

COLNEY HEATH PARISH COUNCIL

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Land to the Rear of 42-100 Tollgate Road & 42 Tollgate Road, Colney Heath

CD 9.14

date	Issue version	Revision
22 Aug 2023	1	Issue to Planning Inspectorate

SUSTAINABILITY OF LOCATION

Proof of Evidence

by

John Clemow

Colney Heath Parish Councillor

For Colney Heath Parish Council Rule 6 Party

Planning Inquiry

PINS Ref : APP/B1930/W/23/3323099

LPA REF: 5/2022/1988

1 SUMMARY

Colney Heath is not a sustainable location for major developments. Residents are highly dependent on car usage for their day-to-day needs: employment, education, shopping (including food shopping), and medical services. The village has very limited facilities. Sustainable modes of transport are inadequate; bus services are very poor even by rural standards, distances to facilities are excessive for walking, and the infrastructure is unsuitable for cycling and walking.

2 VILLAGE FACILITIES

- 2.1 For day-to-day needs the village has an infant and junior school, a pre-school (4 days per week in term times), and a Post Office/convenience store. Other facilities for occasional use include one public house, a hairdresser, an Indian takeaway, the Village Hall and the Football & Social Club.
- 2.2 Colney Heath is located in close to the M25, M1, A1(M) and A414; however, only the A414 provides direct access to the village. The other direct access routes are narrow country lanes with no satisfactory provision for walking or cycling – as made clear in the walking route assessment (CD 9.18) and the cycle route assessment (CD 9.17).

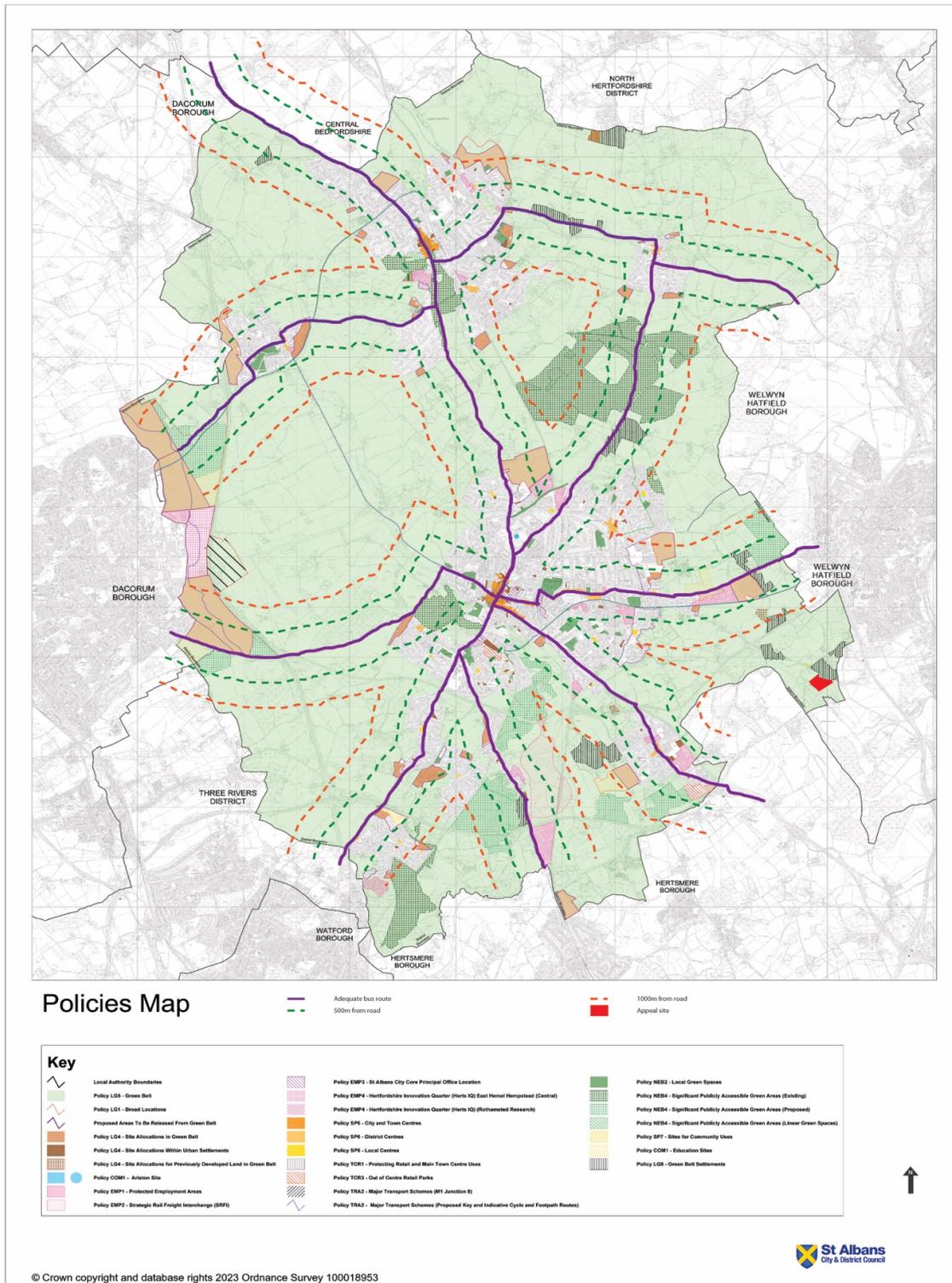
3. PUBLIC TRANSPORT

3.1. TRAINS

- 3.1.1 The nearest train stations are St. Albans City (6.1km), Welham Green (3.5km), Hatfield (5.0km), Brookmans Park (4.8km) and Potters Bar (7.4km). All offer services into central London and in principle are suitable for Colney Heath residents commuting wholly by public transport. However, only St. Albans City station has a (limited) direct bus service from Colney Heath. Stations at Welham Green, and Brookmans Park, have the 305 bus service but this is only suitable for people working overnight. Bus services 200, 230 and 312 also serve Welham Green station with a single weekly service in each direction, but offer no practical connection for onward travel due to timetabling.

3.2 BUSES

- 3.2.1 The SADC reg 18 draft Local Plan Policies Map with CHPC mark up below shows all bus routes in and around St Albans which have an hourly or more frequent service; also indicated are 500m and 1,000m distances from these routes. None of these routes goes to Colney Heath and no point in Colney Heath is within 1,000m of any route.



3.2.2 Colney Heath has a very infrequent and unreliable bus service. Three of the six buses routes run a single service one day a week; these are basically for mid-morning shoppers. Two other routes are principally school services operating in term-time only.

3.2.3 The 305 service runs approximately 2 hourly on Monday to Saturday between Colney Heath and St. Albans. The early and last buses also serve Potters Bar and

Sandridge, basically for schools and, for Potters Bar, the bus leaving or returning to its depot.

- 3.2.4 It is impossible to travel by public transport to Welham Green, Hatfield or Potters Bar to commute into London as the 10.12am, 12.37pm and 14.57pm buses terminate in Colney Heath. This leaves only the 16.17pm bus, arriving at Brookmans Park at 16.26pm with an immediate turnaround and return at 16.32pm.
- 3.2.5 The last bus for Colney Heath leaves St. Albans town centre at 17.20pm and the rail station at 17.26pm on Monday to Saturday; this is impractical for most commuters returning from London. There are no buses at all on Sundays. The current bus timetable restricts the hours people can work if they are reliant on buses; moreover, they would be limited to working within a small walking radius of this bus route. It is not practical for most employment needs.
- 3.2.6 All bus route and timetables are in Appendix 1.
- 3.2.7 A vehicle is essential for most people old enough to drive. In a household with two or more adults working at different locations each requires a car.
- 3.2.8 Department for Transport data shows Hertfordshire has had a 56.5% reduction in bus mileage since 2017, the highest reduction in England. The bus operating company has said it had to reduce services to "reflect new passenger demand". It is very clear that the bus services in Colney Heath are not going to get better in the foreseeable future; in fact the evidence strongly points to the fact they are likely to continue to get worse.
- 3.2.9 The evidence is clear that Colney Heath does not have access to sustainable modes of public transport, nor is it likely to in the foreseeable future.
- 3.2.10 Appendix 3 includes further information about the impact of cuts to bus services.

4. CAR DEPENDENCY

- 4.1 In April and August 2022 the 4ColneyHeath residents association conducted surveys of their members on the purposes and modes of travel. The findings are set out below.

April 2022

Purpose of travel	Mode of access				
	walking	cycling	Car/taxi	Public bus	Private bus
Work	5%	3%	92%		
Volunteering	16%	2%	82%		
Primary education	15%	3%	82%		
Secondary/higher education	13%	4%	78%	4%	
Main food shopping			100%		
Top up food shopping	12%	3%	84%	1%	
Visit family	6%	3%	91%		
Visit friends	14%	3%	84%		
Casual exercise	48%	10%	42%		
Organised sport	7%	7%	87%		
Recreation, clubs	8%	3%	78%		11%
Medical			100%		

August 2022

Purpose of travel	mode of access			
	walking	cycling	car/taxi	bus
work	3%		97%	
volunteering	15%		85%	
nursery/pre-school			100%	
junior school	25%		75%	
senior school/unj	8%		92%	
main food shopping			99%	1%
top up food shopping	14%	1%	84%	1%
visiting family	5%		95%	
visiting friends	5%		95%	
main sporting	15%	13%	72%	
exercise	61%	7%	32%	
medical			100%	

(The residents association report that c70% of their 160 members responded.)

- 4.2 From the foregoing it is clear that Colney Heath is not an appropriate location for major developments as it does not have, and is unlikely to acquire, sustainable public transport links. This is not in accordance with the sustainable transport objectives set out in the NPPF or with the Hertfordshire County Council’s Strategic Action Plan (v1, March 2022), which states that new developments should be supported only “where they will have full sustainable transport access”.

5. EMPLOYMENT

- 5.1 There are limited opportunities for employment within the village. Workplaces are generally outside the village, further than a reasonable walking or cycling distance, and on routes are assessed as unacceptable. Public transport does not operate at times to allow travel to or from work (8am to 6pm) therefore vehicles are used.

- 5.2 The direct creation of construction jobs and the creation of other jobs in construction-related activities are short term and would result from development of any site.
- 5.3 The surveys noted in paragraph 4.1 above show that a very large majority of residents travel to work by car, the proportions being 92% in April 2022 and 97% in August 2022.
- 5.4 As shown below, Colney Heath has a limited number of businesses that would provide employment or that would benefit from additional household expenditure. Major developments would bring construction and construction-related jobs to the village, but these would be short-term and do little to bring sustainable longer-term employment opportunities.

Business/employers	Services provided	Employees (headcount)
CH JMI primary school	Primary school	Data awaited Corrine?
St Marks Church	Religious and community	4
J.Day Stone	Stone, stoves, firewood	10
Day Brothers	Coal, haulage, firewood	5
The Rice	Indian takeaway food	7
CH Shop & Post Office	Shop and post office	0
Colney Cuts	Hairdresser	2
The Crooked Billet	Public house	9
CH Football Club	Football and Social Club	10
CH Village Hall	Meeting and recreation	1
Treasure Tots	Pre-school	4
T.Taylor & Sons	Builder	4
P.J.Kirkpatrick D&B Ltd	Builder	4
BHG	Car dealers	7
Sinclairs farm	Farming and commercial units	17
Total	6% of electorate of 1298	84

- 5.5 Many of these jobs, e.g. bar and takeaway staff, are part-time and evening-only. The proportion of residents who find employment in the village, and can therefore walk or cycle to work, is very low. A very large majority of working residents travel to work by car (see above)

6. EDUCATION

6.1 Pre-School Education

- 6.1.1 The pre-school Treasure Tots, held in the Village Hall, is 800m from the site. The walking routes assessment (CD 9.18) identifies this route as unsatisfactory, scoring only 23 or 57.5% and therefore below a satisfactory standard of 70%.

6.2 Primary Education

- 6.2.1 The only school in the village is Colney Heath School and Nursery which is 1125m from the site. It is currently operating at or near capacity, with only some years

having one or two spare places. However, with a 100 dwelling development in the village having been approved, the school is likely soon to be oversubscribed and unable to take all the village children. None of the alternative primary schools is within acceptable walking distance for children of this age group, nor on a bus route, and they are therefore only accessible by car.

6.3 Secondary Education

- 6.3.1 Most parents in Colney Heath wish their children to attend a secondary school in St. Albans, and many, but by no means all, are successful; in 2022, 17 of 28 children were allocated a place in a preferred school, mostly in St Albans. Of the 13 possible schools, 9 are in St Albans; some of these, are reasonably close to the 305 bus route and are therefore accessible. Other schools in St Albans, however, are not accessible by bus and, as the most direct cycle routes are considered to be dangerous (CD 9.17) and walking distances too great, travel by car is the only alternative. Of the 4 other possible schools only one has a suitable bus service.
- 6.3.2 It should be added that in most cases the available bus service is suitable for a standard school day but is unlikely to be of use to children staying after school for sports and other activities.
- 6.3.3 The nearest secondary school is Nicholas Breakspear School in Colney Heath Lane, some 3200m from the site. As a single religion (Catholic) school this has restrictions on its intake. The pavement assessment (CD 9.18) identifies this as an unsatisfactory route for walking and the cycling assessment (CD 9.17) identifies it as high risk.
- 6.3.4 Set out below are the distances from the proposed entrance to the site (No. 42 Tollgate Road, AL4 0PY) to the nearest schools (Hertfordshire County Council data).

School Name	Town	School Type	Phase	Gender/Faith	Distance (m)	Is it the nearest school?
Nicholas Breakspeare Catholic School	St Albans	Academy	Secondary	Co-educational Roman Catholic	2860.6	No
Bishop's Hatfield Girls' School	Hatfield	Academy	Secondary	Girls	3013.4	No
Onslow St Audrey's School	Hatfield	Academy	Secondary	Co-educational	3374.3	Yes
Beaumont School	St Albans	Academy	Secondary	Co-educational	3899.6	No
Samuel Ryder Academy	St Albans	Academy	All Through	Co-educational	4135.6	No
Chancellor's School	Brookmans Park	Academy	Secondary	Co-educational	4781.2	No
Verulam School	St Albans	Academy	Secondary	Boys	4950.2	No
Sandringham School	St Albans	Academy	Secondary	Co-educational	5447.2	No
Loreto College	St Albans	Academy	Secondary	Girls Roman Catholic	5696.1	No
Dame Alice Owen's School	Potters Bar	Academy	Secondary	Co-educational	5945.8	No

6.3.5 It can be seen that some are faith schools, either single sex or co-educational, and therefore not available to all children. The appellant promotes the proximity of the Links Academy in St Albans to the development. The Links Academies in St Albans and in Hatfield are Pupil Referral Units for a small number of children with complex social and emotional needs, and therefore not appropriate for the vast majority of children.

6.3.6 The distances given in the table above are “as the crow flies”. The Hatfield schools are on the other side of the A1(M) and can only be reached via the underpass. Onslow St Audrey’s is the school with the least demand, is non-faith and mixed sex. It is therefore often allocated to village children.

6.3.7 Appendix 4 contains travel plans For Onslow St Audrey’s school.

6.3.8 Many of the schools in the table above are, or are close to being, oversubscribed. Many also have very small catchment areas. Beaumont School, for example, has always been a priority school for Colney Heath children and one of the easier schools to reach by bus or bicycle. It is almost 4,000m away but consistently has a tiny catchment area - just 840m in 2022. The recently approved Boissy Park development (5/2022/2557) will put a further 40 dwellings between Colney Heath children and a number of their nearest schools; indeed, these new dwellings are on the doorstep of Nicholas Breakspeare School. Along with the 100 dwellings to be built at Bullens Green Lane, these properties will exacerbate pressure on school places yet further.

6.3.9 The table below indicates the demand for places in the 13 possible schools in 2023.

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

Sandringham School	1064 applicants for 240 places	294 applicants for 240 places	Yes
Loreto College (Catholic Girls school)	454 applicants for 150 places	126 applicants for 150 places	No
Dame Alice Owen's School (partially selective - entrance exams)	727 applicants for 200 places	339 applicants for 200 places	Yes

Source:<https://www.hertfordshire.gov.uk/media-library/documents/schools-and-education/admissions/application-and-allocation-statistics-secondary-and-upper-2023-24-1-march-2023-pdf-1.8mb.pdf>

6.3.10 An important consideration is the possibility of social harm to Colney Heath children who consider themselves part of the St Albans community but are having to go to secondary school in Potters Bar, Hatfield, Brookmans Park and even, in a very few cases, as far as Stevenage, leaving their friends and community behind. The same will soon be true for primary age children in the village who would reasonably expect to attend the village school.

7. SUPERMARKETS AND BAKERS

- 7.1 London Colney, which is 4.2km away, has a shopping centre which includes Sainsbury's and Marks and Spencer. There is one bus service from Colney Heath, at midday on Mondays only, on route 200. Fleetville, St Albans, where there is a large Morrison's supermarket, is 5.15km away and is on bus route 305. Hatfield, with a large Asda supermarket, is 4.2km away. There is a 312 return bus service which runs to Hatfield on Wednesday mornings only; the Tesco hypermarket in Hatfield is 5.95km away and is served by the same bus.
- 7.2 The local bakers are in Welham Green. There is one late afternoon bus service (305) with no same day return from Welham Green; this timing is totally unsuitable for the purchase of fresh bread and other baked goods. The other bus services through Welham Green (200, 230 and 312) do not offer a same day return; the next bus returning to Colney Heath is the following week.
- 7.3 None of these shops is within acceptable walking distance and the cycling routes all involve long stretches of narrow busy roads; these are considered unsafe.
- 7.4 The surveys noted above showed that food shopping was 99-100% by car for main food shopping and 84% for "top up food" shopping. The one local shop and Post Office can be useful but has only a limited range of goods.

8. HEALTHCARE SERVICES

- 8.1 There is no GP surgery in the village. Colney Heath is within the Hatfield catchment area for doctors. Access to all surgeries requires two or more buses and all are beyond reasonable walking distance on routes that fail our walking and cycling assessment (CDs 9.18 and 9.17).
- 8.2 The following surgeries are available in Hatfield:
- 2 Northdown Road, Hatfield is a sub-branch of Wrafton House Surgery; it offers only a limited service. The distance is 2250m, walking via Roestock Lane, the A1(M) underpass and Hilltop, Hatfield.
 - Wrafton House Surgery, Hatfield is at a walking distance of 4,400m
 - Lister House Surgery, Hatfield, is at a walking distance of 3,340m
 - University of Hertfordshire Medical Centre, a restricted access surgery for University students only, run by Lister House surgery
- 8.3 Access to all the local hospitals requires at least 2 buses. The major hospitals Lister Hospital, Stevenage, which is 27km away, and Watford Hospital 21km away; both have A & E departments. QEII Hospital at Welwyn Garden City is 10km away, and St Albans City 8km away; these hospitals do not have A & E facilities but do have urgent care centres which are open during daytime hours. Appendix 2 details travel plans to these hospitals.

9. ADDITIONAL CARBON EMISSIONS

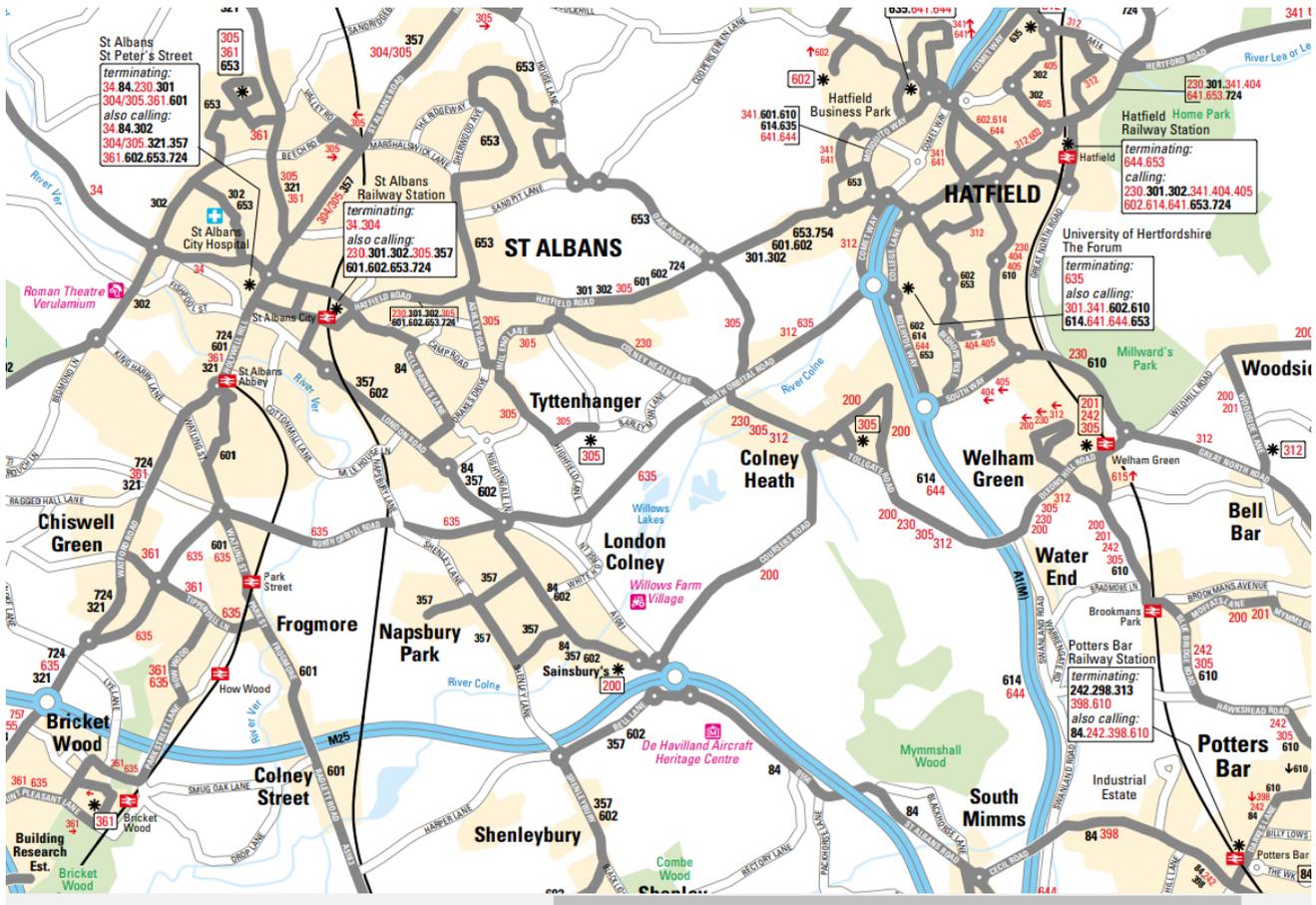
- 9.1 Heating the average house generates around 2.75 tonnes of CO₂ eq per annum ^[1]. While newbuild housing can minimise the heating requirement through design, construction technology and occupant behaviour, development in a car-dependent location will permanently embed additional carbon emissions from transport for day-to-day needs. This will be the case even if in future all cars are electric and are charged by carbon neutral electricity. ^[2]
- 9.2 People in a rural location like Colney Heath typically take a similar number of trips per annum as urban residents but travel greater distances. ^[3]
- 9.3 Driving one child to secondary school from Colney Heath generates around 9.7 tonnes CO₂eq. This could reduce to around 2.8 tonnes CO₂ eq but only if in future all cars are electric and are charged by carbon neutral electricity ^[4].
- 9.4 In car-dependent locations these journeys by car generate significantly more carbon emissions than urban residents with access to public transport.
- 9.5 Carbon emissions from travel would be more than 2.9 tonnes of CO₂ per annum per house reducing to around 1 tonne per annum but only if at some point in the future all cars are electric and are charged by carbon neutral electricity.

[1]	https://energysavingtrust.org.uk/significant-changes-are-coming-uk-heating-market/
[2]	<p>Lifecycle greenhouse gas emissions: conventional v Nissan Leaf</p> <p>CO₂-equivalent emissions (grams per kilometer)</p> <p>Legend: Tailpipe (grey), Fuel Cycle (orange), Other Manufacturing (dark blue), Batteries (light blue)</p> <p>Conventional Vehicles: Avg Euro Car, Toyota Prius Eco</p> <p>2019 Nissan Leaf (40kWh): EU Average, France, Germany, Netherlands, Norway, UK, US</p>
	https://www.virta.global/blog/electric-cars-pollution-facts
[3]	<p>https://www.gov.uk/government/statistics/national-travel-survey-2021/national-travel-survey-2021-travel-by-region-and-rural-and-urban-classification-of-residence</p> <p>This source states that urbanites travel 3,661 miles /year and villages 6,449 miles /year.</p> <p>Taylor Wimpey Bullens Green Lane provides an average of 2.4 car parking spaces per dwelling.</p> <p>extra mileage for rural location 2,788 miles = 4,484 km per person per annum.</p> <p>Average population per dwelling = say 2.5 adults</p> <p>$2.5 \times 4,484 \times 260\text{g/km} = 2.9 \text{ tonnes CO}_2$</p> <p>$2.5 \times 4,484 \times 75\text{g/km} = 0.84 \text{ tonnes CO}_2$</p>
[4]	<p>indicative 8km average car journey : conventional petrol car</p> <p>$39 \text{ weeks} \times 5 \text{ days} \times 32\text{km} \times 6 \text{ years} = 37,440 \text{ km} \times 260\text{g CO}_2 = 9,734,400\text{g} = 9.73 \text{ tonnes CO}_2$</p> <p>electric car carbon fee electricity (eg Norway)</p> <p>$39 \text{ weeks} \times 5 \text{ days} \times 32\text{km} \times 6 \text{ years} = 37,440 \text{ km} \times 75\text{g CO}_2 = 2,808,000\text{g} = 2.8 \text{ tonnes CO}_2$</p>

APPENDIX I

BUS ROUTES/DAYS OF SERVICE

200	London Colney to Essenden	Monday only
230	Welwyn Garden City to St. Albans	Wednesday only
312	Hatfield (o/s Tesco) to Bell Bar	Wednesdays only
355	Carterhatch to Nicholas Breakspear School	Mon – Fri Term time only
842	Oakwood Avenue to Chancellors School	Mon – Fri Term time only
305	Sandridge to Potters Bar	Mon – Sat



St Alban bus route map (Intalink 18th August 2023)

BUS TIMETABLES

Centrebus

Essendon Mill – Colney Fields Retail Park

200

MONDAYS ONLY

from 3rd October 2022

<i>Notes:</i>	<i>Notes:</i>
Essendon Mill , Low Rd, Millgreen Cottages 0951	Colney Fields Retail Park , Stop B 1235
Essendon , High Rd, opp War Memorial 0953	Colney Heath , High St, Roestock Lane 1240
Essendon , Glebe Cottages 0955	Colney Heath , Hall Gardens, opp Admirals Cl 1241
Wildhill , Woodside Place, The Woodman PH 0958	Welham Green , Huggins Lane 1249
Bell Bar , Woodside Lane, The Firs 1003	Welham Green , Dixons Hill Rd, Stop E 1253
Bell Bar , opp Cock o' The North PH 1004	Brookmans Park , Blue Bridge Rd, Bradmore Grn \approx 1257
Brookmans Park , Gt North Rd, Kentish Ln 1006	Brookmans Park , Moffats Lane 1259
Brookmans Park , Moffats Lane 1008	Brookmans Park , Gt Nth Rd, opp Kentish Ln 1301
Brookmans Pk , Blue Bridge Rd, opp Bradmore Grn \approx 1010	Bell Bar , Cock o' The North PH 1303
Welham Green , Huggins Lane 1015	Bell Bar , Woodside Lane, opp The Firs 1304
Welham Green , Dixons Hill Rd, Stop D 1019	Wildhill , Woodside Place, opp The Woodman PH 1309
Colney Heath , Hall Gdns, Admirals Cl 1023	Essendon , Glebe Cottages 1312
Colney Fields Retail Park 1030	Essendon , High Rd, War Memorial 1314
	Essendon Mill , Low Rd, opp Millgreen Cottages 1316

NOTES: \approx - Near Railway Station

OPERATOR: Centrebus Customer Care: 0116 410 5050

**THIS SERVICE OPERATES AS HAIL & RIDE IN SCHOOL LANE, EAST VIEW AND GLEBE COTTAGES,
BETWEEN THE WOODMAN AND THE FIRS AND BETWEEN DIXONS HILL ROAD AND HUGGINS LANE**

NO SERVICE ON OTHER DAYS OR PUBLIC HOLIDAYS

This service is operated under contract to Hertfordshire County Council

www.intalink.org.uk



Further Information - traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.



Issued and accepted throughout on this service

Centrebus

Welwyn Garden City – St Albans

230

WEDNESDAYS ONLY

from 3rd October 2022

<i>Notes:</i>	
Welwyn Garden City , Bus Station, Stop F ⇌	1032
W G City , Ludwick Way, Verulam Close	1036
Welwyn Garden City , New QEII Hospital, Stop A	1044
Hatfield Railway Station , Stop 2 ⇌	1052
Hatfield , Town Centre, Stop W	1056
Oxlease , Travellers Lane, Oxlease Drive	1058
South Hatfield , Travellers Lane, Millwards	1100
Welham Green Railway Station , Stop B ⇌	1103
Welham Green , Huggins Lane	1105
Welham Green , Dixons Hill Rd, Stop D	1109
Colney Heath , High St, opp Roestock Lane	1114
Oaklands , Nicholas Breakspear School	1120
Oaklands , Hatfield Rd, Colney Heath Lane	1122
Fleetville , Hatfield Rd, Morrisons	1126
St Albans Railway Station , Stop D ⇌	1131
St Albans , St Peter's Street	1137

<i>Notes:</i>	
St Albans , St Peter's Street, Stop 1	1400
St Albans Railway Station , Stop A ⇌	1406
Fleetville , Hatfield Rd, opp Morrisons	1411
Oaklands , opp Nicholas Breakspear School	1417
Colney Heath , High St, Roestock Lane	1423
Welham Green , Huggins Lane	1430
Welham Green , Dixons Hill Rd, Stop C	1434
Welham Green Railway Station , Stop A ⇌	1435
South Hatfield , Travellers Ln, opp Millwards	1438
Oxlease , Travellers Lane, opp Oxlease Drive	1440
Hatfield , Town Centre, Stop V	1442
Hatfield Railway Station , Stop 6 ⇌	1446
Welwyn Garden City , New QEII Hospital, Stop B	1454
Welwyn G C , Ludwick Way, Knella Rd	1500
W G City , Ludwick Way, opp Verulam Close	1501
Welwyn Garden City , Bus Station ⇌	1505

NOTES: ⇌ - Near Railway Station

OPERATOR: Centrebus Customer Care: 0116 410 5050

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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	▼
Fleetville, Morrisons	0755	0759	0858	1028	1118	1253
St Albans City Station	0806	0809	0903	1033	1123	1258
St Albans, St Peter's St (Arr)	0812	0814	0909	1039	1129	1304
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
St Albans City Station	0946	1051	1211	1316	1431	1556
Fleetville, Morrisons	0951	1056	1216	1321	1436	1601
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



All journeys are operated on behalf of Hertfordshire County Council

At Christmas & New Year, special arrangements may apply on our services. Please see notices on buses or visit www.metroline.co.uk

For school term dates, please see our website www.metroline.co.uk

305 Fares
 Normal Single & Return fares are available on this service. Bus Net (where valid) & Explorer tickets can be purchased and are accepted for travel. For further information, please visit: www.intalink.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
St Albans City Station	0820	0903	1033	1123	1258
ST ALBANS , St Peter's St (Arr)	0825	0909	1039	1129	1304
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	1310
St Albans City Station	0835	0946	1051	1211	1316
Fleetville, Morrisons	0840	0951	1056	1216	1321
Tyttenhanger Green	0848	▼ 1104	▼ 1329	▼	▼
Hill End, Hill End Lane	0955	1220	1445	1605	1735
Smallford, Station Road	1001	1226	1451	1611	1742
Colney Heath, Hall Gardens	1008	1233	1458	1618	▼
Colney Heath, High Street	1012	1237	1502	1622	1747
Welham Green, Dixons Hill Rd					1752
Brookmans Park, Blue Bridge Rd					1756
POTTERS BAR , Bus Garage					1803

Sorry, no service on Sundays or public holidays

All journeys are operated on behalf of Hertfordshire County Council



Metroline
www.metroline.co.uk

Centrebus

Bell Bar – Hatfield

312

WEDNESDAYS ONLY

from 3rd October 2022

Notes:

Bell Bar , Woodside Lane, The Firs	0945
Welham Green Railway Station , Stop B ⇌	0949
Welham Green , Huggins Lane	0951
Welham Green , Dixons Hill Rd, Stop D	0955
Colney Heath , Hall Gdns, opp Admirals Cl	1001
Colney Heath , High St, opp Roestock Lane	1003
Hatfield , The Galleria, Stop C ⇄	1010
Hatfield , Hillcrest	1014
Hatfield , Town Centre, Stop V	1016
Hatfield , The Ryde, Fawn Court	1018
Hatfield , Great North Rd, Tesco	1021

Notes:

Hatfield , Great North Rd, Tesco	1205
Hatfield , The Ryde, Fawn Court	1209
Hatfield , Town Centre, Stop U	1212
Hatfield , Hillcrest	1214
Hatfield , The Galleria, Stop B ⇄	1218
Colney Heath , Roestock Ln, High St	1224
Colney Heath , Hall Gardens, Admirals Cl	1226
Welham Green , Huggins Lane	1233
Welham Green , Dixons Hill Rd, Stop C	1237
Welham Green Railway Station , Stop A ⇌	1238
Bell Bar , Woodside Lane, opp The Firs	1242

NOTES: ⇌ - Near Railway Station ⇄ - Interchange with Express Coaches

OPERATOR: Centrebus Customer Care: 0116 410 5050

NO SERVICE ON OTHER DAYS OR PUBLIC HOLIDAYS

This service is operated under contract to Hertfordshire County Council

www.intalink.org.uk



Further Information - traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.



Issued and accepted throughout on this service

Enfield – Nicholas Breakspear School

355

SCHOOLDAYS ONLY

from 3rd September 2021

Notes:	
Enfield, David Lloyd Centre	0720
Enfield, Forty Hill, Clay Hill, Stop F	0723
Forty Hill, The Hop Poles, Stop P	0727
Clay Hill, Chase Side, Stop R	0730
Gordon Hill Railway Station, Stop A ≈	0732
Enfield, The Ridgeway, Hadley Rd, Stop Q	0734
Botany Bay, The Ridgeway, The Robin Hood	0737
Potters Bar, Southgate Rd, opp Highview Gdns	0745
Potters Bar, High Street, Bus Garage	0748
Little Heath, Hatfield Rd, Church Rd	0751
Swanley Bar, Hawkshead Rd, opp Swanley Cres	0754
Brookmans Pk, Blue Bridge Rd, opp Bradmore Gn	0756
Welham Green, Station Road, opp Bulls Lane	0759
Welham Green, Dixons Hill Rd, Stop D	0800
Colney Heath, Tollgate Rd, opp Fellowes Ln	0805
Colney Heath, High Street, opp Roestock Lane	0807
Colney Heath, High Street, opp Wistle Crescent	0808
Oaklands, Nicholas Breakspear School	0815

Notes:	
Oaklands, opp Nicholas Breakspear School	1520
Smallford, Colney Heath Ln, opp Barley Mow Lane	1522
Colney Heath, High Street, Wistle Cres	1524
Colney Heath, Tollgate Rd, Fellowes Ln	1527
Welham Green, Dixons Hill Rd, Stop E	1530
Welham Green, Station Road, Bulls Lane	1531
Brookmans Pk, Blue Bridge Rd, Bradmore Gn	1534
Swanley Bar, Hawkshead Rd, Swanley Cres	1537
Little Heath, Hatfield Rd, opp Church Rd	1540
Potters Bar, High Street, opp Bus Garage	1544
Potters Bar, Southgate Rd, Highview Gdns	1548
Botany Bay, The Ridgeway, The Robin Hood	1554
Enfield, Chase Farm Hospital, Stop B	1557
Gordon Hill Railway Station, Stop B ≈	1559
Clay Hill, Chase Side, Stop D	1601
Forty Hill, The Hop Poles, Stop G	1604
Enfield, Forty Hill, Clay Hill, Stop J	1608
Enfield, opp David Lloyd Centre	1610

NOTES: ≈ - Near Railway Station

OPERATOR: Sullivan Buses Customer Care: 01707 646803

NO SERVICE ON OTHER DAYS OR PUBLIC HOLIDAYS

www.intalink.org.uk



Further Information - traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.



Not issued or accepted throughout on this service

842 - Chelwood Avenue - Chancellors School

A bus service operated by South Mimms Travel

Monday to Friday until Thursday 21 July 2022

Chancellors School - Chelwood Avenue

Brookmans Park, o/s Chancellors School	15:00
Welham Green Railway Station (Stop B)	15:07s
Welham Green Dixons Hill Road (Stop D)	15:08s
Colney Heath, opp Roestock Lane	15:12s
Hatfield The Galleria (Stop C)	15:20s
Hatfield, nr St Peter's Church	15:23s
South Hatfield, nr Garden Avenue	15:29s
South Hatfield, opp Millwards	15:31s
Oxlease Drive (opp)	15:33s
Hatfield Town Centre (Stop V)	15:35s
Hatfield Beaconsfield Road (Stop C)	15:37s
Birchwood, opp Chelwood Avenue	15:41

Chelwood Avenue - Chancellors School

Birchwood, opp Chelwood Avenue	07:15
Hatfield Beaconsfield Road (Stop D)	07:19
Hatfield Town Centre (Stop W)	07:22
Oxlease Drive (nr)	07:24
South Hatfield, nr Millwards	07:26
South Hatfield, opp Garden Avenue	07:28
Hatfield, nr St Peter's Church	07:32
Hatfield, opp Vigors Croft	07:33
Hatfield The Galleria (Stop B)	07:43
Colney Heath, nr Fellowes Lane	07:43
Welham Green Dixons Hill Road (Stop C)	07:48
Welham Green Railway Station (Stop A)	07:49
Brookmans Park, o/s Chancellors School	08:00

Times marked **s** – “set down only” – the bus will only stop to drop passengers off

Timetable data from South Mimms Travel/Bus Open Data Service, 27 August 2021. We're not endorsed by, affiliated with or supported by them, and they don't warrant the accuracy or quality of the information.

APPENDIX 2

BUS ROUTES TO HOSPITALS

LISTER HOSPITAL, STEVENAGE

Mon – Sat only

7.40am bus 2 hrs. 3 mins.

7.40am 305 bus to Smallford

8.09am 321 bus to Lister Hospital

Walk 2 mins arrive 9.43am

10.10am bus 1hr. 14 mins

10.11am 28 mins. walk to The Forum, Hatfield

10.40am 635 bus to Lister Hospital

Walk 2 mins. arrive 11.25am

WATFORD GENERAL HOSPITAL

Mon – Sat only

7.40am 1 hr 45 mins.

7.40 am 305 to St. Albans

8.26am 321 to Watford General arrive 9.23am

2 mins walk arrive 9.25am

10.32am 1hr. 48 mins.

10.32am 28 mins walk to The Forum, Hatfield

11.01am 635 bus to High Street, Watford

16 mins. walk to hospital arrive 12.20pm

THE NEW QE II HOSPITAL, WELWYN GARDEN CITY

Mon – Sat. only

7.40am bus 1 hr.

7.40am 305 bus to Smallford

7.48am 301 bus to WGC arrive 8.35am

5 mins walk to hospital arrive 8.40am

10.14am bus 50 mins.

10.14am walk to Roehyde, South Hatfield 23 mins.

10.38am 653 bus to WGC arrive 10.59am

5 mins. walk to hospital arrive 11.04am

ST ALBANS HOSPITAL

Mon – Sat only

7.33 bus, 54 minutes

7.33 305 bus to St Peter's Street, St Albans, arrive 8.12

8.30 301 bus to hospital, arrive 8.34

14.55 bus, 1 hour 7 minutes

14.55 305 bus to St Peter's Street, St Albans, arrive 15.24

15.37 301 bus to hospital, arrive 15.41

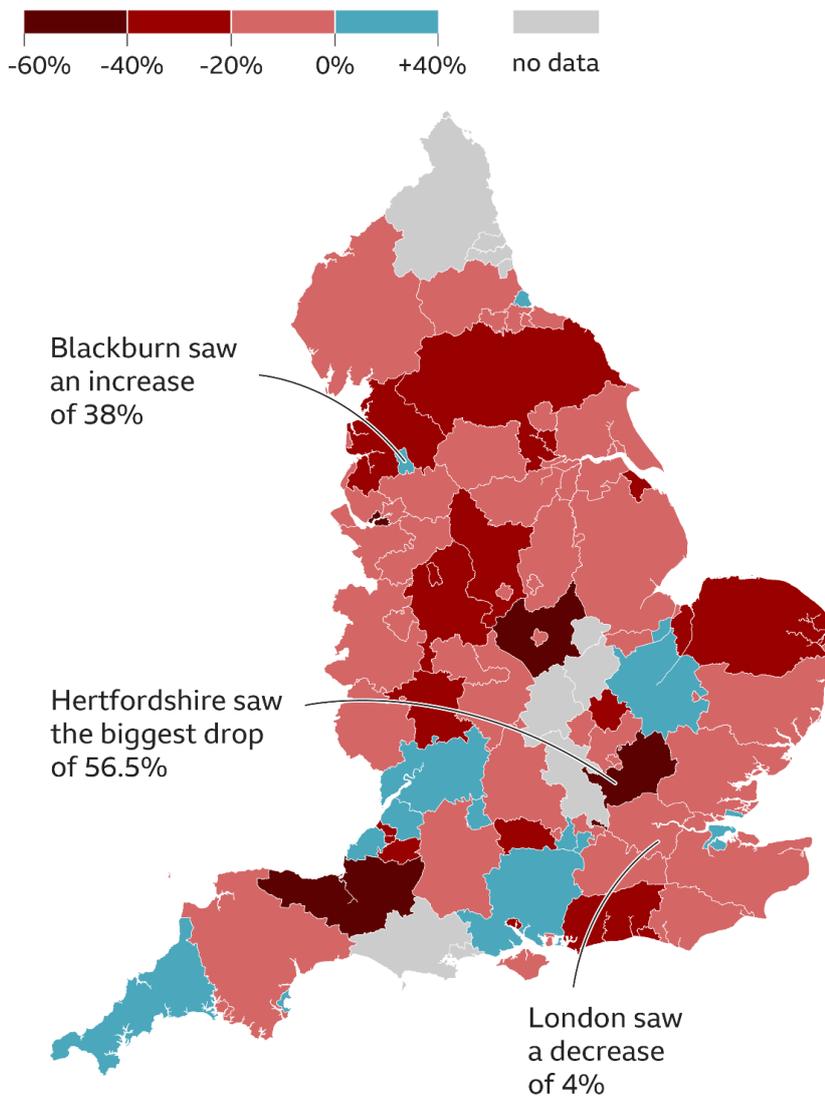
APPENDIX 3

Bus cuts: How a city's bus service was quietly cut in half BBC 20 February 2023 Stoke-on-Trent www.bbc.co.uk/news/uk-64651414

Bus networks are shrinking across Britain, but the cuts have gone much deeper in some areas than others, BBC analysis has found. In some places, services have been slashed by more than a third. William McLennan met some of the people who are left behind when the buses stop running.

Bus services have been cut across England

Percentage change in vehicle miles on bus services in 2021-22 compared with 2016-17, by transport authority



Note: Data unavailable for newly formed or merged local authorities

Source: Department for Transport



On a cold February evening, Michael Middleton pulls a thick black beanie over his ears as he walks home beside a thundering dual carriageway after a late shift packing orders in a warehouse.

The number 6 bus used to deliver him home - warm and dry - within about half an hour of clocking off at 22:00, but since 2019 the service into Stoke-on-Trent no longer runs after 21:15.

So instead, he and a colleague follow a litter-strewn path beside the A50, shouting their conversation to each other to be heard over the roar of lorries.

"We just try to block it out," the 61-year-old says. "We try to talk about anything to not think about it."

Across the city, bus services shrank by an estimated 37% in the five years to March 2022. Over an eight-year period from 2013-14, that reduction stands at 50%. In large part, the reductions have not come from the closure of entire routes. Rather, repeated timetable changes - often, passengers are told, in the name of improving "reliability" - have quietly cut services, reducing how frequently a bus arrives, or how late into the evening it runs.

It is an extreme example of a nationwide decline. Across Britain, the local bus network has shrunk by an estimated 14% between 2016-17 and 2021-22, BBC analysis of Department for Transport figures suggests. The total distance covered by buses each year fell by 210 million miles (338 million kilometres).

Demand for buses, which had been gradually declining for several years, plummeted during the pandemic and has not recovered. Passenger numbers across Britain, excluding London, remain about 20% below pre-pandemic levels, according to the **latest figures**. For the past three years, the industry has been propped up by government grants totalling more than £2bn.

Despite the decline, buses still account for just under half of all public transport journeys in England. People from lower-income households are both more likely to use the bus, and less likely to have access to a car, **official statistics show**.

In Stoke-on-Trent, the level of car ownership is below the national average, and in several inner-city neighbourhoods, **more than 60% of households** do not have use of a car.

"Mainly round here now, it's all minimum wage," says Michael. He worked as a miner in the 1980s - then, after the pits closed, he was a supermarket floor manager, before spending 10 years caring full-time for his wife, who had a rare neurological condition. After she died four years ago, he took the job at the warehouse. "The money they pay you, you can't afford to run a car," he says.

Known as the Potteries, the city is made of six towns strung together by a network of busy A-roads and a shared industrial heritage.

Tens of thousands of people once worked in ceramics factories, but the city has been remoulded by the 20th Century collapse of British manufacturing. In its place, logistics and distribution companies have moved into warehouses across Stoke-on-Trent - now providing about one in 10 jobs.

Yet for low-paid employees, travelling to work has become a logistical nightmare in itself. Early one February morning, in the far north of the city, Beverley Barnett stands on the pavement next to a chicken shop, the grey ground slick with drizzle.

Her face is lit by the screen of her smartphone, which she swipes compulsively to check whether her bus - the 3A - will arrive on time this morning.

The 38-year-old has allowed nearly an hour-and-a-half to make a journey that would take less than 20 minutes by car. Even so, she is often late into work at the secondary school

where she supports children with special needs. Her managers are understanding, but she still worries about the impact on her job security.

"They're as accommodating as they can be, but the kids will be waiting to start," she says. "I do feel like I'm letting them down."

When she moved back to the city 11 years ago, she chose to live close to family, rather than within walking distance of work. At that time, it was a single bus journey lasting about 40 minutes, but the direct service was cut years ago.

She now faces the daily stress of a touch-and-go transfer at the city centre bus station. To make matters worse, she says, the frequency of early morning services was slashed during the pandemic and not restored. Even a short delay now means she will miss her connection and face a long wait for the next bus.

"I'll be checking [the app] all the time, thinking 'are we going to be on time'," she says. "The bus might be only five minutes late, but it adds almost an hour to my journey."

Later that day, Will Lovatt arrives at the bus station on his way home from college. The 18-year-old says unreliable buses regularly cause him to miss the start of lessons, and he fears it is having a "huge impact" on his education.

It is a sunny February afternoon, but he will soon be heading back to his family home in Werrington, on the eastern edge of the city. He would like to spend more time with friends, but the last bus to his village leaves at 19:30.

"It's very restrictive," he said. "By the time you get into something you have to say 'sorry guys I have to go'."

The Campaign for Better Transport has been receiving stories like this on an almost daily basis.

"Even if a bus route is not completely withdrawn, just making it so infrequent that it is impractical has the same impact," says Silviya Barrett, the group's director of policy and research.

Improving bus services - and persuading more people to switch from cars - is a key component of attempts to reach net zero carbon emissions, and must be a priority for the government, she says.

And yet, the costs of bus travel have risen much faster than those for driving. While car owners have enjoyed a 5% cut in fuel duty - which had already been frozen since 2011 - bus passengers have seen fares rise by more than 80% over the past 10 years, according to analysis by the RAC Foundation.

"People are not going to look at the options if it's cheaper for them to drive," Ms Barrett says.

The buses in Stoke-on-Trent, like the majority of services in England, are run by private companies. First Bus - the biggest operator in the city - says cuts to services are a direct result of dwindling demand. Passenger numbers on its services in the city have only returned to about 80% of pre-pandemic levels.

"There has been a gradual decline in demand, both in the Potteries but also across the UK," says Rob Hughes, the company's director of operations.

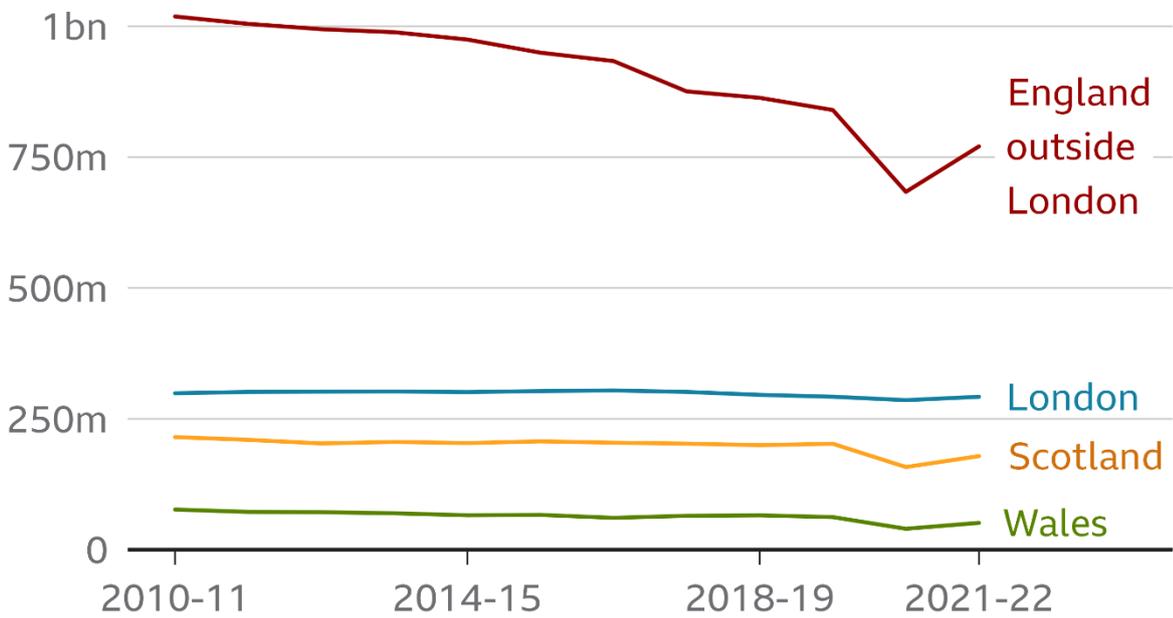
Even before Covid, the industry had been hit by the decline of the High Street, rise of online shopping and comparative fall in motoring costs.

"The pandemic has accelerated that decline in demand," Mr Hughes says, while rising fuel costs and a nationwide driver shortage have heaped on more costs.

It is a "pivotal time for the industry", he says.

Bus services fell most in England outside London

Estimated vehicle miles travelled, year to March 2010-11 to 2021-22, by GB nation and London



Source: Department for Transport



When private operators decide to alter or end a loss-making service, they must first inform the local authority - which has the option of stepping in with funding to keep the buses running. But in Stoke-on-Trent, the council has opted not to do that in recent years. It declined to comment when asked about this.

Across England, about 13% of services are supported by councils, although transport experts say this number has been falling steadily as local authority budgets shrunk.

"Irrespective of the model used to fund bus services, provision needs to match demand," says Mr Hughes. "We obviously can't run buses without passengers."

On Friday, the government announced a three-month extension of the Bus Recovery Grant, which had been due to end in March. It has also extended a £2 cap on single fares, intended to encourage people on to buses.

The Local Government Association had warned thousands more bus routes could be lost without further support. It welcomed the three-month extension, but said the government needed a "long-term, reformed bus funding model with significant new money".

Before the extension was announced, Mr Hughes told the BBC that First Bus had already begun telling local authorities which services could be cut without further support.

The government says it is committed to improving services across the country. It asked all local authorities to work with bus operators to develop "bus service improvement plans", and has awarded £1bn in funding.

Stoke-on-Trent City Council will receive £31m for its plans, which, among other things, aims to reduce fares, increase the frequency of services and provide more buses in the evening.

For Michael, change could not come soon enough. "The hours that we work, the bus services just don't suit," he says. "It doesn't serve us at all."

In his mining days, he never had to worry about getting to work. "The collieries put on their own work buses, so that wasn't a problem," he says. "[They] really looked after you. It was a different world."

He worries what impact the lack of public transport will have on the next generation.

"If they went into the city centre to go to the pictures or something, there's no way back," he says. "They are being cut off from society."

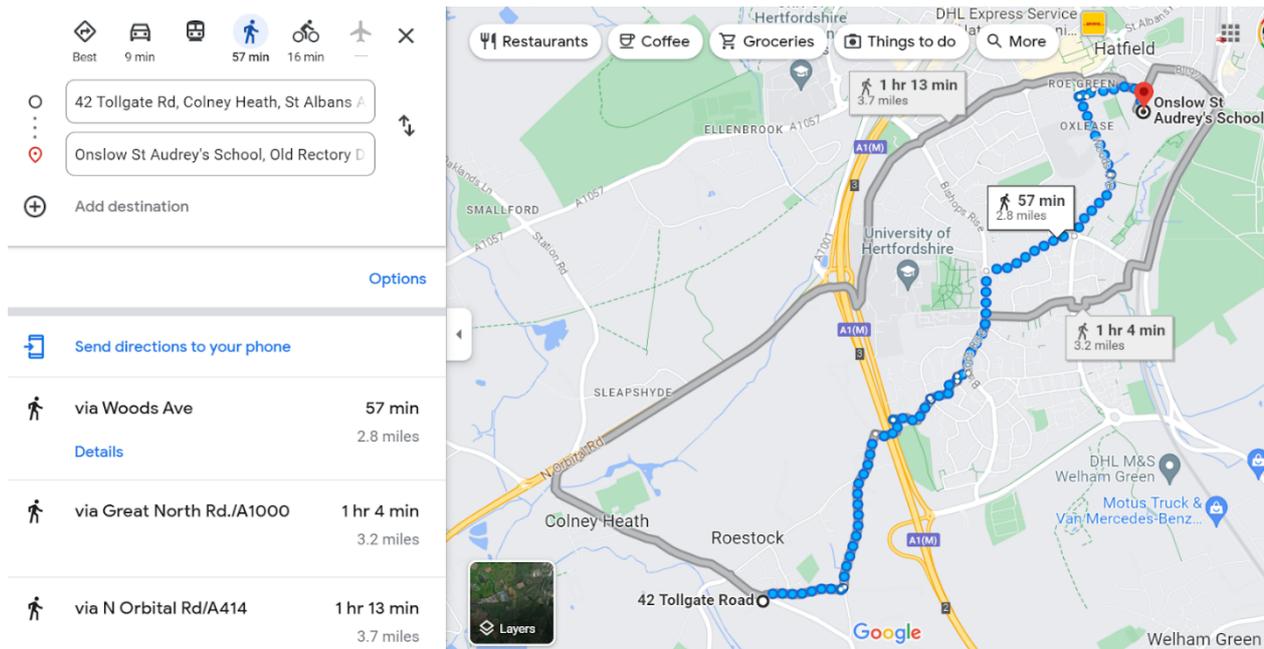
Data analysis by Will Dahlgreen, Becky Dale, Rob England, Jonathan Fagg and Vanessa Fillis

APPENDIX 4

School Travel Plans

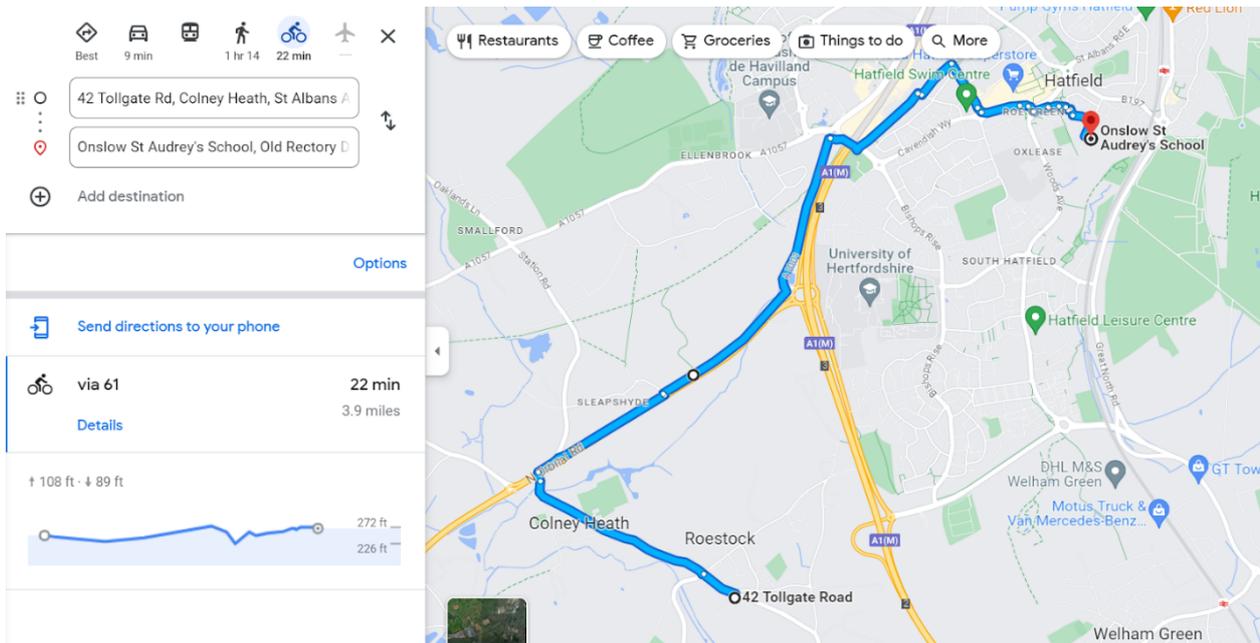
According to Google Maps, Onslow St Audrey's School is a minimum of a 57 minute (2.8 mile) walk if you are prepared to walk through the A1 underpass (not something that most parents would allow their children to do, particularly in the dark or heavy rain) see pavement assessment or a 1hr 13min (3.7mile) walk along the A414 and through Hatfield. The acceptable maximum distance for children of this age group to walk is 3 miles or 4.83km.

Walking routes:



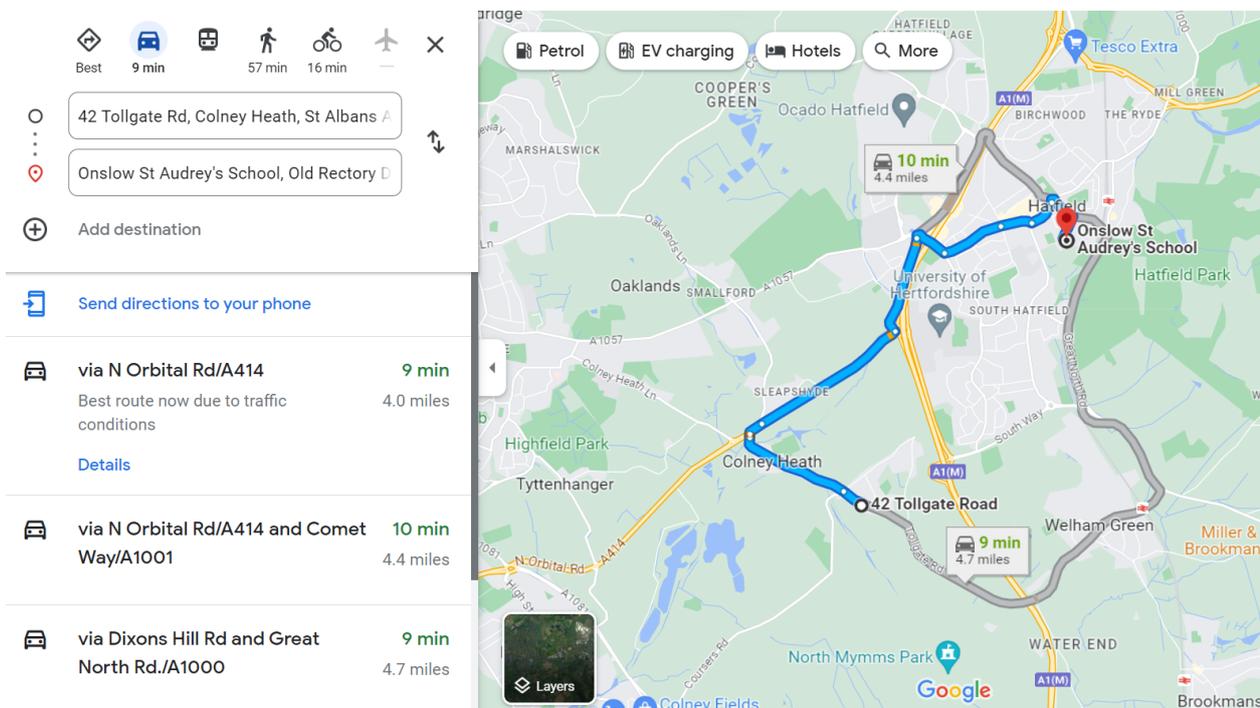
To cycle, avoiding the underpass and unlit roads, adds an additional mile to the route and should take 22 minutes for an adult to cycle the 3.7 miles.

Cycling routes:

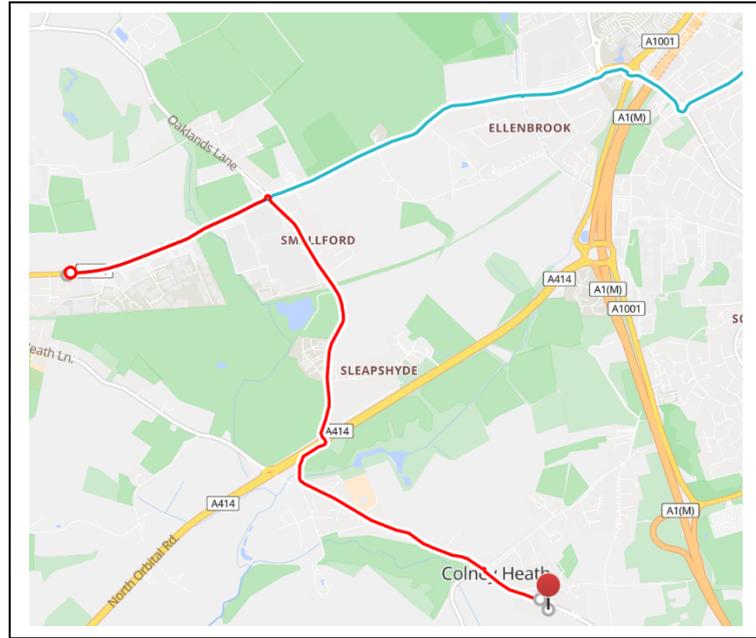
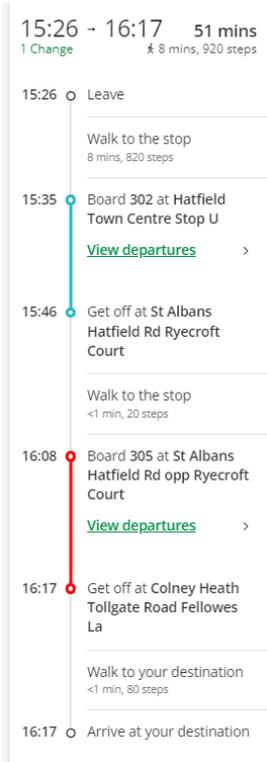


By car, Onslow St Audrey's is over four miles away.

Car routes:

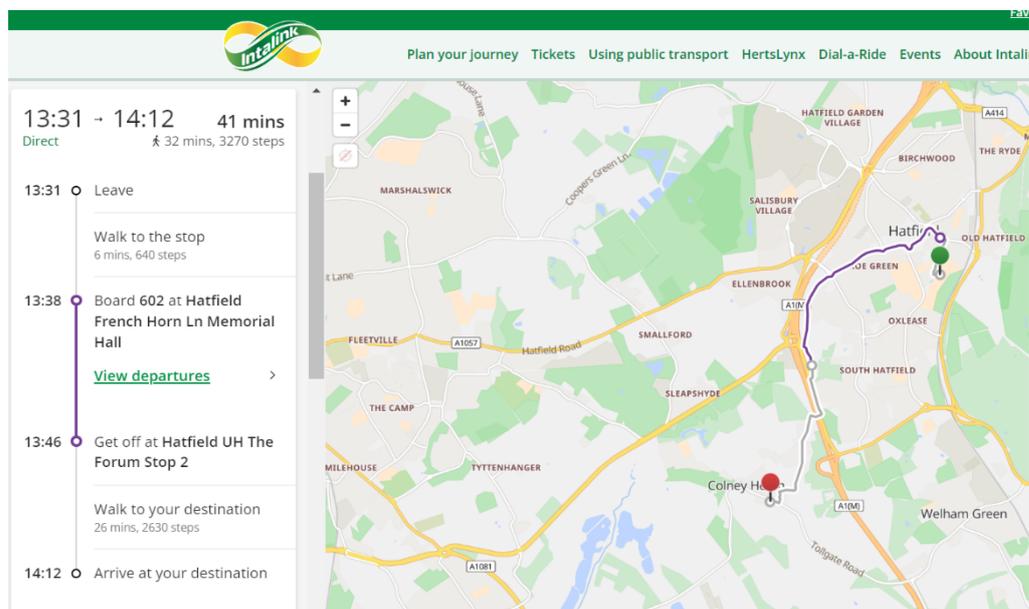


Travelling by bus is possible, but difficult. According to the Intalink website, to get home from school on Friday 22nd Sept. 2023, It will take 51 mins, incl. 8 mins of walking and two buses.

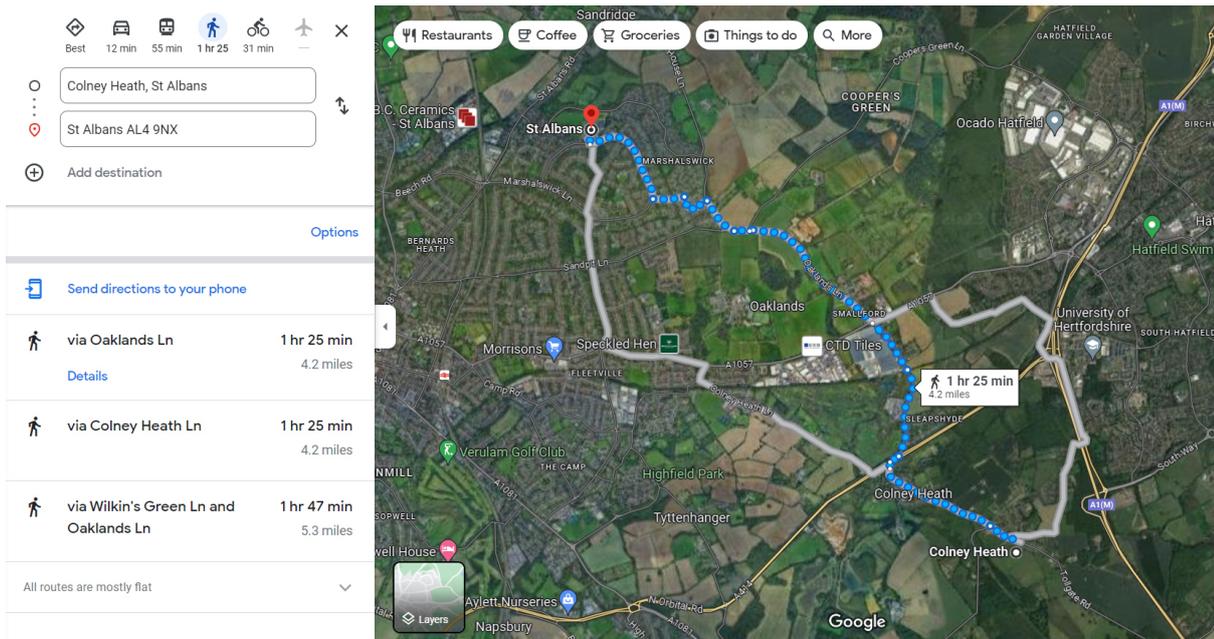


The next bus would be 38 mins later and take 41 minutes (32 mins of which are walking, including through the A1(M) underpass). It hardly seems worth paying a bus fare for nine minutes on the bus.

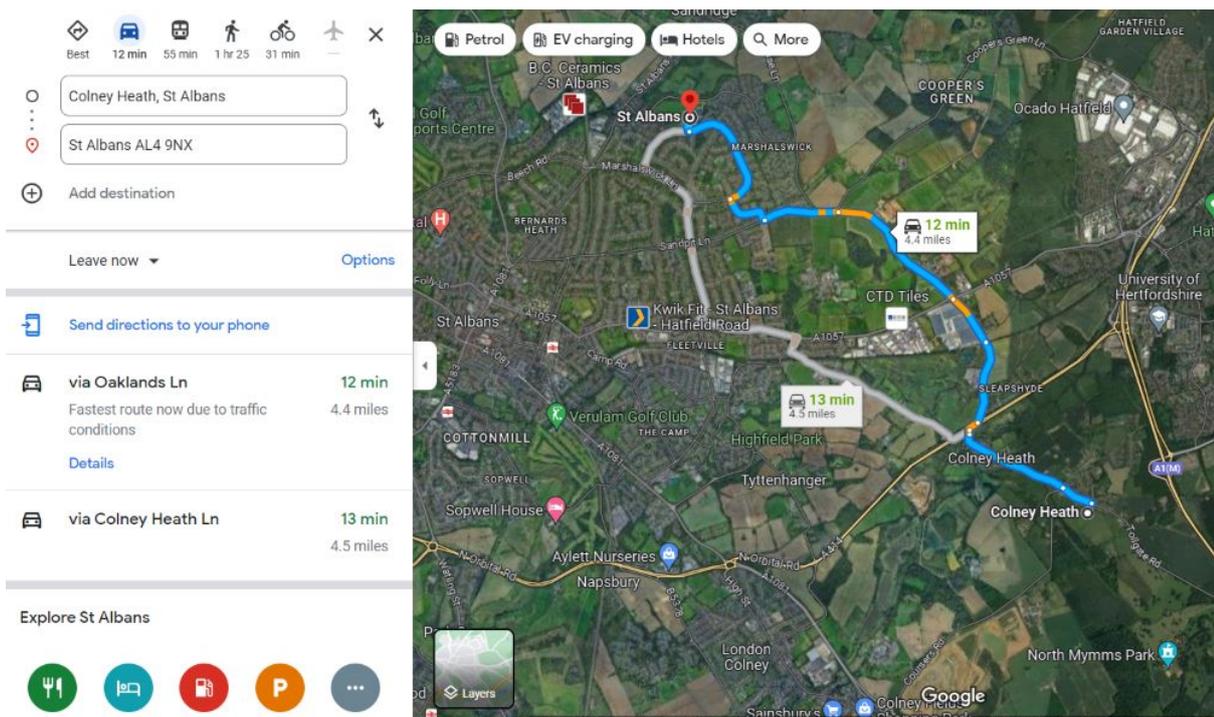
Typical journey times range from Onslow St Audrey's to AL4 0PY range from 36-55 minutes, depending on the time of day. All require significant amounts of walking, or multiple buses.



Sandringham School is popular with parents, as can be seen from the table in 2.3.9 above. However, its location is such that bus travel to the school is difficult.



Walking to the school takes 1 hour and 25 minutes, which is well beyond an acceptable distance. Travel by car is the only realistic option for this school.



APPENDIX 5

WALKABILITY

See also the pavement assessment (CD 9.18).

The route to London Colney involves walking approximately 3.4km down Coursers Road which has no pedestrian pavement at all. This is a busy single carriage way each way road governed by the national speed limit and extremely dangerous to walk; it is bordered by ditches and hedgerows and so has no refuges for pedestrians. Coursers Road has two high volume waste processing sites (Tyttenhanger Landfill and Coursers Farm biodigester) and a large builder's merchants all accessed via this road.

The route to Hatfield involves walking through the village to the A414 and along the pathway to Hatfield, a total distance of some 5.8km, or accessing Hatfield through the underpass, a journey of 4.0km (see Fear of Crime below)

Walking to either London Colney or Hatfield and carrying heavy shopping back is not a feasible option and it is naïve to suggest that either of these is a sustainable shopping route.

Walking routes to bus services on Hatfield Road to gain access to hospitals, doctors, dentists, a pharmacy etc. involve a route through the village and up either Smallford Lane or Colney Heath Lane to Hatfield Road.

One route is accessed by walking from the proposed site, through the village, across the footbridge over the A414 and up Smallford Lane to Hatfield Road; this is a distance of some 2.9km and takes 37minutes.

The alternative route is through the village, across the footbridge over the A414 and up Colney Heath Lane to Hatfield Road, a distance of 3.5km and taking 45 minutes.

All journeys were researched on Thursday 3 August for shopping or hospital visits only. There were no evening or leisure opportunities researched as the last bus leaves St. Albans at 5.20pm Monday to Saturdays. With the exception of the 305 buses, it is necessary to walk 33 minutes to Smallford or 28 minutes to South Hatfield for any bus service.

The Sustrans Charity has stated the following with regard to the integration of walking and public transport:

“Bus stops, especially in rural areas where they may be the only form of public transport, need to be easily accessible by foot, they should be linked up to their surrounding communities, as well as being located near essential local amenities” (Sustrans, 2022).

It also provides the following information.

The case for walking

When journeys are short enough, most people walk

- Analysis of the National Travel Survey data⁶ in 2015 showed 50% of single-stage walking trips were under 800m.
- In 2012, analysis of trip data in four English city regions found that 69% of trips made by walking were less than 800m and of these, 89% of trips under 400m and 70% of trips 400-800m were walked⁷.
- 800m, or approximately half a mile, is generally considered a standard walkable distance from services as it typically takes approximately 10 minutes to walk, and a 20 minute walking trip (i.e. 1600m total) has been found as the longest distance a majority of people are willing to walk to meet their daily needs⁸.
- Depending on local health, topography and population demographics, such as an older population, the 800m standard may need to be reduced to adhere to the 20 minute return trip standard, with amenities such as seating or spaces to rest also provided.

The table below is from the Local Plan of Birmingham City Council.

Destination:	Walking distance:
GP surgery	15 min (1200m) or 10 min retirement dwellings
Local shops with a good range of food items	15 min (1200m)
Public transport frequency > every 30min to shops that provide a range of items, including a good range of food items	10 min (800m)
Residences that are not retirement dwellings, student accommodation single-person apartments should be within:	
Primary school with sufficient additional capacity	10 min (800m)
Secondary school catering for both sexes with sufficient additional capacity.	20 min (1600m)

Sustrans has also stated that “800m, or approximately half a mile, is generally considered a standard walkable distance as it typically takes approximately 10 minutes to walk, and a 20-minute walking trip (1,600m total) has been found to be the longest distance a majority of people are willing to walk to meet their daily needs”.

Walking or cycling should be a choice, not the only transport solution.

LOCAL INFRASTRUCTURE - FEAR OF CRIME

The pedestrian route via Smallford is along a reasonably busy road with fields alongside. The former rail bridge is too narrow and not considered safe, consequently a secondary footpath has been built on the other side of the hedge. While this area has lighting, there is little natural surveillance due to the height of the hedge and the size of the field next to it. Pavement assessment route 9.

The route via South Hatfield is through an underpass planned for both pedestrians and cyclists. This area is isolated, and for many months earlier this year there were several inches of floodwater making it impassable. It is tagged with graffiti, has frequent vandalism, is known for illicit drug activity and there have been incidents involving personal safety to adults. One of our Parish Councillors was knocked to the ground and his monies stolen while using this route from Hilltop. Pavement assessments route 3 and 4.

The underpass was built with no thought for designing out crime, it is remote with no natural surveillance from houses or buildings, and any incident would be unlikely to be witnessed due to the low footfall. There is no visibility through the underpass due to bends and inclines in the pathway. Pedestrians and cyclists are not separated and there are and public concerns over the frequent vandalism and safety of this area. This is not a safe and secure route to public transport.

Discussions with the local Crime Prevention Officer reveal that CCTV cameras have been installed to cover part of Roestock Lane adjacent to the underpass and the underpass itself. These have been installed primarily to detect anti-social behaviour, fly tippers in Roestock Lane and off-road bikers using the area. During this operation one of their cameras was also vandalised. The CCTV system is not live monitored but downloaded and reviewed later.

Oxfordshire Walking design standards 2.8 Personal Security

Concerns relating to personal security can discourage people from walking, particularly after dark.

Fear of crime can be a significant deterrent in terms of people choosing to walk in public space.

Living Streets recommends never accepting safety hazards such as subways, alleys, and enclosed walkways. Instead, designs should maintain pedestrian connectivity – level surfaces and well-lit permeable routes.

CONCLUSION

It is therefore concluded that the proposed development is in an area that unsustainable due to the lack of facilities that can be easily and safely accessed by foot or cycle or public transport. Our range of services total one 2 hourly bus into St. Albans with no evening or Sunday service and no connectivity with Hatfield, Welham Green or Potters Bar for commuting into London for work or pleasure.

There is no way that residents can go about their day-to-day activities without access to a vehicle. Colney Heath is totally unsustainable.