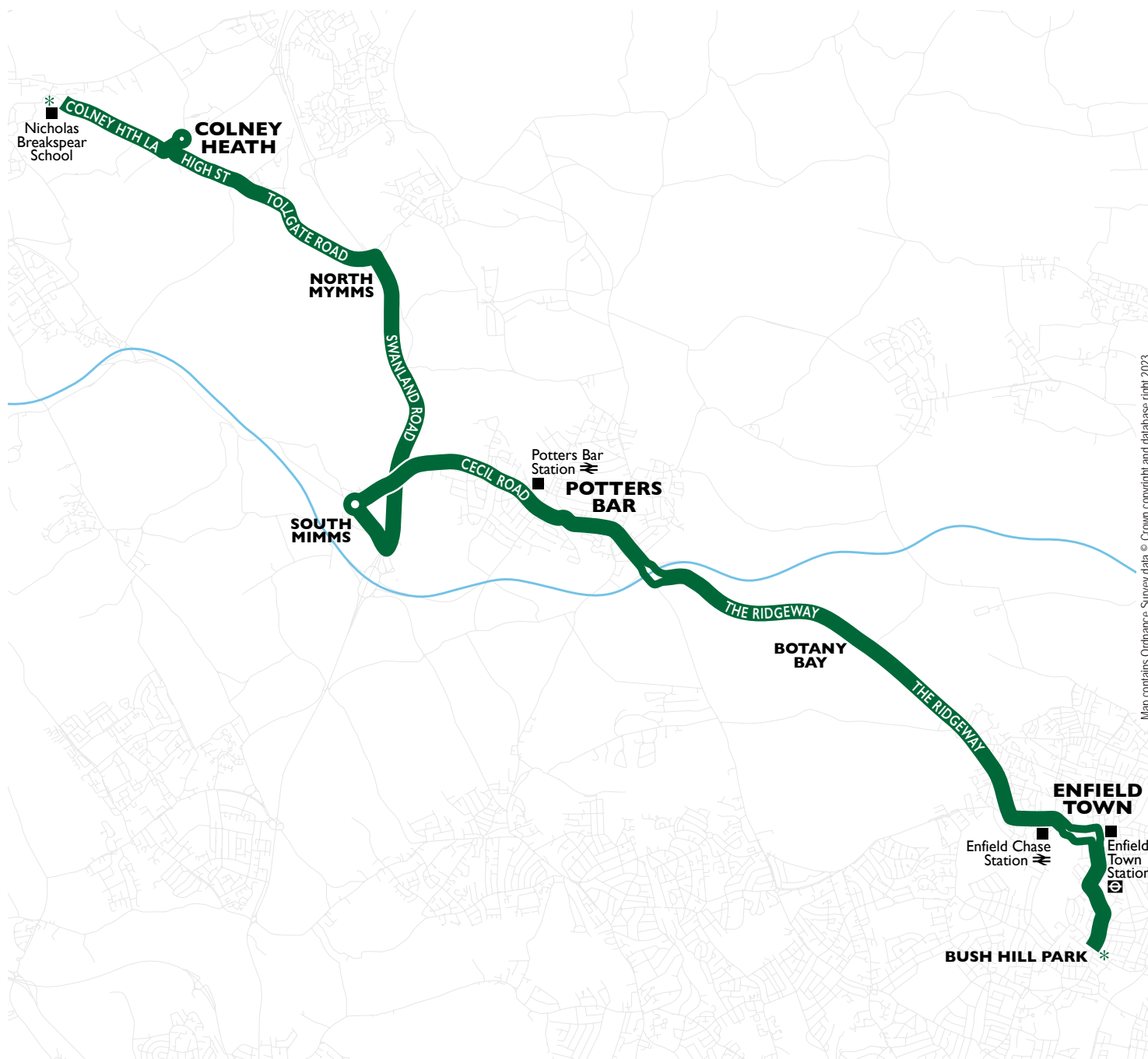
356 Winchmore Hill – Oaklands

serving Nicholas Breakspear School

Schooldays (Available to all passengers)

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

No service in school holidays or on Saturdays and Sundays.



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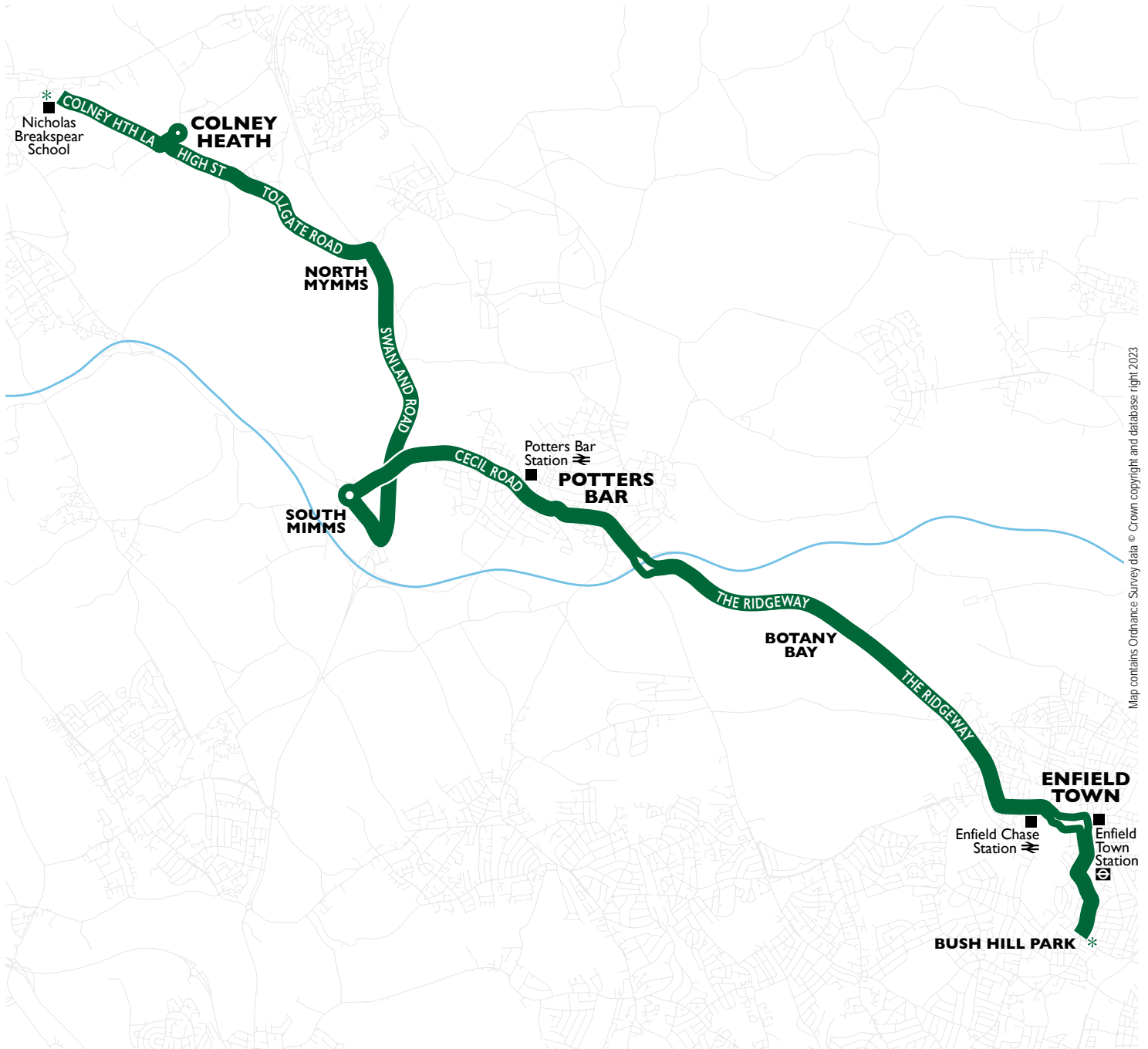
356 Oaklands – Winchmore Hill

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	1604
Enfield Town Church Street	1606
Bush Hill Park Church Street	1613

No service in school holidays or on Saturdays and Sundays.

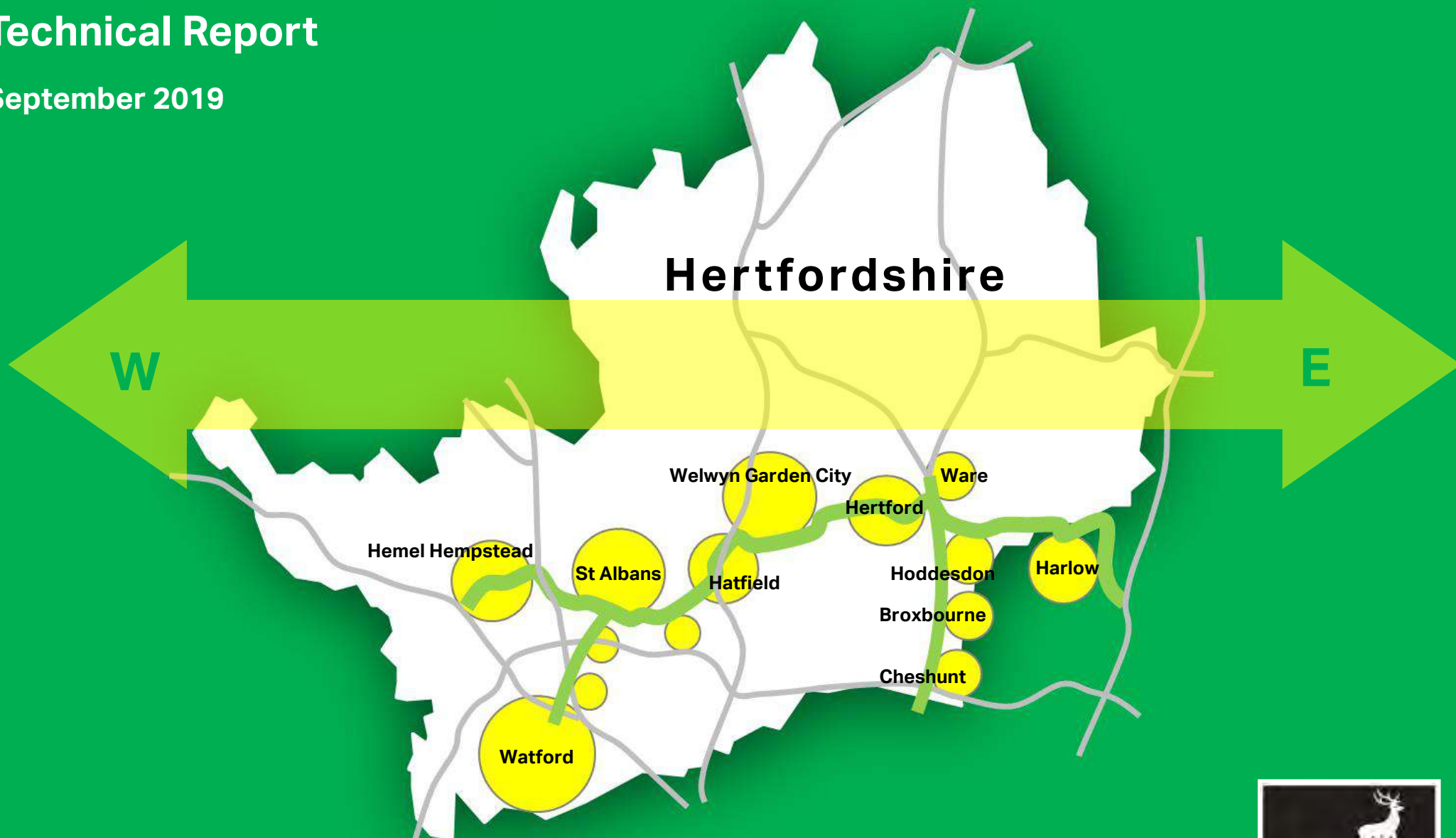


Appendix SJT4

A414 Corridor Strategy

Technical Report

September 2019

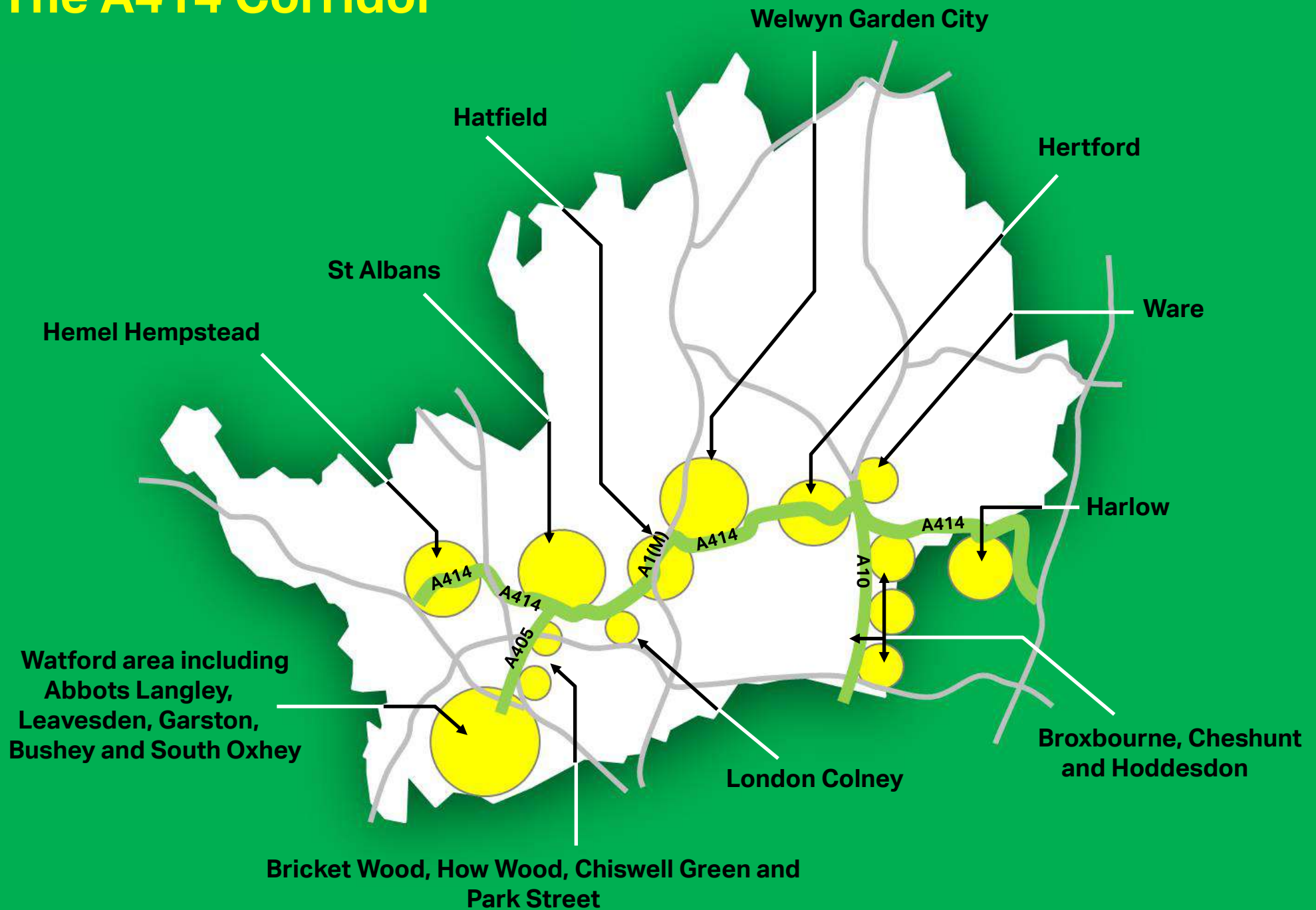


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The A414 Corridor



Foreword

The A414 corridor is the strategic east-west transport route in the County which runs from Harlow to Hemel Hempstead, with branches to Watford and Broxbourne. There are very few opportunities for continuous travel by public transport which increases reliance on the car to make even fairly short journeys along the corridor. There are also limited opportunities for walking and cycling, with poor and discontinuous routes in many areas.

There are over 100,000 new homes planned for Hertfordshire and fifty per cent of these will be along the A414 route, with further development expected beyond 2031. The impacts on the route are likely to be significant. Traffic congestion is predicted to increase further which will lead to longer journey times and more rat running onto less suitable roads for example if we do nothing.

The Local Transport Plan sets the County Council's long term transport strategy and provides a framework to guide all our future transport planning and investment. This framework has been used to develop the A414 Corridor Strategy. The emphasis will be providing alternatives to the car along the corridor through the development of a Mass Rapid Transit system which will provide a high quality, attractive, fast and continuous public transport link from Hemel Hempstead and Watford in the west, to Broxbourne and Harlow in the east serving key urban areas along the corridor including St Albans, Hatfield, Welwyn Garden City and Hertford. This system will crucially enable wider improvements to transport in the corridor to come forward including enhancements to local bus services, and better walking and cycling links. Assessment of the likely form and capacity of an Mass Rapid Transit system will determine the need for significant highway interventions at key locations on the A414 such as a Hertford Bypass.

Junctions improvements are also planned to help relieve traffic congestion, for example at M1 Junction 8 (Hemel Hempstead) and the A414/A1081 London Colney Roundabout.

As the interventions in the strategy are developed from concepts into real deliverable schemes, advantage will be taken of emerging new technologies.

This Strategy builds on the principles set out in the Local Transport Plan and offers a vision for residents and users of the transport system to have reliable east-west travel options across Hertfordshire serving the growing population.

Derrick Ashley

Hertfordshire County Councillor

Executive Member, Growth, Infrastructure, Planning and the Economy

A414 Corridor Strategy 2018

APP 28



Executive Summary

The A414 corridor is a strategic east-west, multi-modal transport corridor extending from Harlow in the east to Hemel Hempstead in the west. In addition, the A405 extending down from St Albans towards Watford, and the A10 from west of Hertford to M25 Junction 25 in Broxbourne also act as important cross-county routes. Other key urban areas include Hatfield and Welwyn Garden City.

The corridor is extremely important in enabling people to move across Hertfordshire by different modes of transport including by car and bus. Today, the corridor experiences traffic congestion along sections of the A414 and at key junctions between and within towns. There are also very few opportunities for people to travel continuously by public transport which increases dependency on the car to make journeys along the corridor. There are also limited opportunities for walking and cycling, with poor and discontinuous routes in many areas.

Current levels of traffic congestion will increase even further if action is not taken, especially as there are at least 50,000 new homes and a similar number of new jobs planned across the corridor which will create more trips on the transport network.

Hertfordshire County Council has developed this **A414 Corridor Strategy** to confirm the key current and future growth and transport challenges and identify a set of interventions to help tackle these challenges.

This strategy has been developed around a set of eleven objectives:

- Support sustainable economic growth
- Improve inter-urban connectivity
- Define an appropriate route hierarchy
- Improve operation, resilience and reliability of the transport network
- Enhance sense of place and town centre viability
- Enable and facilitate modal shift to active travel
- Enable and facilitate modal shift to public transport
- Implement demand management to support efficient use of the network and enable behaviour change
- Incorporate the benefits of new technology to support efficient use of the network and enable behaviour change
- Ensure safe and secure travel
- Deliver better environmental outcomes

The corridor has been divided into fourteen geographical segments which reflect how the corridor is currently used differently along its length, and how it is predicted to be used in the future. Some segments carry more longer distance trips mostly by car and lorry. Other segments carry more of a mixture of shorter and longer distance trips with cycling, bus and rail also being used.

The A414 Corridor Strategy has drawn from existing adopted plans and strategies to develop a range of interventions which seek to address the growth in homes and jobs, and the transport challenges in the corridor. The interventions also align with the priorities described in Hertfordshire County Council's Local Transport Plan.

Thirty packages are proposed. Grouping interventions into packages recognises that some interventions work better together. Interventions

range from improvements to footways, new cycle routes, new bus services, better access to railway stations and highway junction improvements.

It is not easy to travel along the corridor by public transport. A new Mass Rapid Transit system will provide a high quality, attractive, fast and continuous public transport link from Hemel Hempstead and Watford in the west, to Broxbourne and Harlow in the east via the key urban areas along the corridor. This could take the form of a tram or high quality express bus network.

The Mass Rapid Transit is considered to be a critical piece of infrastructure as it will encourage people to travel more sustainably, connect people with jobs, schools, shops and key services, and could lead to a reduction in traffic growth. The Mass Rapid Transit will open up opportunities to improve walking, cycling and public transport routes and services by removing traffic. It should enable many of the interventions proposed in this strategy. In Hertford, the Mass Rapid Transit will route through the centre of the town, providing an attractive alternative to the car. A strategic intervention, for example a bypass, could be required to enable the MRT in Hertford.

Junctions will be improved to help relieve traffic congestion, for example at M1 Junction 8 (Hemel Hempstead) and the A414/A1081 London Colney Roundabout.

As well as these interventions there will also be a broader set of initiatives aimed at encouraging more people to walk, cycle and travel by public transport. The aim is to make better use of existing infrastructure and services; to discourage traffic using less appropriate roads through quiet villages and past schools to avoid traffic

congestion elsewhere; remove barriers to people travelling on foot or by bike; and providing a real alternative to the car for travelling between towns.

Many of the interventions are only concepts at this stage so there will need to be more detailed investigations and consultation with local people who could be affected by them.

If however circumstances change, for example key housing and employment developments do not come as planned, or new priorities begin to emerge, a review of the Corridor Strategy may lead to a potential revision or evolution of the proposals. The delivery of the A414 Corridor Strategy will be described in a separate **Implementation Plan**.

If supported and approved, interventions will be adopted by Hertfordshire County Council in partnership with the Local Planning Authorities as well as infrastructure operators, service providers and private developers. Further discussions with local communities will be essential. In many cases, there will need to be detailed business cases that assess overall value for money and wider impacts on society and the environment.

Funding is also critical. Local Authorities are increasingly reliant on making bids to funding competitions by Central Government or obtaining contributions from private developers. It is important therefore that a robust case can be put forward for successfully obtaining funds. The availability of sufficient funding will play a crucial role in the implementation of proposals put forward.

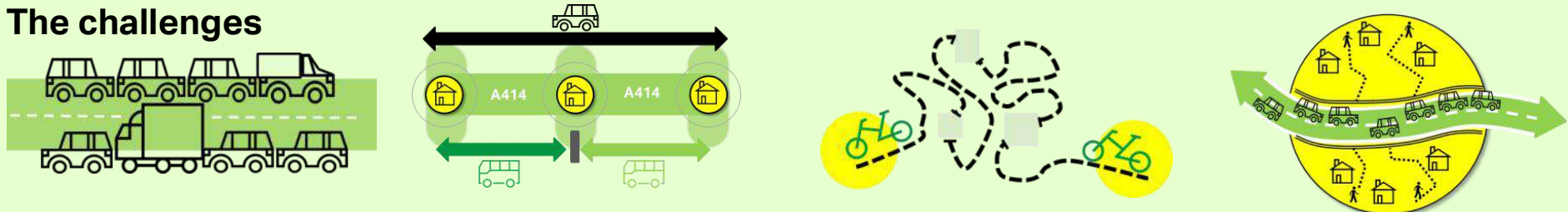
A414 Corridor Strategy in brief

Planned Growth

50,000+ new homes and 50,000+ new jobs will create additional travel demand on the corridor's transport network including highway routes and public transport services.



The challenges



Highway congestion is predicted to increase leading to longer journey times. Making journeys by public transport along the corridor is not easy and convenient. It is not easy to travel by bike within and between some urban areas. Communities can be split by heavily trafficked roads which can be made worse where crossing facilities for pedestrians and cyclists are limited.

The proposed response



A re-prioritised highway network



Enhanced walking and cycling links



Highway upgrades



Enhanced urban realm



Better Public Transport connectivity and accessibility

30 packages of wide-ranging interventions aim to address the corridor challenges, improve inter-urban connectivity, improve operation, resilience and reliability of the transport network, enable and facilitate modal shift to active travel and public transport plus much more.

Total estimated cost of all interventions

Up to £1.3bn

££££££ Sufficient funding needs to be found to deliver interventions

The corridor

St Albans

Historic city with one of the busiest railway stations in Hertfordshire, with strong commuting flows by rail to London but surrounded by north-south and east-west highway links

Hemel Hempstead

Including the large Maylands industrial area (part of the Hertfordshire IQ Enterprise Zone)

Watford area

Very large town including the adjoining communities of Bushey, South Oxhey, Abbots Langley, Leavesden and Garston

Bricket Wood, How Wood, Chiswell Green and Park Street

Smaller towns and villages located along the A405 and Abbey Line routes

Hatfield

20th Century New Town where the A414 meets the A1(M), including the large Hatfield Business Park and University of Hertfordshire campus

Welwyn Garden City

Adjacent to the A1(M) and A414, this planned town has expanded since its creation.

Hertford

County Town, divided by the busy A414 and two railway stations connected to London

Ware

Market town with close links to Hertford and bypassed by the A10

Harlow

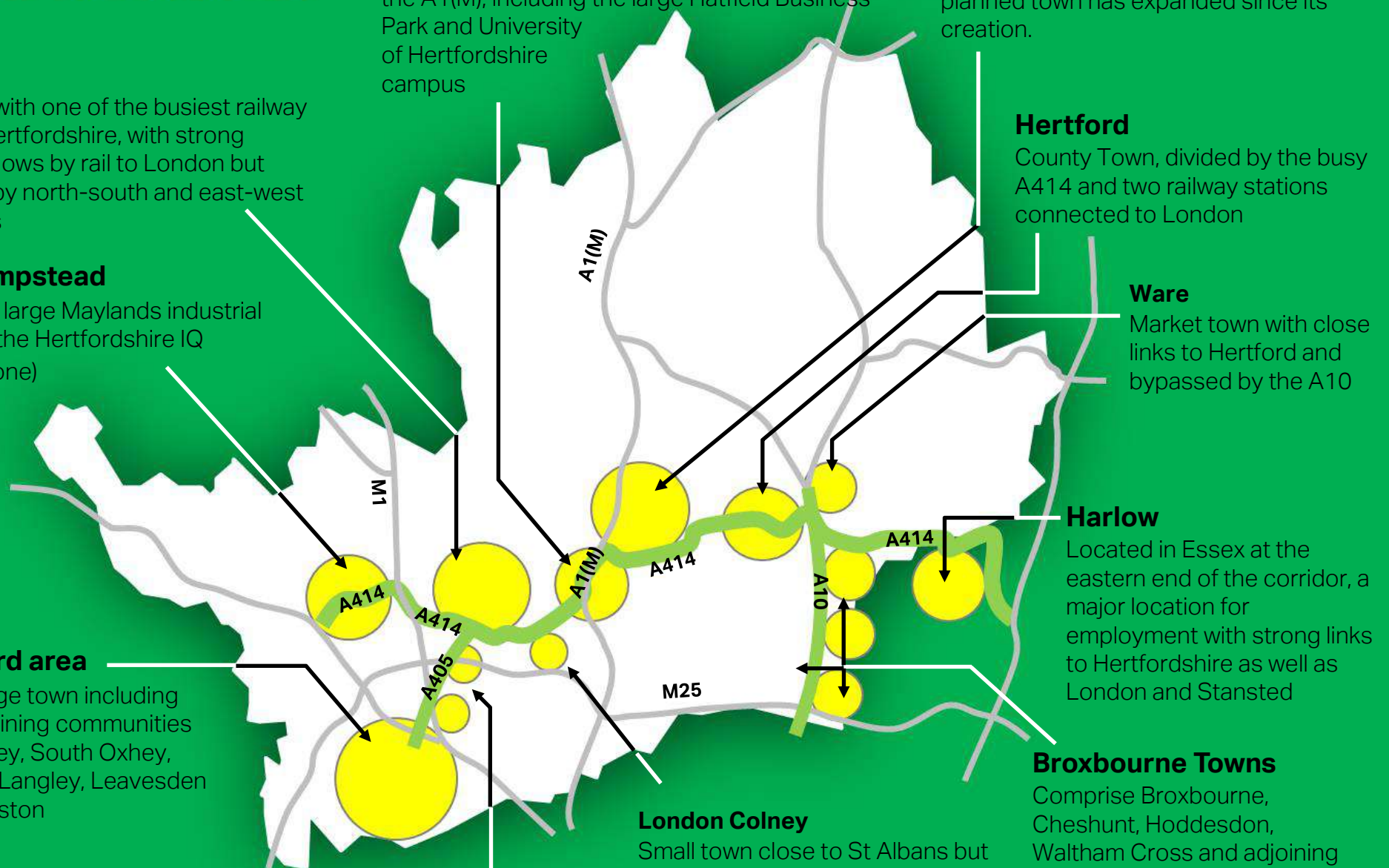
Located in Essex at the eastern end of the corridor, a major location for employment with strong links to Hertfordshire as well as London and Stansted

Broxbourne Towns

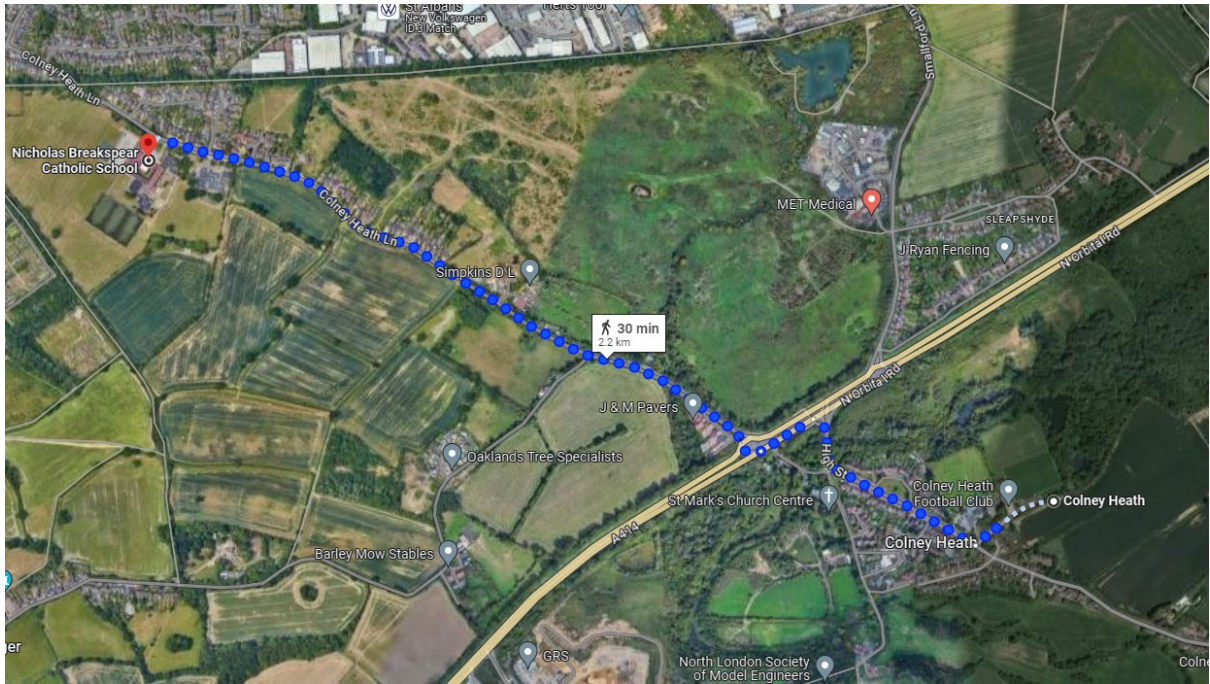
Comprise Broxbourne, Cheshunt, Hoddesdon, Waltham Cross and adjoining communities of Goffs Oak and Hammond Street, dissected by the A10 highway route which links the A414 and M25

London Colney

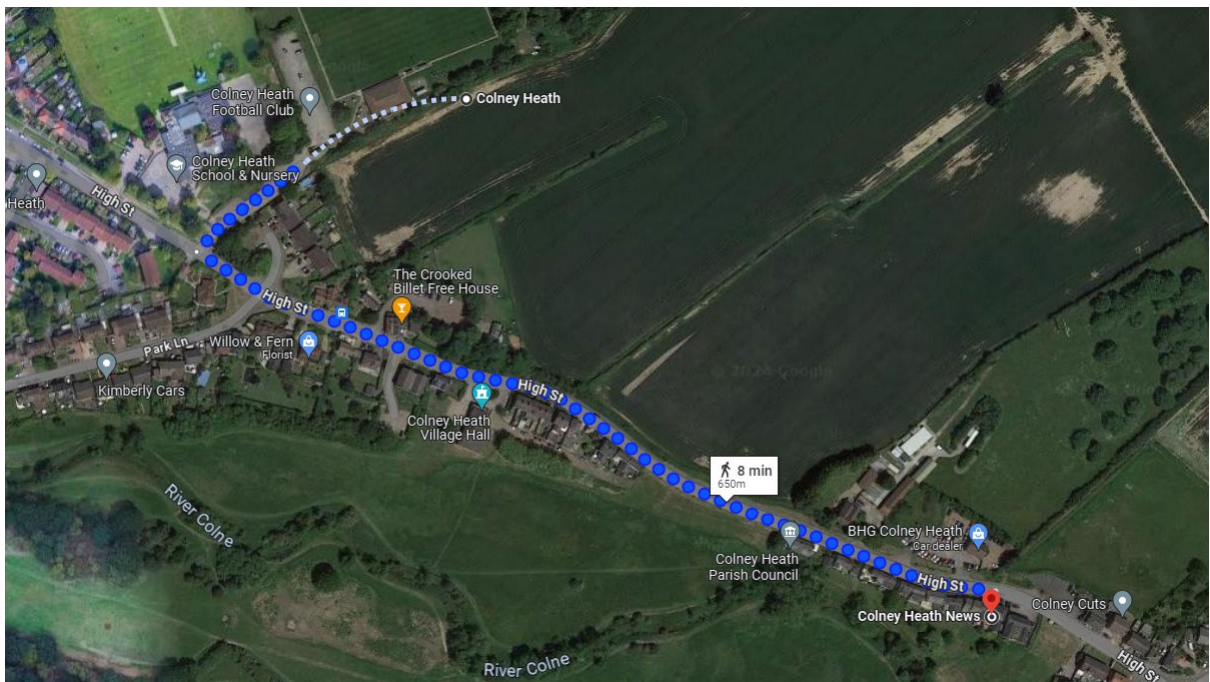
Small town close to St Albans but separated by the A414



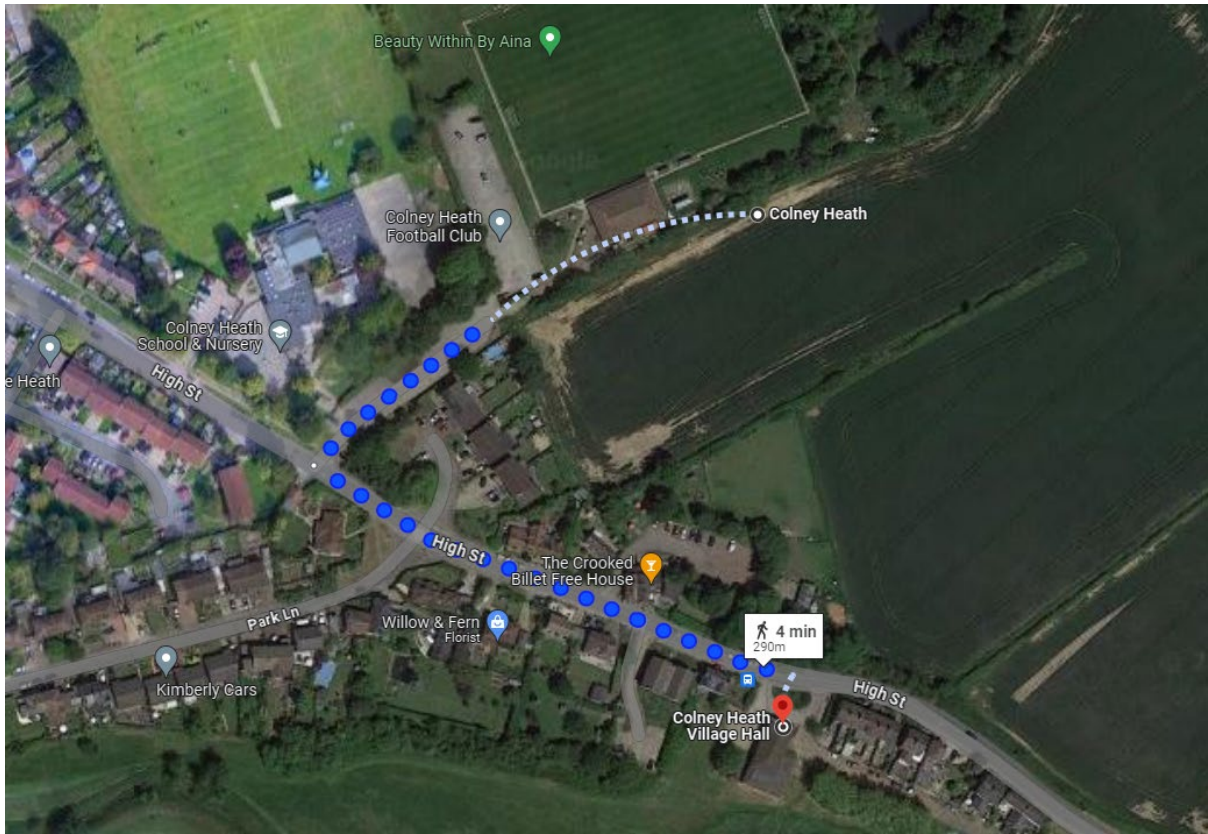
Appendix SJT5



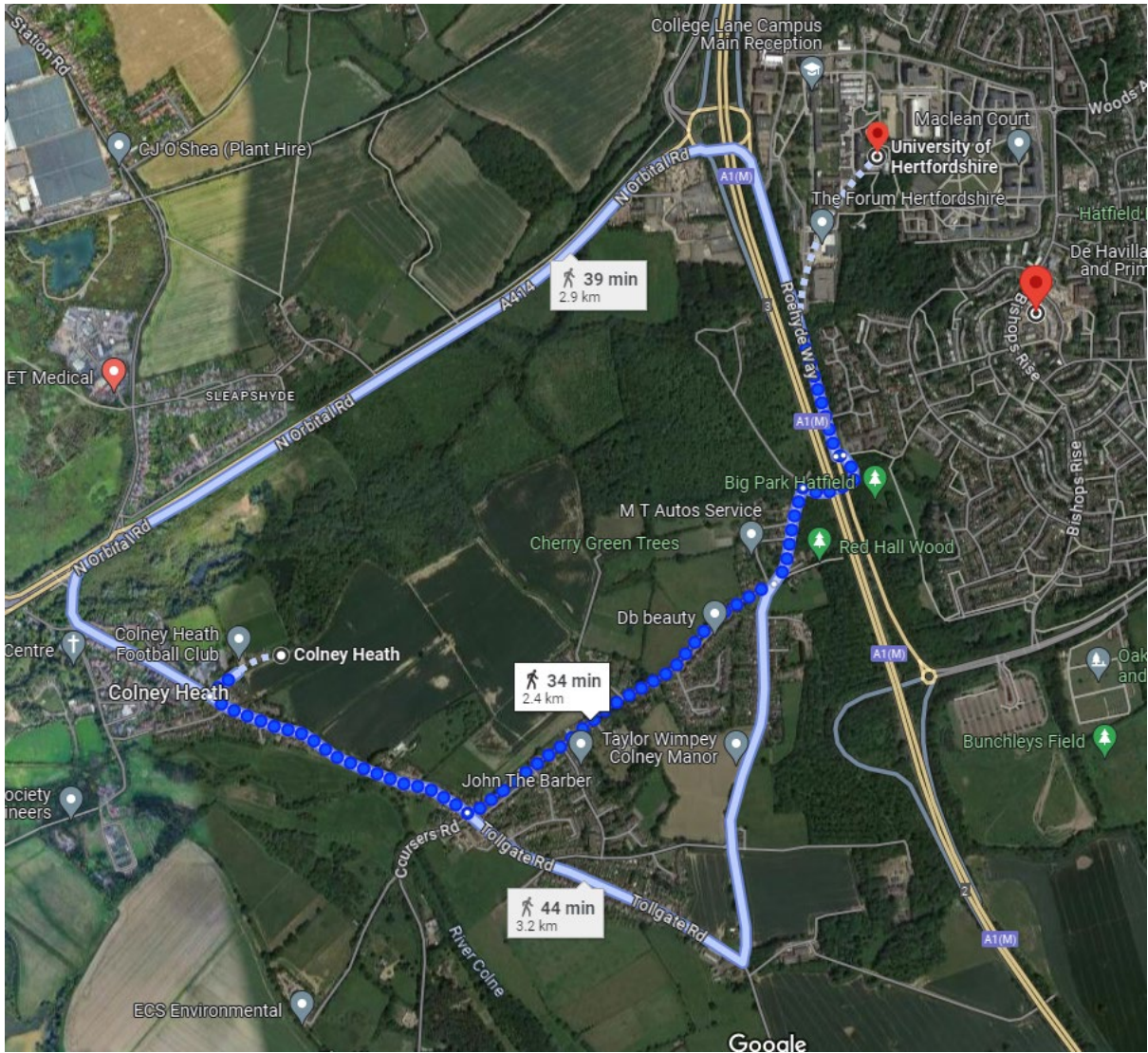
Distance to Nicholas Breakspear Catholic School



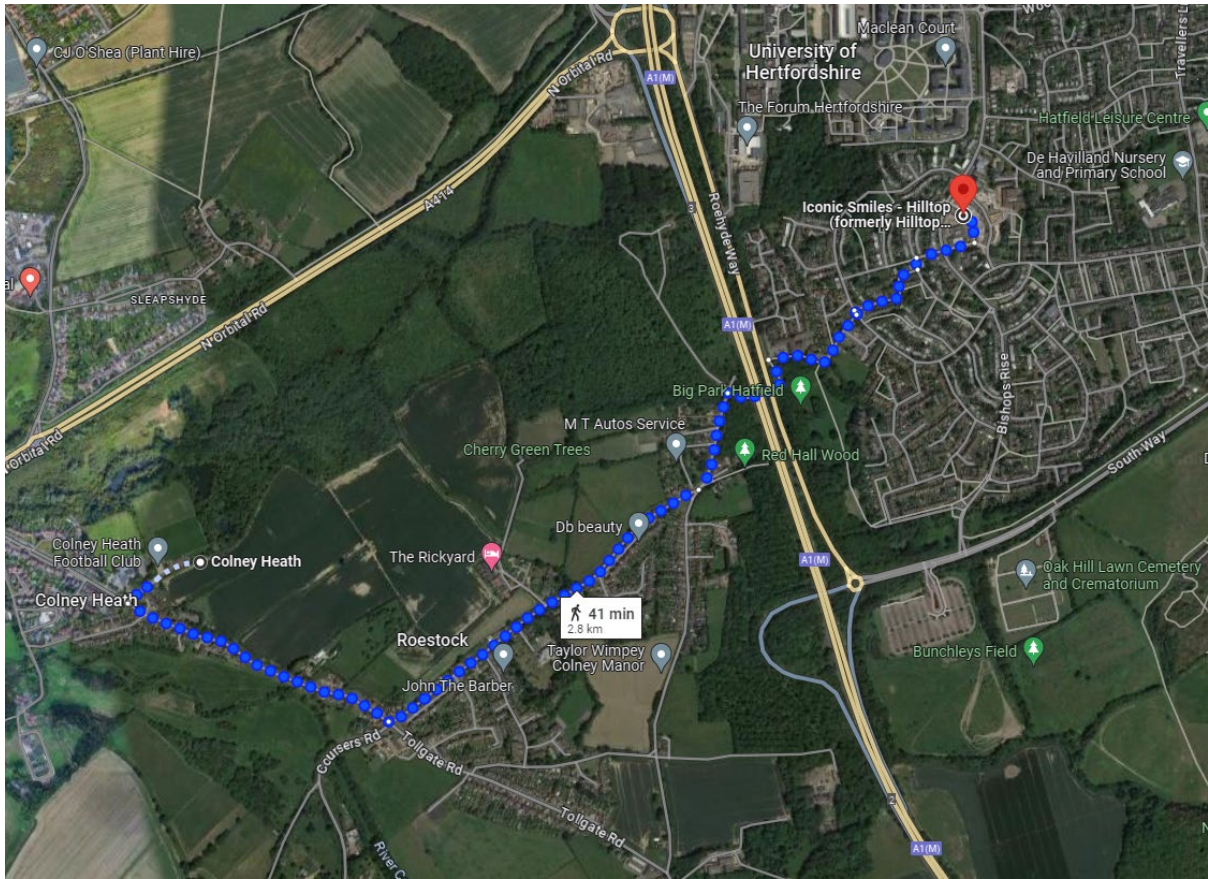
Distance to Colney Heath News and Post Office



Distance to the Village Hall



Distance to University of Hertfordshire



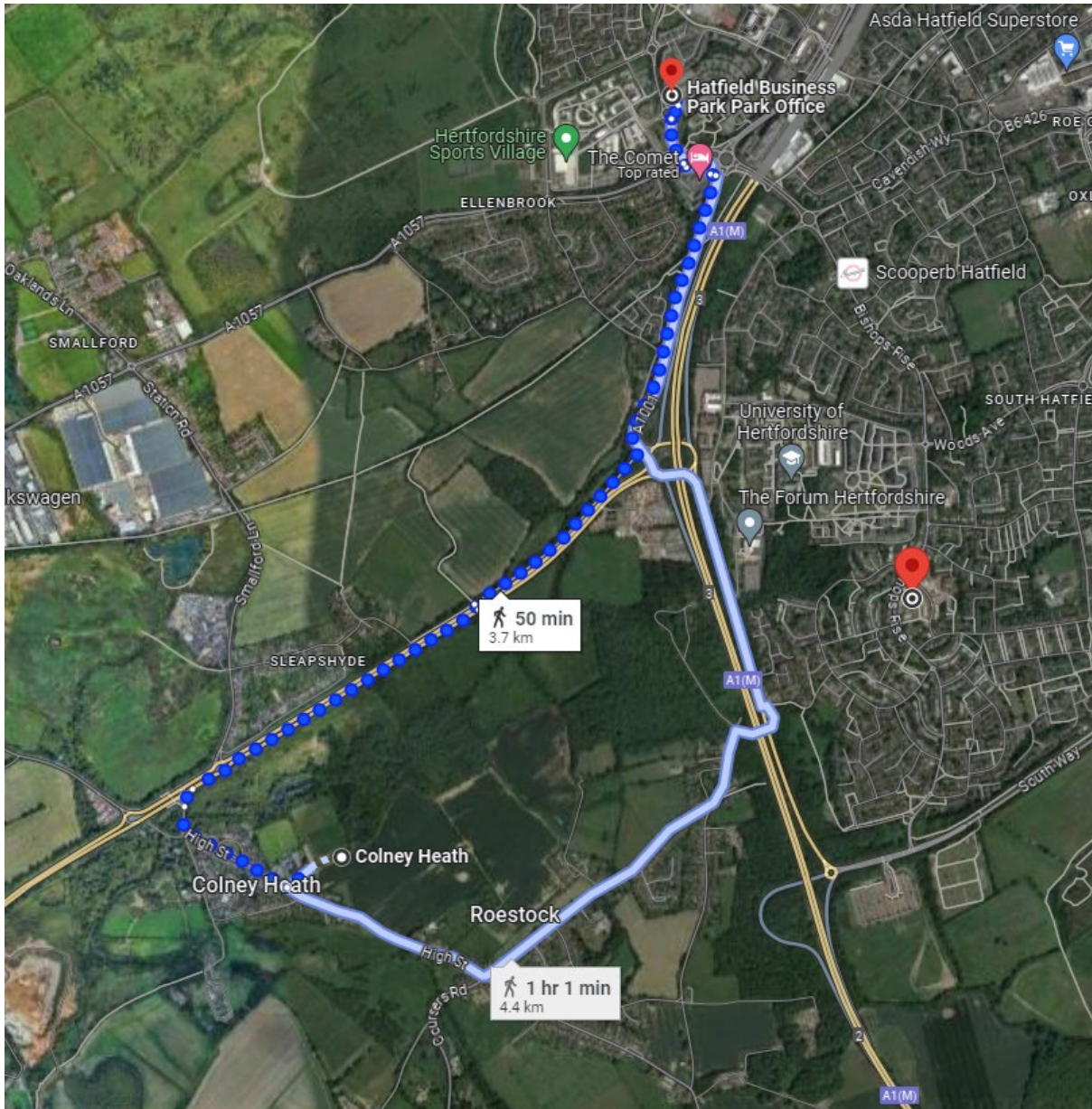
Distance to Iconic Smiles - Hilltop Dental Surgery



Distance to Colney Fields Shopping Park



Distance to Colney Medical Centre



Distance to Hatfield Business Park



Distance to Alban Park

Appendix SJT6

Colney Heath JMI School

High Street
Colney Heath
St Albans
Hertfordshire
AL4 0NP

www.colneyheath.herts.sch.uk

Telephone: 01727 823898

Fax:

Email: admin@colneyheath.herts.sch.uk

Head teacher: Anne Clark

School type: Primary Mixed

School category: Community

School number: 454

DFE number: 919-2102

Nursery class: [Yes](#)

Published Admission Number: 30
(how many children this school is admitting)

Number of children on roll: 209

Free Childcare

2 year old funding: No

30 hours funding: Yes

Apply for a Reception or Year 7 (secondary) school place to start in September 2024 >

Apply for all other year groups >

Admission rules for a place to start in September 2024

[Read Colney Heath JMI School admission rules for 24-25](#)

Admission rules if you want a place at the school to start now

[Read Colney Heath JMI School admission rules for 23-24](#)

How were school places allocated in previous years?

What happened in the last 2 years

	2022	2023
Number of places available	30	30
Number of applications made	42	42
Number of places offered	20	26

Places offered under each rule in 2023

Rules (in rule priority order)	2023
Education, Health And Care (EHC) Plan	0

Children Looked After Or Previously Looked After	0
Medical/Social	0
Siblings	11
Nearest School	9
Not Nearest School	4
Non Ranked Allocation	2

Places offered under each rule in 2022

Rules (in rule priority order)	2022
Education, Health And Care (EHC) Plan	0
Children Looked After Or Previously Looked After	0
Medical/Social	0
Siblings	7
Nearest School	9
Not Nearest School	4

Distance of the furthest child admitted

Distance of the furthest child admitted in 2023 (in metres)

Rule	2023
Nearest school	1273.19
Distance	8583.31

Distance of the furthest child admitted in 2022 (in metres)

Rule	2022
Nearest school	1161.23
Distance	3743.29

Use our ['Find Your Nearest School'](#) system to identify the "nearest" school to your child's home address, in accordance with Hertfordshire County Council's admission arrangements.

Vacancies (for in year applications)

Yes - there are vacancies in Year 1 and Year 3

Updated: 11 March 2024

Vacancy information is only relevant to [in year applications](#).

Schools aim to update their vacancy information **every 2 weeks**.

Treat this information as a guide only – the situation can change on a daily basis.

Performance and Ofsted

[Performance table](#) for Colney Heath JMI School.

[Ofsted report and rating](#) for Colney Heath JMI School.

School officers

Admissions Officer: Caroline Dove

In Year Admissions Officer: Chloe Lee

District Schools Effectiveness Advisor: Ruth Cornish

[SEND Local Offer at Colney Heath JMI School](#)

[Teach in Herts](#) - see jobs in schools.

[Back to school directory](#)

Rate this page



Appendix SJT7

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 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
St Albans 015	8%	18%	13%	15%	16%	4%	2%	2%	13%
District	12%	12%	14%	13%	10%	14%	2%	2%	13%

Appendix SJT8

SITE: 1

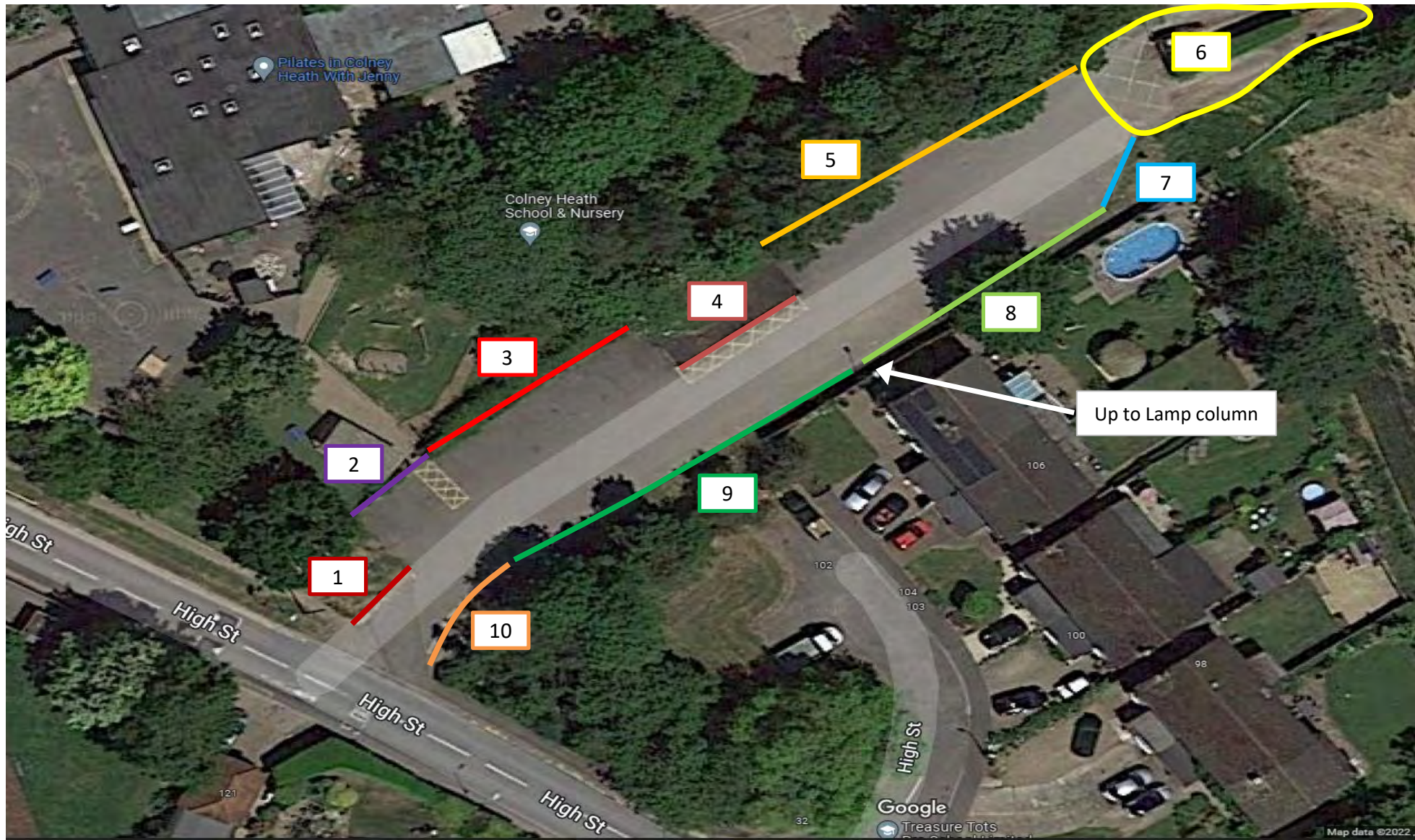
LOCATION:

CAR PARK



DATE:
13TH FEBRUARY 2024

DAY:
TUESDAY



JOB TITLE: COLNEY HEATH

APP 51

JOB NUMBER: 11287

PARKING BEATS

JOB REF: 13082

JOB NAME: COLNEY HEATH

SITE: 1

LOCATION: CAR PARK



DATE: 13/02/2024

DAY: TUESDAY

In Zones 2, 3, 5 and 8 vehicles park 'nose to kerb' and the data highlighted yellow represents where parking was at capacity.

TIME	ZONE											PICK UP / DROP OFF FOOTBALL CAR PARK	
	1	2	3	4	5	6	7	8	9	10			
RESTRICTIONS	DOUBLE YELLOW LINES	NO RESTRICTIONS	NO RESTRICTIONS	HATCHINGS	NO RESTRICTIONS	HATCHINGS	NO RESTRICTIONS	NO RESTRICTIONS	NO RESTRICTIONS	NO RESTRICTIONS	DOUBLE YELLOW LINES	NO RESTRICTIONS	N/A
APPROX. TOTAL SPACES	0	2	8	0	10	0	1	9	6	0	0	1	N/A
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	1	0	0	0	0	0	0	0	0	0	0
08:20	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30	0	2	1	0	0	0	0	0	0	0	0	0	0
08:40	0	2	7	0	2	0	0	2	5	0	1	0	0
08:50	0	2	7	0	10	0	1	8	5	0	1	3	0
09:00	0	1	5	0	8	0	1	6	3	0	1	5	0
09:10	0	0	1	0	0	0	0	1	1	0	0	1	0
09:20	0	1	1	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	2	1	0	3	0	0	0	0	0	0	0	0
10:30	0	1	1	0	4	0	0	0	0	0	0	0	0
11:00	0	1	1	0	4	0	0	0	0	0	0	0	0
11:30	0	1	1	0	0	0	0	0	0	0	0	0	0
12:00	0	2	4	0	0	0	0	0	0	0	0	0	0
12:30	0	2	2	0	0	0	0	0	1	0	0	0	0
13:00	0	2	2	0	0	0	0	0	0	0	0	0	0
13:30	0	2	2	0	0	0	0	0	0	0	1	0	0
14:00	0	1	0	0	1	0	0	0	0	0	1	0	0
14:30	0	1	1	0	0	0	0	0	0	0	1	0	0
14:40	0	2	4	0	0	0	0	0	2	0	1	0	0
14:50	0	2	6	0	1	0	0	1	5	0	1	0	0
15:00	0	2	7	0	6	0	0	5	5	0	1	1	0
15:10	0	2	7	0	9	0	1	8	5	0	1	26	0
15:20	0	2	7	0	7	0	0	7	4	0	1	32	0
15:30	0	2	6	0	1	0	0	2	2	0	0	2	0
15:40	0	2	6	0	1	0	0	2	4	0	0	2	0
15:45	0	2	6	0	0	0	0	1	4	0	0	1	0
15:50	0	2	6	0	0	0	0	1	3	0	0	1	0
16:00	0	2	6	0	1	0	0	1	4	0	0	0	0
16:30	0	2	4	0	1	0	0	0	2	0	0	0	0
17:00	0	2	6	0	1	0	0	0	1	0	1	0	0
17:30	0	2	4	0	4	0	0	0	0	0	0	0	0
18:00	0	2	4	0	2	0	0	0	0	0	0	0	0
18:30	0	1	0	0	2	0	0	0	0	0	0	0	0

Appendix SJT9

Land at Colney Heath, St Albans

Proposed Site Access

Road Safety Audit Response Report

F1 Project details

Table F.1 Project Details

Report title:	Land at Colney Heath, St Albans
Date:	20 th February 2024
Document Reference and revision:	23356-05
Prepared by:	DTA Transportation
On behalf of:	Hertfordshire Council

Table F.2 Authorisation Sheet

Project:	Land at Colney Heath, Site access and off-site highway works
Report title:	Road Safety Audit Response Report (RSA1)
Prepared by:	
Name:	Simon Tucker
Position:	Director
Signed	
Organisation:	DTA Transportation
Date:	20 th February 2024
Approved by:	
Name:	
Position:	
Signed	
Organisation:	
Date:	

F2 Introduction

This report sets out the design organisation response to problems raised in the Stage 1 Road Safety Audit carried out by Meraki Alliance (reference MAL/HSCHRSA1Rev0, 14th February 2024).

This audit formally considered the proposed access general arrangements. The received audit is attached as **Appendix A**.

The audit has been divided into location specific problems. For ease, the responses below use the same references as the received audit.

F3 Key personnel

Table F.3 Key personnel

Overseeing Organisation:	<u>Hertfordshire Council</u>
RSA Team:	Jonathan Birkett – Audit Team Leader Gillian Kidd – Audit Team Member Meraki Alliance Ltd Unit 1 Waterside Old Boston Road Wetherby LS22 5NB
Design organisation:	<u>DTA Transportation</u> Simon Tucker (sjt@dtatransportation.co.uk) Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW T: 01564 793598

F4 Road Safety Audit Decision Log

Table F.4 Road Safety Audit decision log

RSA Problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
<p>Problem: 1-1</p> <p>Location: Inset crossing High Street</p> <p>Summary: Obstructed visibility splays will increase the risk of pedestrian/vehicle collisions.</p> <p>Details of site clearance works are not provided. It is proposed to alter the existing priority junction between the High Street (Cul de Sac) and High Street. The drawings also show an inset uncontrolled crossing. The Audit Team noted that there is vegetation within the verge (photo) to the rear of the existing footway on High Street that could block visibility between a pedestrian on the crossing and an approaching vehicle turning left from High Street resulting in an increased risk of pedestrian/Vehicle collisions.</p>	<p>Visibility at the crossing needs to be provided based on DMRB CD 143 Table E/5.2. In this case a splay of 1.5m x 40m would be appropriate.</p>	<p>The problem and recommendation are accepted.</p> <p>The area of vegetation clearance is shown on Drawing 23356-04c.</p> <p>It is considered this matter can be dealt with as part of the detailed design discussions regarding the necessary S278 highway works.</p>		

<p>Problem: 1-2</p> <p>Location: Development access and Park Lane.</p> <p>Summary: A lack of pedestrians crossing facilities will increase the risk of trips and falls and pedestrian/vehicle collisions.</p> <p>It is proposed to construct a new housing development and make changes to the existing road layouts. The Audit Team considered that there is a lack of suitable uncontrolled crossings proposed as part of the works. These include:</p> <ol style="list-style-type: none"> 1. Existing junction (to be used as site access) with High Street. 2. Uncontrolled crossing of Park Lane. <p>The drawings do appear to show an uncontrolled crossing of High Street (Cul de Sac) but no tactile is shown.</p> <p>A lack of pedestrians crossing facilities will increase the risk of trips and falls and pedestrian/vehicle collisions.</p>	<p>It is recommended that uncontrolled crossings are provided across the site access junction with High Street, across Park Lane and that the High Street (Cul de Sac) is provided with tactile paving.</p>	<p>The problem and the recommendation are accepted.</p> <p>The tactile paving is shown on Drawing 23356-04c.</p> <p>It is considered this matter can be dealt with and refined as part of the detailed design discussions regarding the necessary S278 highway works.</p>		
--	---	---	--	--

<p>Problem: 1-3</p> <p>Location: Site access road.</p> <p>Summary: Inappropriate upstands on western footway will increase the risk of loss of control collisions.</p> <p>It is proposed to construct a new western footway along the site access road adjacent to the school. The drawings show that the new footway (over which vehicles cross for parking) will be a modest upstand. Details of the upstand are not shown. Inappropriate upstands on western footway will increase the risk loss of control collisions.</p>	<p>As vehicles will need to cross the footway it is recommended that the upstand is no greater than 25mm.</p>	<p>The problem and recommendation are accepted.</p> <p>Drawing 23356-04c has been annotated to state upstand no greater than 25mm.</p> <p>It is considered this matter can be dealt with as part of the detailed design discussions regarding the necessary S278 highway works.</p>		
--	---	---	--	--

F5 Design organisation and Overseeing Organisation statements

Table F.5 Design organisation statement

On behalf of the design organisation I certify that:	
1) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation; or	<input type="checkbox"/>
2) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit cannot be agreed and I wish to proceed to an exception report	<input type="checkbox"/>
Name:	Simon Tucker
Signed:	
Position:	Director
Organisation:	DTA Transportation
Date:	20 th February 2024

Table D.5 Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation and will be progressed; or	<input type="checkbox"/>
2) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit cannot be agreed and I wish to proceed to an exception report	<input type="checkbox"/>
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Land at Colney Heath

Road Safety Audit: Stage 1

Hertfordshire County Council
County Hall
Hertford
SG13 8DQ

Jonathan Birkett
Meraki Alliance Ltd
Riverside Court
Castle Gate
Wetherby
LS22 6LE
[Tel:+44 \(0\) 7966296302](tel:+44107966296302)

Land at Colney Heath

Road Safety Audit: Stage 1

Report Produced for:	Hertfordshire County Council
Report Produced by:	Jonathan Birkett
Report Dated:	14 Feb 2024
Report Reference:	MAL/HSCHRSA1Rev0
Road Safety Audit Team Leader:	Jonathan Birkett

Land at Colney Heath

Road Safety Audit: Stage 1

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	14 Feb 2024	JB
1	0	FINAL REPORT	14 Feb 2024	JB/GK

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
	Hertfordshire County Council	Electronic	14 Feb 2024
Nicola Sanderson	DTA	Electronic	14 Feb 2024
Gillian Kidd	Meraki Alliance Ltd	Electronic	14 Feb 2024

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (i.e., carried out prior to construction), by Nicola Sanderson (DTA) on behalf of Hertfordshire County Council. The scheme submitted for Audit is the new development on land to the north of High Street, Colney Heath.

The speed limit on High Street is 30mph and is street lit.

The scope of the works included within this Road Safety Audit are:

- Proposed improvements to an existing junction for the development.
- Alterations to two existing priority junctions at Park Lane and High Street.
- New footway connection to the site.
- New uncontrolled crossings and
- Road markings.

Overseeing Organisation

Hertfordshire County Council.

Client

Tarmac.

Design Organisation

DTA.

The audit comprised an examination of documents forming the Audit Brief and an examination of the site.

1.2 Documents Forming the Brief

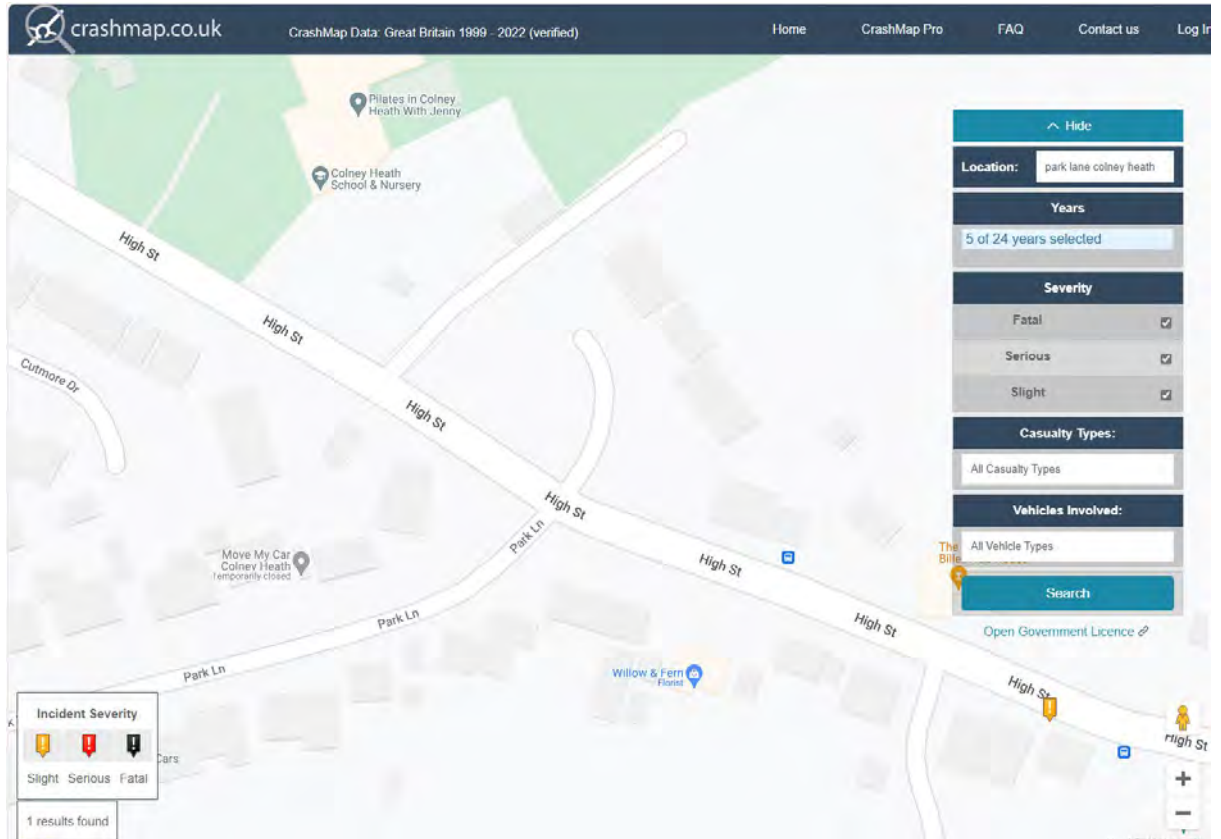
The documents were made available to the Road Safety Audit Team by Nicola Sanderson (DTA) on behalf of Hertfordshire County Council. The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

- Drawings.
- Transport Statement.

1.3 Collision Traffic and Speed Data

The latest five-year personal injury collision data has been obtained from Crashmap. There has been one (slight) Personal Injury Collisions to the southwest of the proposed works. The search area and collision plot are shown below.



Detailed traffic data is shown below:

Time Period	Trip Rates			Traffic Generation		
	In	Out	Total	In	Out	Total
08:00-09:00	0.133	0.383	0.516	6	17	23
17:00-18:00	0.352	0.153	0.505	16	7	23
12 Hour	2.32	2.35	4.67	104	106	210

85th Percentile speed data is summarised below:

	Northwest Bound	Southeast Bound
85th Percentile Speeds (mph)	31.6	30.5

1.4 Details of Site Visit

A site inspection was undertaken on 14 February 2024 between 08:00 and 09:00. The Audit Team spent 60 minutes on site understanding the proposed works and their interaction with the local road network.

During the site visit the weather was fine and the road surfaces were wet. No incidents or were identified at the RSA site visit.

1.5 RSA Team and Format

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

The Road Safety Audit Team membership approved was:

JONATHAN BIRKETT IENG MICE FIHE
Holder of Certificate of Competency
Road Safety Audit Team Leader

G KIDD BSc (HONS) MIHE
Road Safety Audit Team Member

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road

users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

1.6 Departures or Relaxations from Standards

No departures from standard have been provided to the RSA Team.

1.7 Items Outside the Scope of the Road Safety Audit

No items have been identified outside the scope of the RSA.


1.8 Information not provided for this Stage of Audit

All information required to undertake this RSA 1 was provided.

2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 RSA 1 Problems Stage 1

PROBLEM		1-1
Location:	Inset crossing High Street	
Summary:	Obstructed visibility splays will increase the risk of pedestrian/vehicle collisions.	
<p>Details of site clearance works are not provided. It is proposed to alter the existing priority junction between the High Street (Cul de Sac) and High Street. The drawings also show an inset uncontrolled crossing. The Audit Team noted that there is vegetation within the verge (photo) to the rear of the existing footway on High Street that could block visibility between a pedestrian on the crossing and an approaching vehicle turning left from High Street resulting in an increased risk of pedestrian/Vehicle collisions.</p>		
RECOMMENDATION		
<p>Visibility at the crossing needs to be provided based on DMRB CD 143 Table E/5.2. In this case a splay of 1.5m x 40m would be appropriate.</p>		

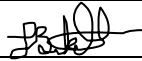

PROBLEM		1-2
Location:	Development access and Park Lane.	
Summary:	A lack of pedestrians crossing facilities will increase the risk of trips and falls and pedestrian/vehicle collisions.	
<p>It is proposed to construct a new housing development and make changes to the existing road layouts. The Audit Team considered that there is a lack of suitable uncontrolled crossings proposed as part of the works. These include:</p> <ol style="list-style-type: none"> 1. Existing junction (to be used as site access) with High Street. 2. Uncontrolled crossing of Park Lane. <p>The drawings do appear to show an uncontrolled crossing of High Street (Cul de Sac) but no tactile is shown.</p>		

A lack of pedestrians crossing facilities will increase the risk of trips and falls and pedestrian/vehicle collisions.
RECOMMENDATION
It is recommended that uncontrolled crossings are provided across the site access junction with High Street, across Park Lane and that the High Street (Cul de Sac) is provided with tactile paving.

PROBLEM		1-3
Location:	Site access road.	
Summary:	Inappropriate upstands on western footway will increase the risk of loss of control collisions.	
It is proposed to construct a new western footway along the site access road adjacent to the school. The drawings show that the new footway (over which vehicles cross for parking) will be a modest upstand. Details of the upstand are not shown. Inappropriate upstands on western footway will increase the risk loss of control collisions.		
RECOMMENDATION		
As vehicles will need to cross the footway it is recommended that the upstand is no greater than 25mm.		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	14 FEB 2024
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	14 FEB 2024

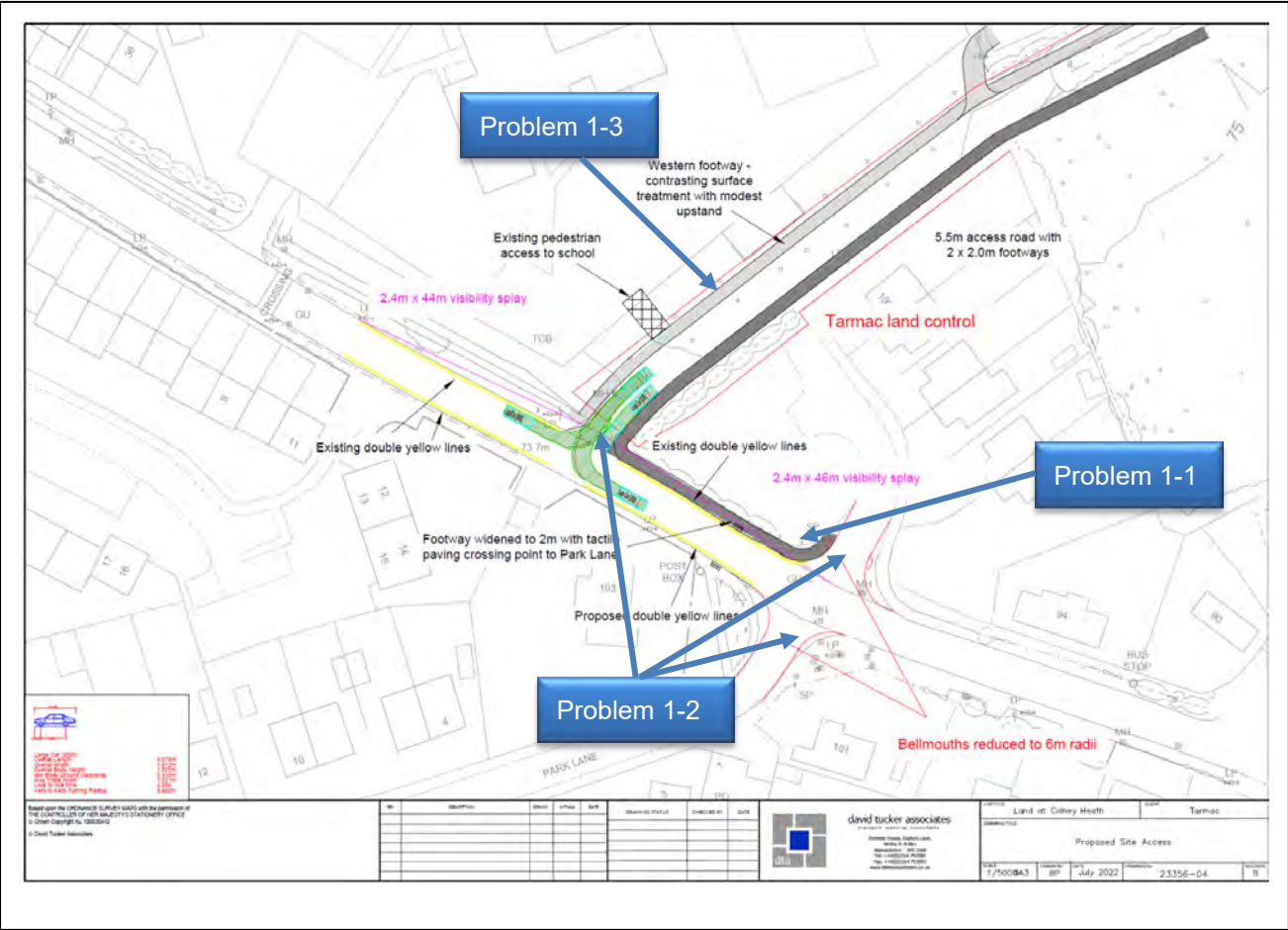
Appendix 1 – Audited Documents

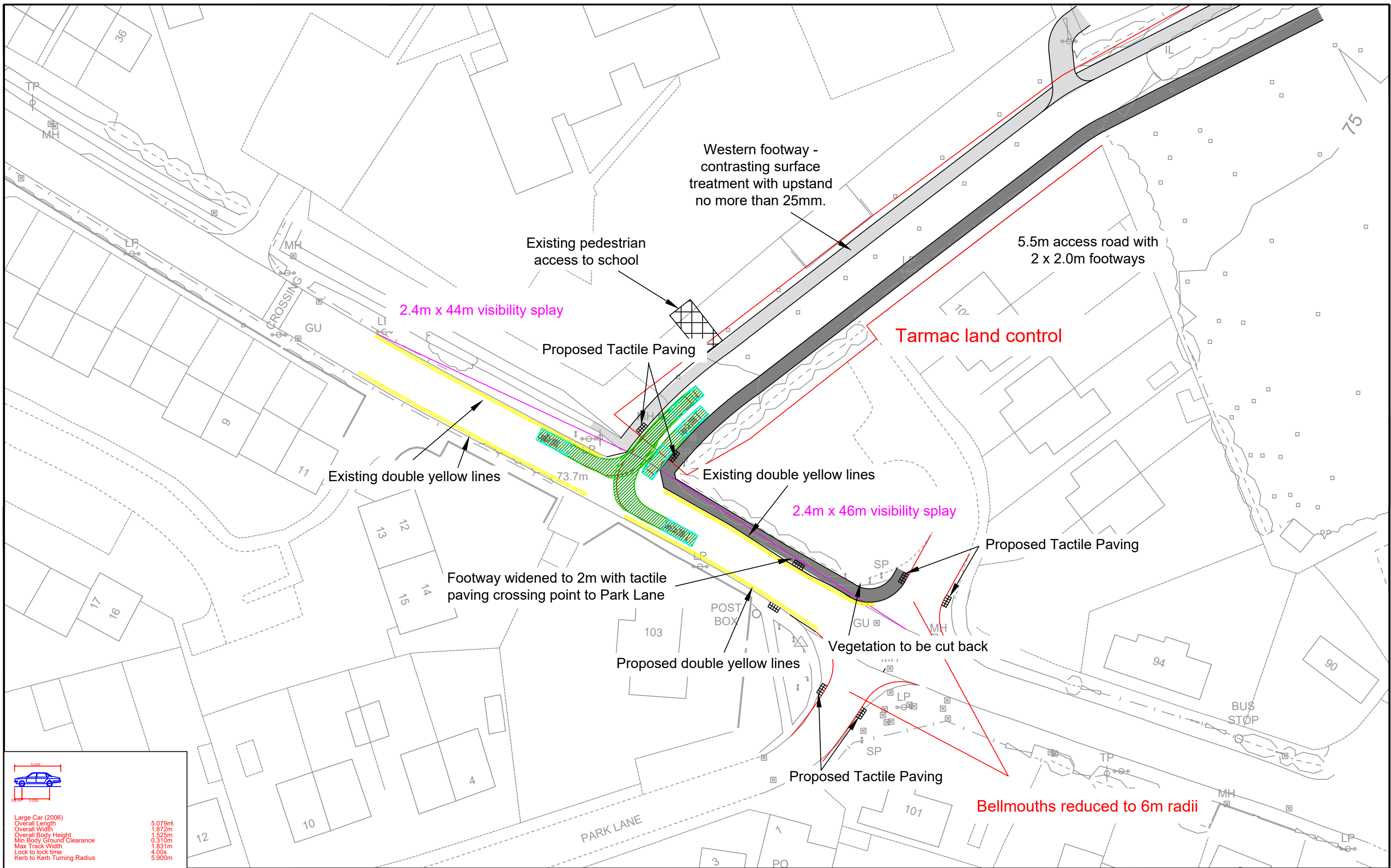
Transport Statement

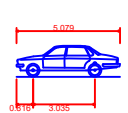
Drawing of proposed improvements.

Traffic and speed data.

Appendix 2 – Problem Location Plan





	
Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	

Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
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REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE

APP 77



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JOB TITLE Land at Colney Heath		CLIENT Tarmac	
DRAWING TITLE Proposed Site Access			
SCALE 1/500@A3	DRAWN BY BP	DATE Feb 2024	DRAWING No 23356-04
			REVISION C



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