

COLNEY HEATH PARISH COUNCIL

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

CD 9.15

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

Highways and Active Transport

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

1.0 Summary

- 1.01 The data used to prepare the Highways and Transport Assessments is based on incorrect assumptions, thus much of the output is simply incorrect. We consider the forecasted trips quoted from the appeal site is low, resulting in considerable road safety issues.
- 1.02 On street parking on Tollgate Road adjacent to the appeal site causes traffic flow problems, long delays, and safety risks.
- 1.03 Routes leading outside the village are unsafe for cycling so fewer than estimated cycle trips would be made.
- 1.04 The pavements within the village are significantly below the required standard to encourage walking. Many of the roads beyond the village are narrow, busy and without any pavements so do not promote walking. Walking distances to amenities outside the village are excessive and unrealistic.

2.00 Core data

2.01 The data used to prepare the Highways and Transport Assessments is based on incorrect assumptions, so much of the output is simply incorrect. The locations used for the trip generation are simply not representative of a village with very limited public transport, and a very high affordability ratio, and none of the selected locations are within or near the M25 and so understate car usage.

2.02 Colney Heath Parish Council ('CHPC') understands that the wider M25 zone around London works a single employment area attracting higher salaries and resulting in greater travel. This in turn results in higher property prices.

2.03 Coursers Road has not been included in any of the highway's assessments, neither was it requested to be included by HCC Highways, this is a fundamental error as demonstrated in paras 2.25 - 2.27 this a major route from traffic within the village. This was resulted in road being not included in any of the assessments undertaken by the appellant or HCC highways.

2.04 Planning status

Sustainable forms of transport are a key theme within the NPPF. ref section 9

2.05 Trips generated by the site.

CHPC consider the forecasted trips quoted from the appeal site is low, resulting in considerable road safety issues.

2.06 This is because the basic configuration of the data used (Transport Assessment CD4.14 Appendix 12 TRIPS output) is fundamentally flawed, namely.

- Car ownership within 5 miles 1.1 to 1.5.
- ONS data 2011 census for car ownership in Colney Heath Parish at 1.55 which is for the entire parish including urban areas – ownership in the village is likely to be even higher. Ownership across St Albans District is 1.43. So the level of car ownership is above those selected for the forecast.

For 100 houses at Bullens Green Lane Taylor Wimpey have provided 239 spaces allocated for the houses and 50 visitor parking spaces, an average 2.4 car parking spaces per dwelling.

- The areas selected are all well outside M25 zone and most have considerably better access to public transport than Colney Heath.
- All the selected locations are more affordable than Colney Heath, therefore a lesser need for family members to seek employment.

2.07 Locations used for the trip forecast

	Affordability ratio
MILLHEAD ROAD HONITON	7.93
NEW LYDD ROAD CAMBER	
EAGLE AVENUE WATERLOOVILLE	8-8.1
MAIDSTONE ROAD CHARING	
FOXHALL ROAD IPSWICH	7.22
HILLS FARM LANE HORSHAM	14.2

ROUNDSTONE LANE ANGMERING
 LITTLEHAMPTON ROAD WORTHING
 TODDINGTON LANE LITTLEHAMPTON

West Sussex 12.07
 11.47
 West Sussex 12.07

St Albans (reference data)

16.1

2.08 As identified in our cycling assessments Tollgate and Coursers Roads, and Colney Heath Lane, are unsafe for cycling and the cycleways on A414 lead to limited useful destinations. The cycle usage will also be lower than forecast so increasing car usage.

2.09 Transport Assessment CD 4.14 Trip forecasts -

TABLE 6.1
 Trip Rate / Trips

	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person trips (150 HH)	30	105	135	78	42	120
Vehicle trips (150 HH)	20	46	66	44	26	70

TABLE 6.2
 Trips mode of travel

	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
pedestrians	7	20	27	11	5	16
cyclists	1	3	4	2	2	4
Public transport users	0	2	2	2	0	2
Vehicle passengers	2	34	36	18	10	28
Vehicle drivers	20	46	66	44	26	70
Total person trips	30	105	135	78	42	120

2.10 CHPC therefore believe the trip forecast is an underestimate and will have significant road safety issues.

2.11 Tollgate Road

Parking in Tollgate Road

2.12 CHPC believe the study undertaken by the applicant was flawed, in that it included the length of Tollgate Road from Fellows Lane to the end of the houses at the northeast end at number 101 Tollgate Road.

2.13 The houses at the northeast end have a private layby outside their homes therefore parking is not normally an issue in this area. The houses from 85 to 101 all have some off-street parking, so street parking is also less of an issue in this part of Tollgate Road.

2.14 The principal area where parking is an issue is outside the narrower cottages from approximately 53-83 Tollgate Road. Due to the width of these homes parking related to them spreads beyond their frontages. Our parking study Appendix 3 identified this as being a critical zone in which on street parking does, and will, cause traffic flow problems.



Cottages at numbers 53 to 79 in Tollgate Road taken on 26/1/2023 at 14.31

2.15 Residents' experience is that long delays occur at peak times and drivers take dangerous risks to get through, this is mainly in area of the cottages.



Photo taken 19th January 2023 morning rush hour showing two vans taking *dangerous risks to get through* – the bus stop is opposite numbers 53-63 Tollgate Road.

2.16 With the existing risks being taken by divers in Tollgate Road, CHPC also has concerns about safety at the proposed new junction to access the site.

The risks are from –

- Poor visibility due to parking in Tollgate Road.
- Queuing traffic waiting to pass the parked vehicles.

- Long delays for residents trying to leave the application site, getting impatient.
- Finally, the already demonstrated risks drivers already take now.

2.17 The applicant's statement that Tollgate Road is 'free flowing' does not reflect reality at peak time due to the parking in the road. Existing residents have little alternative to parking other than outside their homes, due to limited number of alternative spaces.

2.18 On Street Parking

Other roads within the village have similar problems.

2.19 Colney Heath has several groups of mainly Victorian cottages, these were built close to the highway with little or no off-Street parking. The key characteristics of the cottages are they are narrow with only one on-street parking space per cottage.

2.20 Due to layout or legal reasons, they are unable to park at the rear of the dwellings. As well as Tollgate Road it also impacts on High Street, Bullens Green Lane, and Roestock Lane.

2.21 The on-street parking causes delays and people take unacceptable risks to pass through. This is worsened following the all too frequent RTAs on any of the neighbouring roads including A414, A1(M) and M25 resulting in traffic passing through the village to alternative routes.

See appendix 3 CHPC parking study

2.22 Heavy Goods Vehicles (HGVs)

2.21 Despite the existence of 7.5 tonne weight limits in the village, a considerable number of HGVs come through the village as a short cut to avoiding delays elsewhere on the A414, A1(M) or M25 network.

2.22 This is exacerbated by poor law enforcement of the weight limit. These HGVs regularly cause damage to street furniture, CHPC fears it's only a matter of time before a serious RTA occurs involving an HGV. Some businesses do use or require HGVs in the village e.g. Day Brothers, Car dealer and for construction but these only account for a small percentage of HGV coming through the village.

Heavy Good vehicle damage - see appendix 2

2.23 Coursers Road

2.24 Local knowledge and experience understands the importance of Coursers Road for the access to and from the village. This is key route to access the Bell roundabout, M25 and Colney Fields retail area, as well destinations in Watford, Bushey, Radlett and Borehamwood. This key link road also has significant HGV traffic from the two large scale waste processing sites, the large builders' merchant Lawsons, and the business units at Coursers farm.

2.25 Coursers Road was not requested by HCC highways for inclusion in any of the RTA assessments which was a fundamental error given the accident history of the road. Ref. CD4.14 Transport Assessment para. 2.32, and CD 5.10 Technical Note HCC highway response November 2022.

2.26 The importance of Tollgate Road

Data from the appellants Transport Assessment traffic count on roundabout junction with Coursers Road, High Street, Roestock Lane and Tollgate Road.

Time	Joining the roundabout from Coursers Road	Turn left into High Street	Straight ahead Roestock Lane	Turn right into Tollgate Road
7.00-10.00		342	37	353
16.00-19.00		592	35	513
Total	1872	934	72	866

3 U-turns were also recorded

Time	Joining the roundabout from Tollgate Road	Turn left into Coursers Road	Straight ahead into High Street	Turn right into Roestock Lane
7.00-10.00		491	574	6
16.00-19.00		352	408	15
Total	1856	843	982	21

2 U-turns were also recorded

Time	Joining the roundabout from High Street	Turning left into Roestock Lane	Straight ahead into Tollgate Road	Turning right into Coursers Road
7.00-10.00		90	392	330
16.00-19.00		154	434	408
Total	1808	244	826	738

14 U-turns were also recorded

- 2.27 The above data demonstrates the importance of Coursers Road however this does not record the traffic from the waste processing sites and business units as HGV traffic should use only the Bell roundabout route to access these sites.

See the crashmap.com history for Coursers Road in appendix 1.

- 2.28 The appellants Transport Assessment, CD 4.14 Appendix 16 para 1.10 states '*Coursers Road is not considered suitable for cycle movements*'

We also consider that Coursers Road is unsafe for pedestrians due to the narrowness of the road, the current traffic volumes, and the lack of pavements and refuges for walkers.

2.29 Pavements & walking

- 2.30 The village has many narrow pavements along key routes, including High Street, Tollgate Road and Roestock Lane. This is particularly a problem outside the Victorian cottages along the High Street and Roestock Lane where there is only a pavement on one side of the road.
- 2.31 The pavements within the village are significantly below the required standard to encourage walking. Many of the roads beyond the village are narrow, busy and without any pavements so do not promote walking. Walking distances to amenities outside the village are excessive and unrealistic.

2.32 Colney Heath Pavement Assessments

2.33 Summary

These Assessments have been undertaken by us using the walking route assessment tool (WEAT) prepared by the Welsh Active Travel Design Guidance. A score of 28 or 70% should normally be regarded as minimum level of provision overall (max score of 40 equates to 100%).

Route	Road/s	Score	
Route 1	Tollgate Road (within the village)	13	21%
Route 2	High Street - Queens Head to Colney Heath school	23	57.5%
Route 3	Bullens Green to Hilltop Hatfield via A1(M) subway	17	42.5%
Route 4	Bullens Green Lane to Roehyde via A1(M) subway	23	57.5%
Route 5	Roestock Lane	21	52.5%
Route 6	High Street - Crooked Billet to A414	18	45%
Route 7	A414 - Colney Heath Lane to Smallford Lane	27	67.5%
Route 8	Colney Heath Lane	18	45%
Route 9	Smallford Lane and Station Road	17	42.5%

Full details in CHPC Pavement Assessment appendix 3.

2.34 All the pavements within the village and beyond required to access facilities fall short of the required standard and therefore not attractive to pedestrians.

2.35 Cycling

2.36 The appellant has repeatedly stated facilities which are accessible to cyclists which is contrary to the experience of residents, so we undertook a detailed assessment of all the cycle routes leading from Colney Heath village using the Department of Transport's Cycle Infrastructure Design LTN 1/20 guidance document.

2.37 Summary of cycle route assessments

No	Route	Assessment	%	LTN 120 Standard	Critical factors failed
1	Welham Green via Tollgate Road 3.54km (2.2 miles)	Dangerous and strenuous	26%	Failed	9, 10, 12, 15
2	Welham Green via Southway and Travellers Lane 5.15km (3.2 miles)	High Risk	26%	Failed	9, 10, 12
3	Colney Fields via Coursers Road 3.38km (2.1 miles)	Dangerous	14%	Failed	9, 10, 11, 12, 15
4	Colney Heath Lane via High Street (1.9 miles)	High Risk	26%	Failed	15
4.1	Smallford Lane via High Street 3.06km (1.9 miles)	High Risk	27%	Failed	9, 10, 12, 15
5	South Hatfield (Hilltop) 2.25km (1.4 miles)	Strenuous and prohibited	Not scored too strenuous and prohibited	Failed	
6	Hatfield Town Centre 4km (2.5 miles)	High Risk	24%	Failed	9, 10, 12, 15

For routes to meet the LTN 1/20 standard they must achieve a 70% pass rate

2.38 In the Appellant's Traffic Assessment CD 4.14 Appendix 16 – Sustainable Modes Audit, on identical cycle routes both parties assessments come to the similar conclusions.

1.10 states – *'Coursers Road is not considered suitable for cycle movements'*

1.17 states - *"From Tollgate Farm the speed limit is derestricted for approx. 1.6km until an overbridge over the A1(M). This section of route 3 is only suitable for confident cyclists given the road speed and the presence of a long gradient to a high point mid-way."*

2.39 Traffic and Road safety

The following sites have not been included in any of the traffic studies.

2.40 Land at Bullens Green Lane 5/2022/1992 for 100 new homes, already approved.

The proposed sites at Welham Green in Welwyn Hatfield BC local plan.

HS44/HS45 (WeG1 / WeG3a) Land at Welham Manor and west of Station Road 84 new homes.

HS46 (WeG10) Land at Dixons Hill Road 120 new homes.

2.41 As the Welwyn Hatfield Local Plan is well advanced in planning terms these sites carry some in weight when determining other applications.

Appendix 1

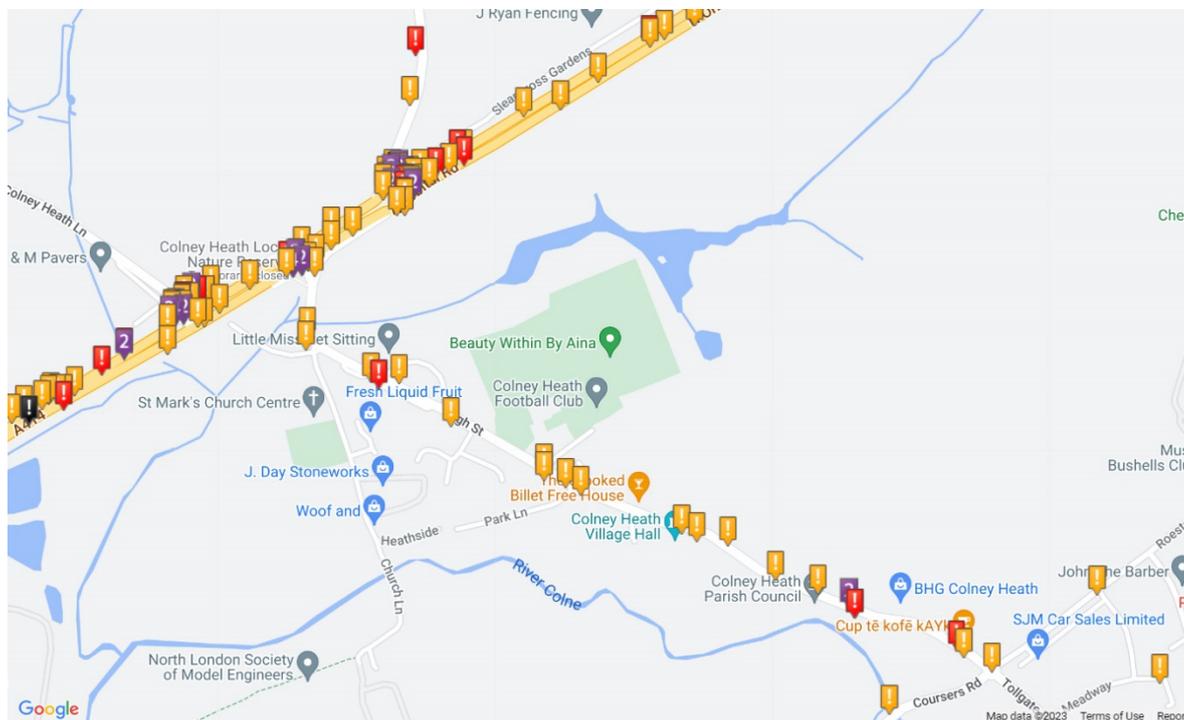
Crashmap.co.uk Road traffic accident data for the last 20 years in the area.

Amber – slight

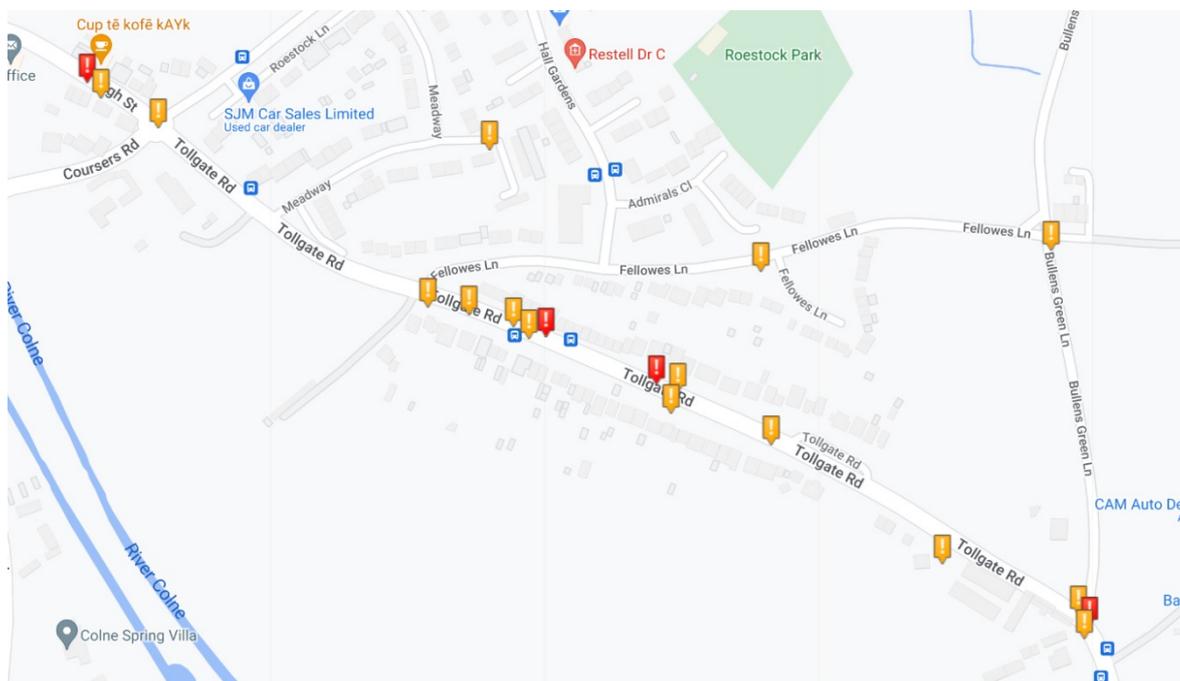
Red - serious

Black - fatal accidents

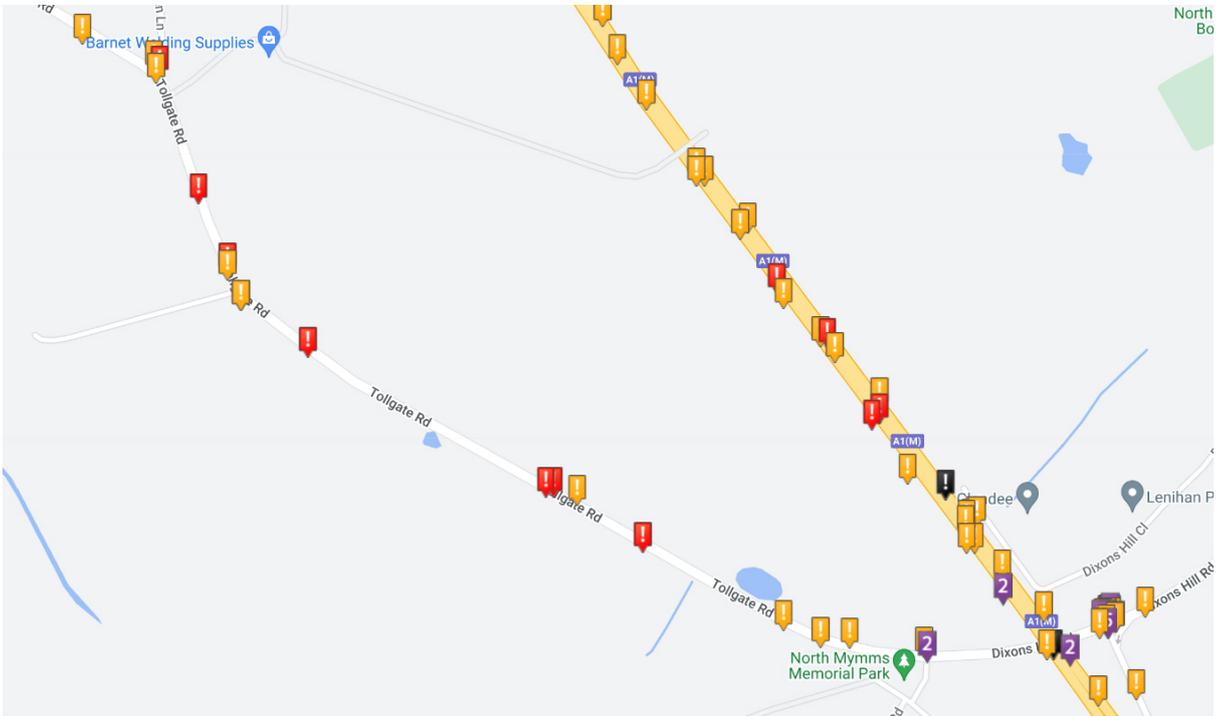
Road Traffic Accident (RTA) maps below demonstrate



RTA map for High Street Colney Heath and the A414 long-about.

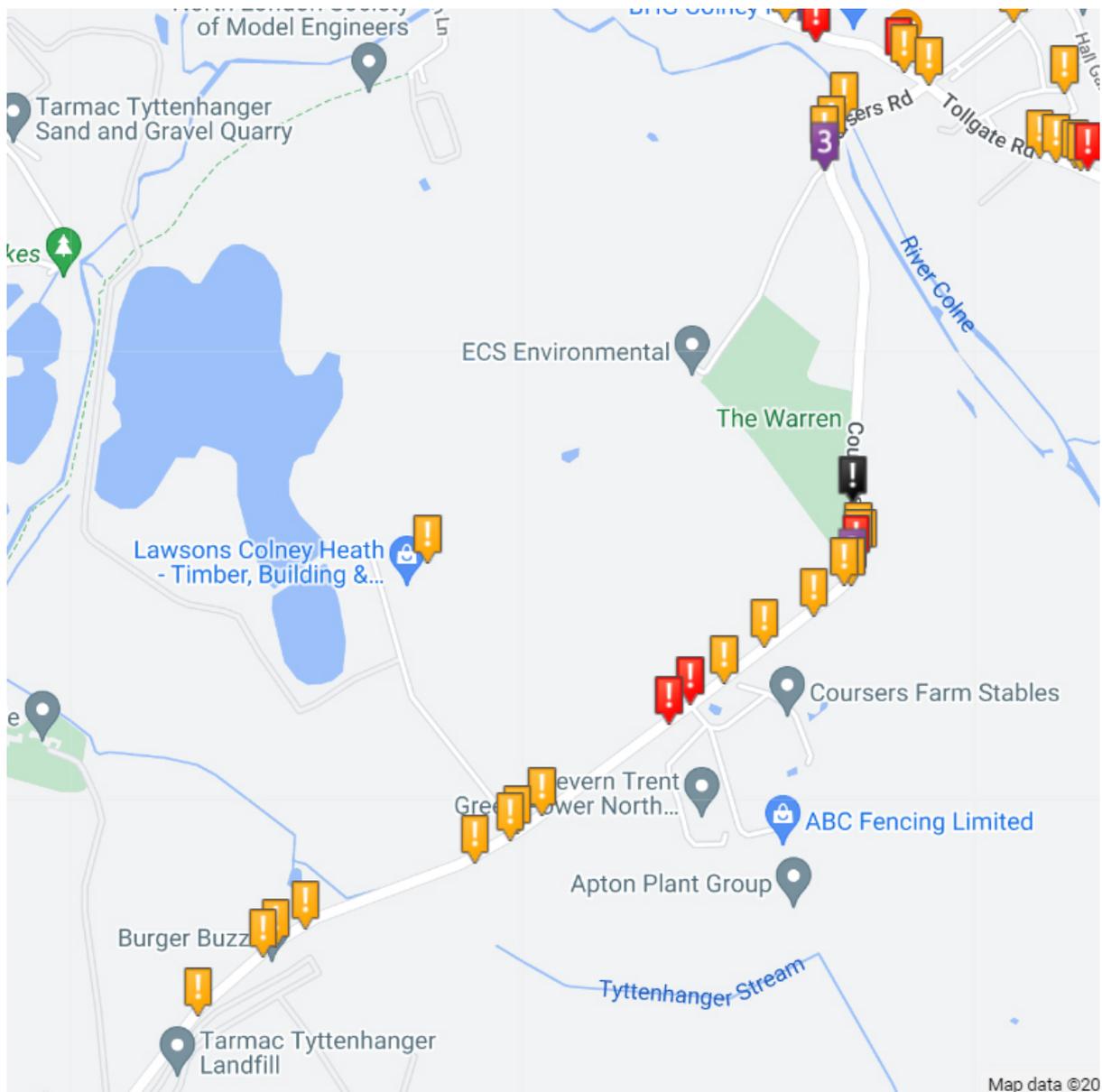


RTA map for Tollgate Road village end

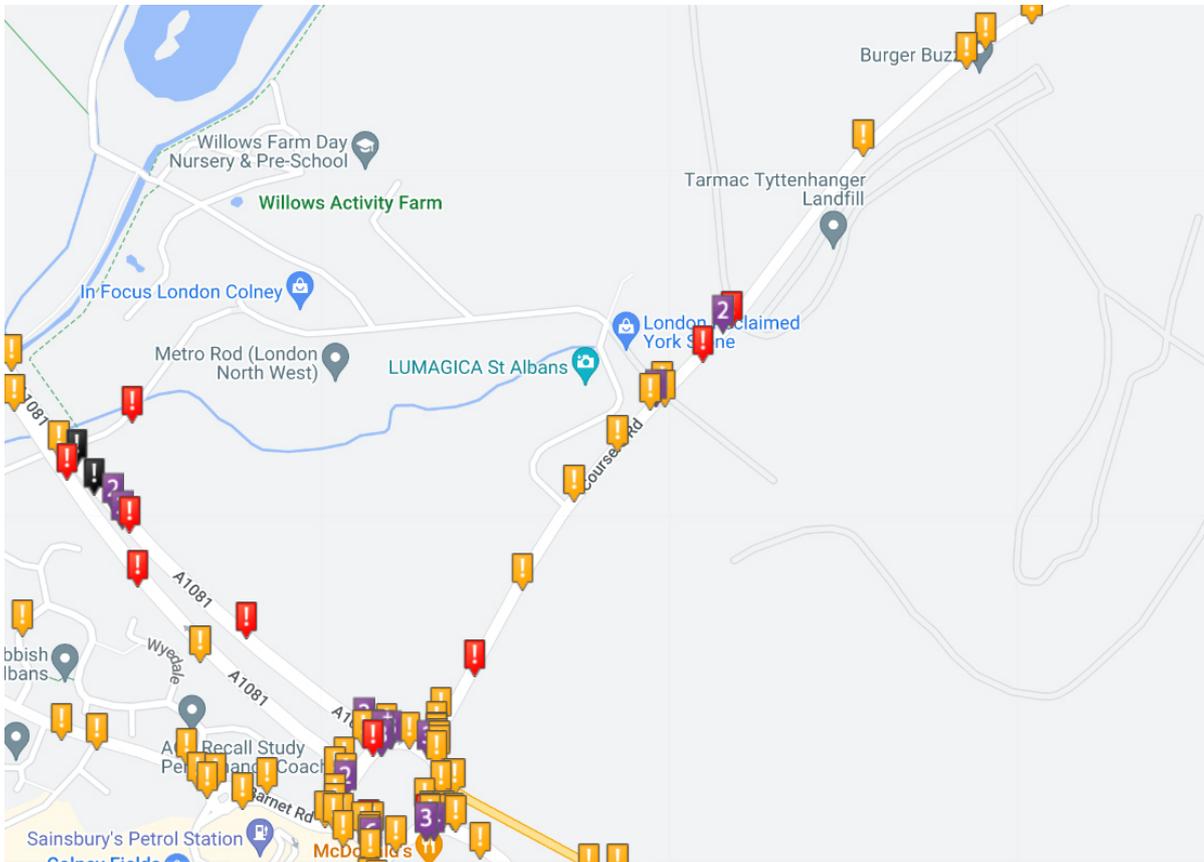


RTA map for Tollgate Road edge of village to Dixon Hill Road

The crashmap data demonstrates the significant level of safety risks to all users along Coursers Road and the Bell roundabout.



RTA map Coursers Road village end



RTA map Coursers Road London Colney end Bell roundabout.

The crashmap data demonstrates the level of risk along Coursers Road and the Bell roundabout. These will increase due to the increased number of HGV vehicles entering and leaving the two waste processing sites accessed via Coursers Road, Tyttenhanger Landfill and Coursers Farm bio-digester.

The Coursers Farm bio-digester has recently (3rd February 2023 application PL/0275/22) had the number of vehicle movements increased by way of increasing the maximum tonnage throughput by two thirds from 45,000 tons to 75,000 tons.

Appendix 2

Heavy Goods vehicle harm and risks



Photo taken Monday 13th March 2023 @ 7.59 overweight lorry causing damage on the roundabout in the centre of Colney Heath village the damaged road sign and lighting may be seen under the lorry.



Photo taken shortly afterwards showing the damage, the street furniture had been replaced only a few weeks previously following a previous incident. All the roads used by this lorry have existing 7.5ton weight limits.

While it does not occur every day, the village roads are prone to very high volumes of traffic diverted onto them if an RTA occurs elsewhere on the highway network most notably from A1(M) or M25.

Appendix 3

Colney Heath Parking Study

The Colney Heath parking study was first trailed in Mach 2023 with additional work undertaken in May 2023 however this was during spring school half term holiday so the actual level of parking in normal days may be higher than those recorded. Additional studies were undertaken in July 2023 in Tollgate Road and Fellows Lane.

The study only covered a limited area within the village, part of the Tollgate Road High Street and Fellows and Roestock Lanes with additional areas to be studied in the future.

The study identified six critical areas in which on street parking could and does cause significant delays and or contribute to road safety issues. We have identified them as **critical zones**.

Tollgate Road from 53 to 81 approximately 110m

High Street from former Cock public house to no. 43 High Street approximately 190m

Fellows Lane from junction of Tollgate Road to junction with Mead Way approximately 120m

Roestock Lane – from junction with High Street for approximately 85m

Roestock Lane from junction with Mead Way to the junction with Hall Gardens approximately 75m

Roestock Lane from Affinity Water work to Roestock Gardens approximately 205m

Characteristics of the **Critical zones**

These are in areas where the road is quite narrow and when cars are parked results in a substantially one-way alternative traffic flow. The studies identified areas where parked vehicles formed a near continuous row over a prolonged period which results in delays. A single parked vehicle with significant gaps either side, is not considered to form or being within a critical zone.

These areas all share similar characteristics in that they adjoin or near older cottages which due to the age and or design of the dwellings have no or very limited off-street parking. The houses in the High Street back on to Colney Heath Common which protected by law, so no alternative parking exists. Its considered likely that some of the parking at southwest end of Roestock Lane is overflow from the High Street where parking restrictions apply.

The old dwellings in both the High Street and Roestock Lane are quite narrow, so in practical terms only allow for one vehicle to be parked outside the home. Due the need for car ownership in the village which is due to the lack of public transport have many homes have multi vehicles this in turn increases the need for parking spaces away from the dwelling.

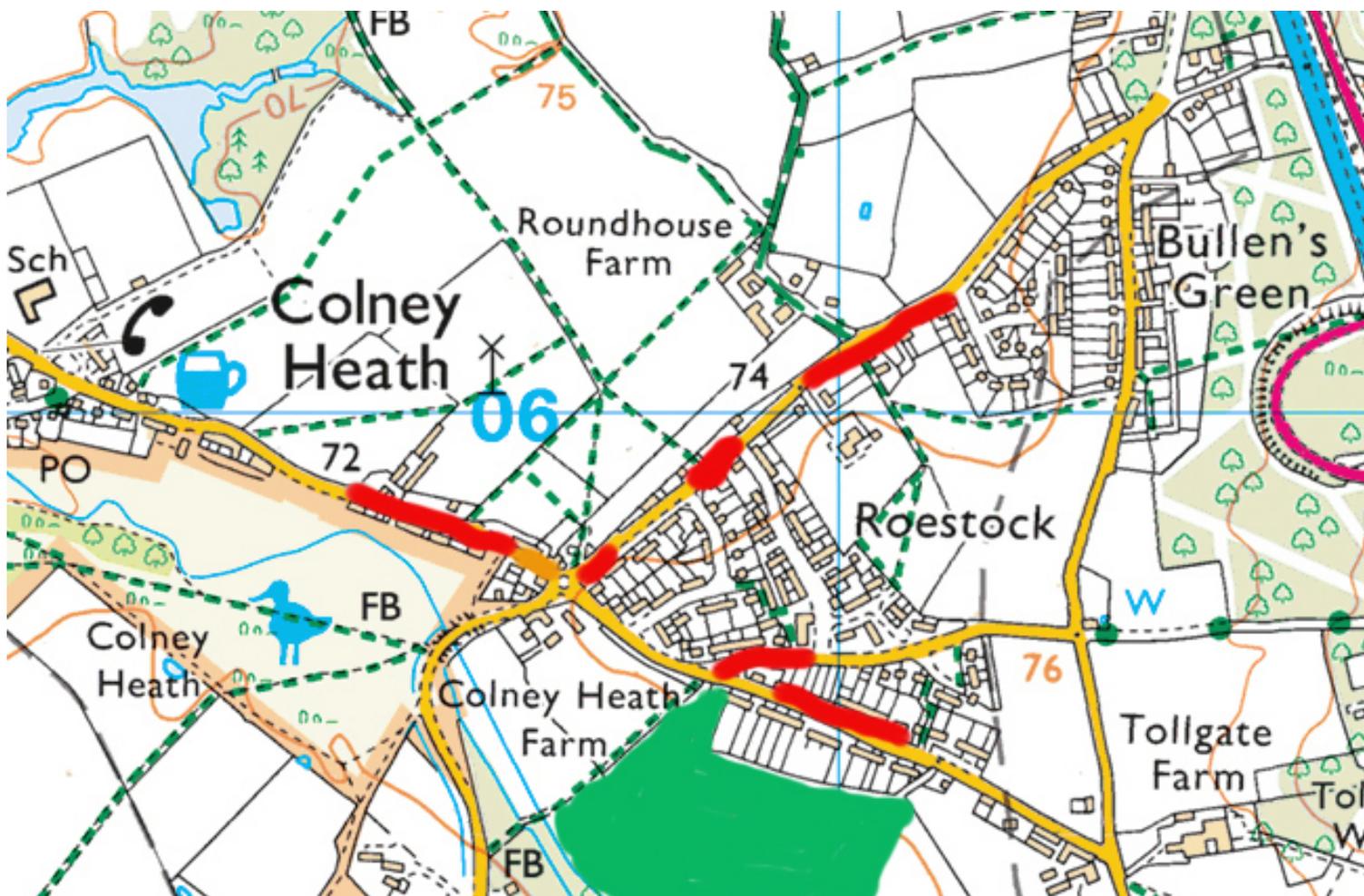


Table of conclusions

High Street Roestock Lane end

Number of parking spaces within the study area of which the bulk has been identified as bearing with the critical zone has been assessed as 23. This based on 6m per parking space. The 6m length has been used based on observed parking patterns and vehicle mix which includes vans. This section of road has a number of legal restrictions on parking from roundabout/ junction, bus stop and a pedestrian crossing. Also within this area is access to the village shop parking and five crossovers for off street parking.

High Street Roestock Lane end						
				Critical zone/s		
Recording time	No. of spaces	No. of vehicles	Occupancy %	No. of spaces	No. of vehicles	Occupancy %
30/3/2023 @ 16.20	23	12	52%	23	12	52%
30/5/2023 @ 20.00	23	13	56%	23	13	56%
31/5/2023 @ 9.00	23	15	65%	23	15	65%

31/5/2023 @ 13.00	23	11	43%	23	11	43%
31/5/2023 @ 17.00	23	12	52%	23	12	52%
31/5/2023 @ 20.40	23	18	78%	23	18	78%

Roestock Lane

For practical purposes it was felt that it would be easier to divide Roestock Lane into two sections this would recording easier and presentation of the results clearer.

Roestock Lane village end

The 6m length has been used based on observed parking patterns and vehicle mix which includes vans. The village end contains two critical zone sections of road has a number of legal restrictions on parking from roundabout/junction, road junctions and a bus stop.

The first critical zone was identified as being the section from roundabout with High Street Coursers Road to the entrance the yard. This section contains the legal restrictions for the roundabout junction and a bus stop, three crossovers to dwelling and yard access so yielded 6 parking spaces.

The next zone contains two access points to industrial storage yards is approximately 95m long so would yield 10 spaces.

The second critical zone between Mead Way and Hall Gardens as well these two road junctions this section has crossovers to the former Chalk Arms two a dwelling, one business and one to open yard. This section provides 7 parking spaces

The length of Roestock Lane between Hall Gardens and the entrance to Roundhouse farm is approximately 165m long and contains the entrance Affinity Water pumping station and two dwellings entrances which reduce the parking spaces available. We have estimated this section would provide 24 parking spaces.

The total number of parking spaces within the study area has been assessed as 47 however 13 of these are within the critical zone.

	Roestock Lane village end					
				Critical zone/s		
Recording time	No. of spaces	No. of vehicles	Occupancy %	No. of spaces	No. of vehicles	Occupancy %
25/3/2023 @ 11.50	47	6	13%	13	6	46%
27/3/2023 @ 15.05	47	6	13%	13	6	46%
27/3/2023 @ 19.32	47	9	19%	13	9	69%
30/5/2023 @ 10.00	47	8	17%	13	8	62%

30/5/2023 @ 16.00	47	7	15%	13	6	46%
30/5/2023 @ 20.05	47	9	19%	13	8	62%
31/5/2023 @ 9.05	47	10	21%	13	9	69%
31/5/2023 @ 13.05	47	9	19%	13	7	54%
31/5/2023 @ 17.05	47	9	19%	8	8	62%
31/05/2023 @ 20.40	47	10	21%	10	10	77%

Roestock Lane Bullens Green End

The section runs from Roundhouse farm entrance to the end of Roestock Lane at the junction with Bullen Green Lane. The 6m length has been used based on observed parking patterns and vehicle mix which includes vans.

The first and critical section run from the Roundhouse Farm entrance to Roestock Gardens a distance of 128m. this section contains 4 crossovers to dwellings. Our estimate this would provide 15 parking spaces.

The section from Roestock Gardens to the end of Roestock lanes is approximately 300m. this section contains the junction of the Roestock Lane service road a farm gate and 5 crossovers for dwellings. Our estimate this would provide 42 parking spaces.

The total number of parking spaces within the study area has been assessed as 57 however 15 of these are within the critical zone.

	Roestock Lane Bullens Green End					
				Critical zone/s		
Recording time	No of spaces	No of vehicles	Occupancy %	No of spaces	No. of vehicles	Occupancy %
25/3/2023 @ 11.50	57	6 *	n/a	15	6	n/a
27/3/2023 @ 15.05	57	9	16%	15	5	33%
27/3/2023 @ 19.32	57	16	28%	15	12	80%
30/5/2023 @ 10.00	57	13	23%	15	10	66%

30/5/2023 @ 16.00	57	11	19%	15	9	60%
30/5/2023 @ 20.05	57	14	25%	15	12	80%
31/5/2023 @ 9.05	57	9	16%	15	6	40%
31/5/2023 @ 13.05	57	9	16%	15	6	40%
31/5/2023 @ 17.05	57	11	18%	15	9	60%
31/05/2023 @ 20.40	57	20	35%	15	16	106%

(*) this data come from the early development of this study and does not include the full section.

Study sheet layout

Colney Heath Parking study

This study is being undertaken to enable us to respond to future planning applications and residents' concerns on traffic within the village.

Instructions

We need to understand the current level of parking in key roads and locations within the village and its impact on traffic, please assist us by completing this survey as many times as possible.

The key times are morning rush hour 7.00 – 9.00, evening rush hour 4.00-6.00 and once mid to late evening. The aim should be to complete 3 studies during both of peak rush hours. The occasional daytime nonpeak hour recording will also be helpful. There is no need to undertake all the studies on the same day, however it would be beneficial if either of the am or pm peak time studies were completed on the same day.

The more surveys undertaken the better including at weekends this will enable us to understand the issues better.

Please mark with a 'x' the location of each parked vehicle.

To assist you we have shown –

The vehicle pavement crossovers and/or entrances are shown in **yellow**.

Pedestrian crossing zone are shown in orange.

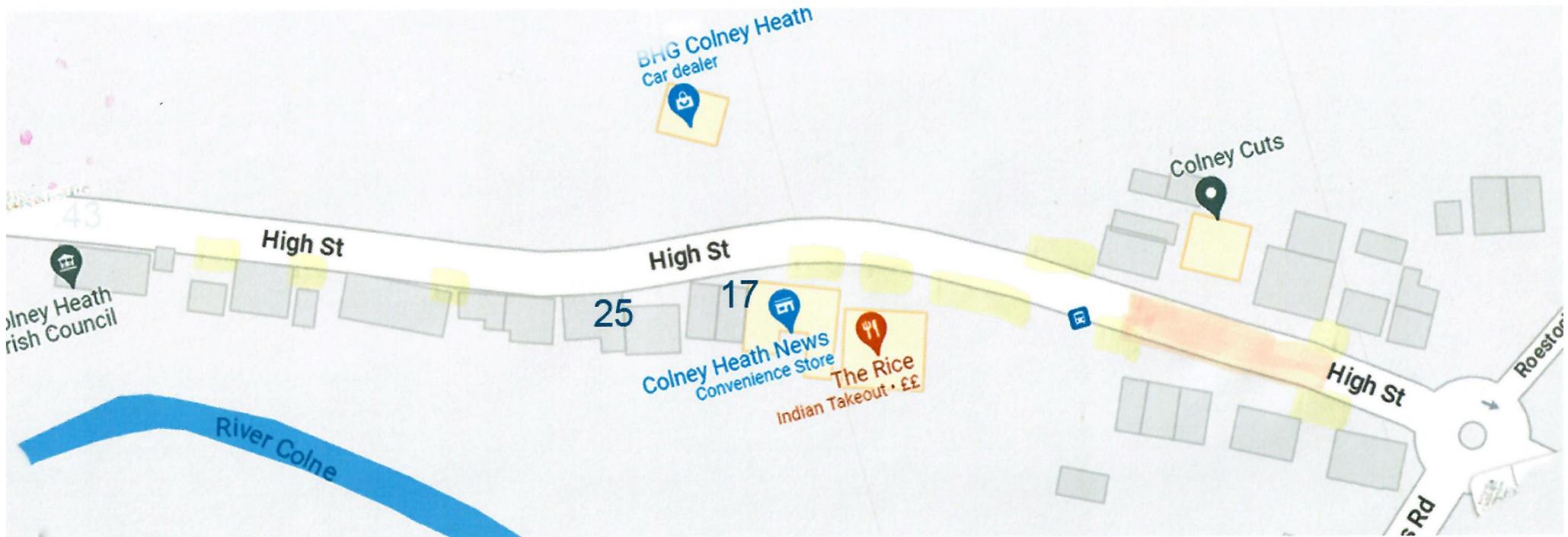
Lines drawn in **Red** at approximately 6 m apart to represent each parking space.

Selected house number shown in **blue**.

People and larger vehicles often park badly so some judgement will be required, in rows of parked vehicles the gaps or passing places are critical the so empty boxes should reflect this.

Thank you.

Road Name	High Street Roestock Lane end
Study undertaken by (initials only)	
Date	
Starting time	



Road Name	High Street Roestock Lane end
Study undertaken by (initials only)	MR
Date	30/3/23
Starting time	16:20



Road Name	High Street	High Street Roestock Lane end	Na
Study undertaken by (initials only)	un	MR	un
Date		30/5/23	
Starting time		20.00	



Road Name	High Street Roestock Lane end
Study undertaken by (initials only)	MR
Date	31/5/2023
Starting time	9.00



Road Name	High Street Roestock Lane end
Study undertaken by (initials only)	MR
Date	31/5/2023
Starting time	13.00



Road Name	High Street Roestock Lane end
Study undertaken by (initials only)	MR
Date	31/5/2023
Starting time	17:00



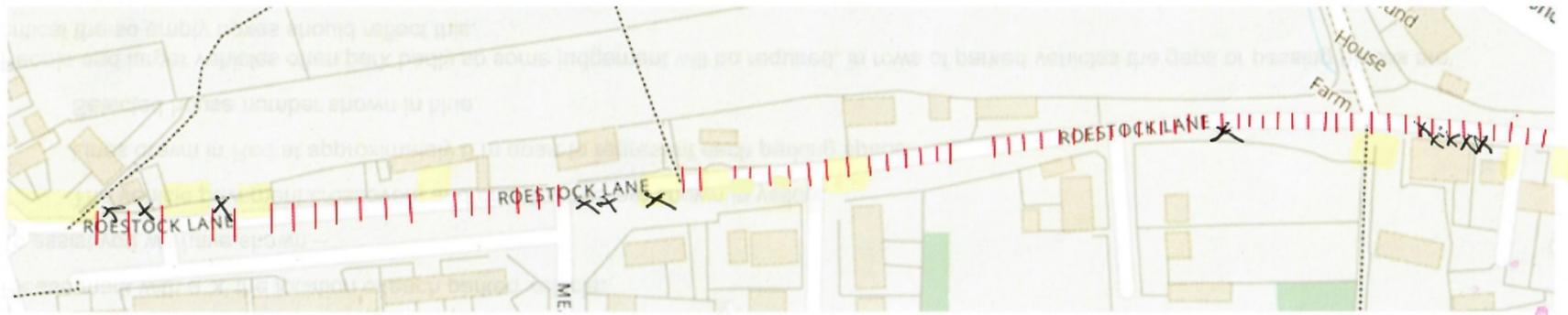
Road Name	High Street Roestock Lane end
Study undertaken by (initials only)	MR
Date	2/5/2023
Starting time	20.40



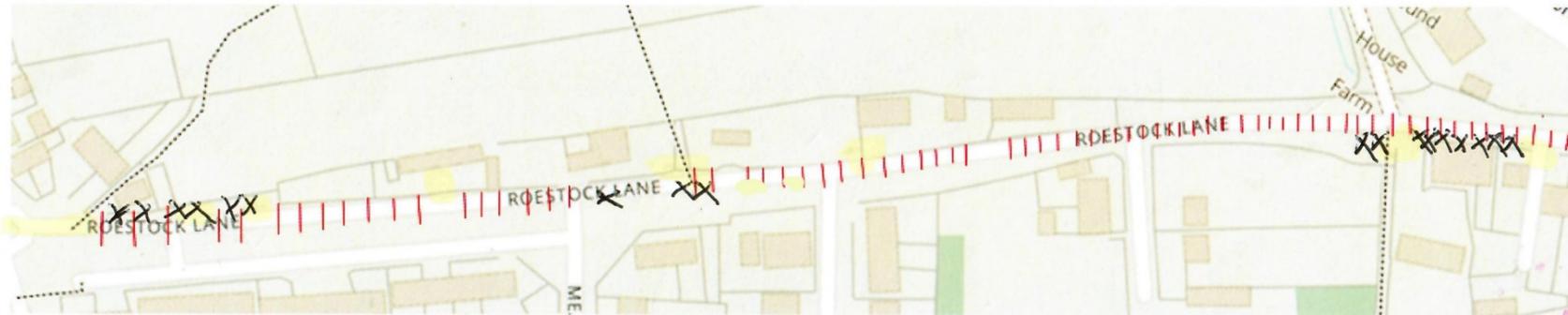
Road Name	Roestock Lane
Study undertaken by (initials only)	WR
Date	25/3/2023
Starting time	11.50



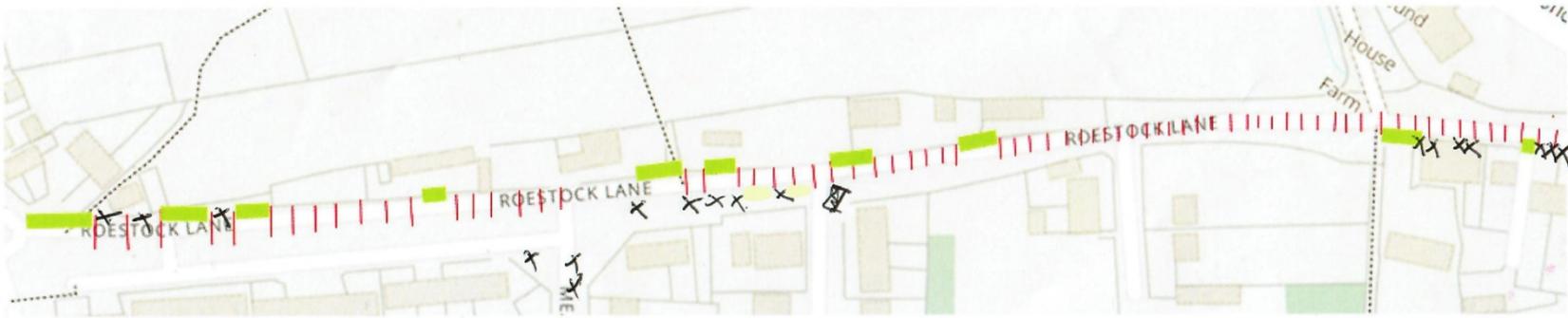
Road Name	Roestock Lane
Study undertaken by (initials only)	NR
Date	27/3/2023
Starting time	15.05



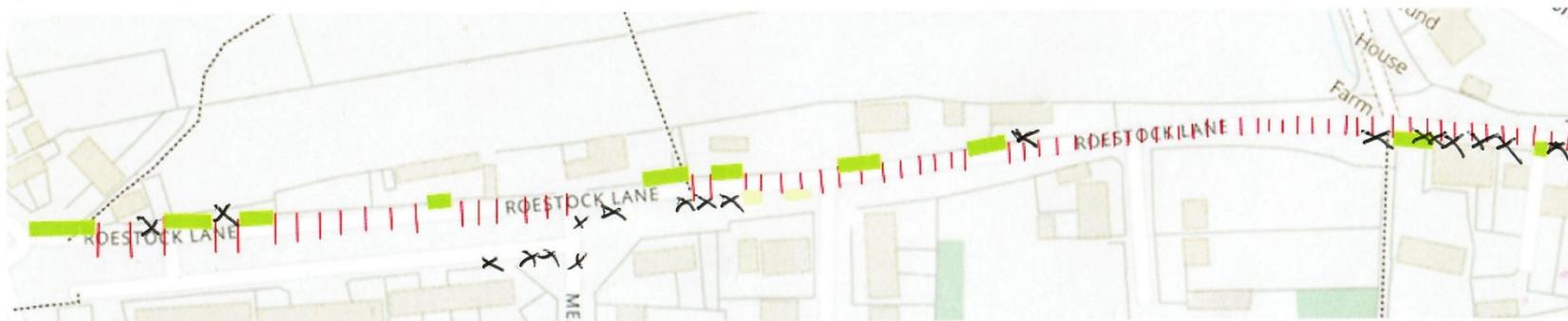
Road Name	Roestock Lane
Study undertaken by (initials only)	27/3 MR
Date	27/3/2023
Starting time	19.32



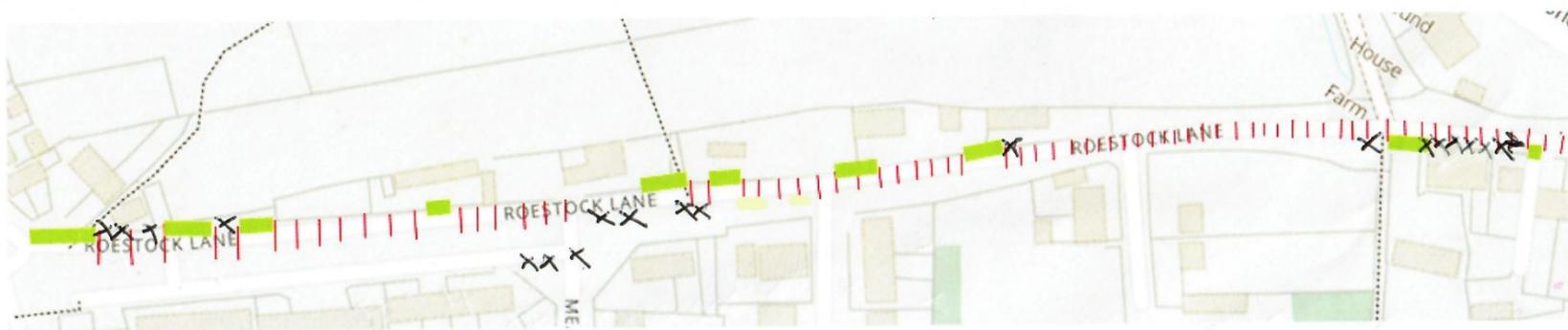
Road Name	Roestock Lane village end
Study undertaken by (initials only)	WR
Date	30/5/2023
Starting time	10.00



Road Name	Roestock Lane village end
Study undertaken by (initials only)	MR
Date	30/5/23
Starting time	16:00



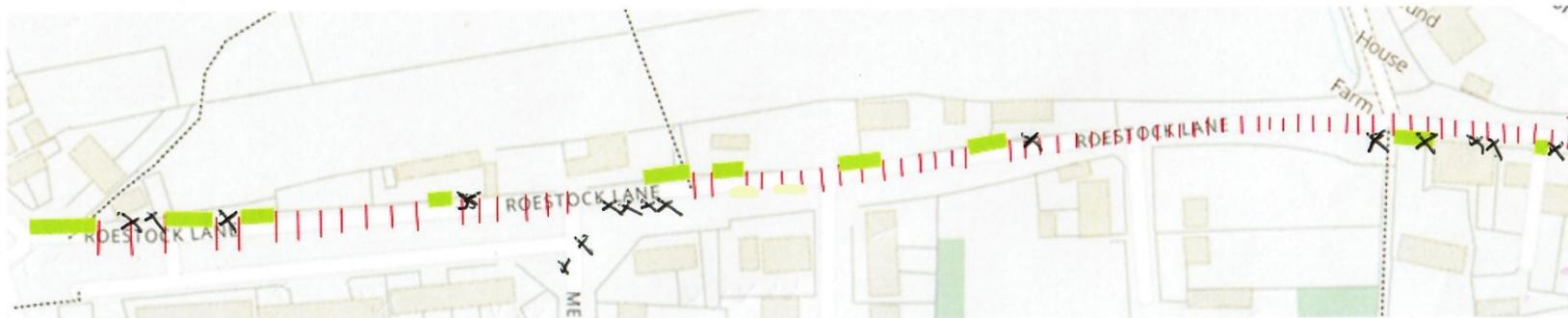
Road Name R	R	Roestock Lane village end	stc
Study undertaken by (initials only)	b	MR	en b
Date		20.05 30/5/23	
Starting time		20.05	



Road Name	Roestock Lane village end
Study undertaken by (initials only)	MR
Date	31/5/2023
Starting time	9.05



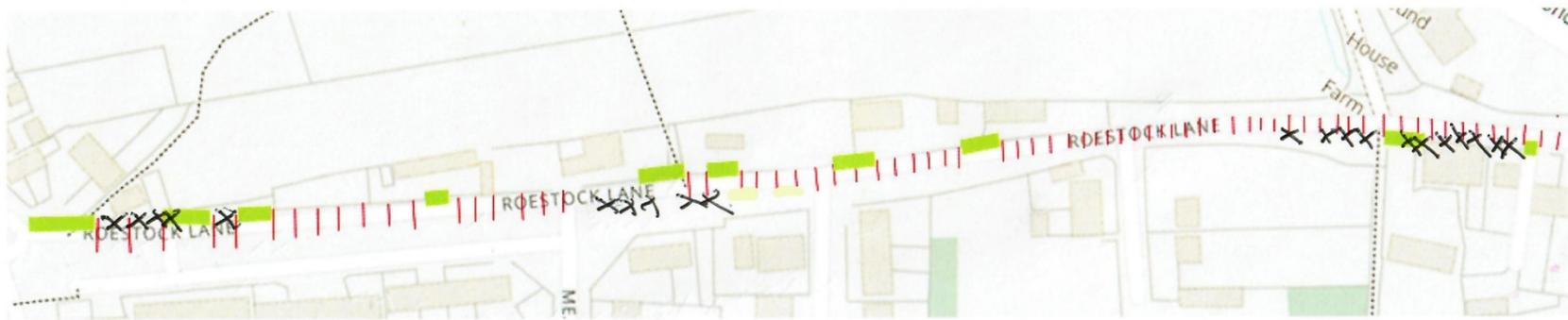
Road Name	vii	vii	Roestock Lane village end	IN
Study undertaken by (initials only)		yu	MR	yu
Date			31/5/2023	
Starting time			13.05	



Road Name	Roestock Lane village end
Study undertaken by (initials only)	MR
Date	31/5/2023
Starting time	17.05



Road Name	Roestock Lane village end
Study undertaken by (initials only)	MR
Date	31/5/2023
Starting time	20.45



Road Name	Roestock Lane
Study undertaken by (initials only)	DRR
Date	27/3/2023
Starting time	15.15



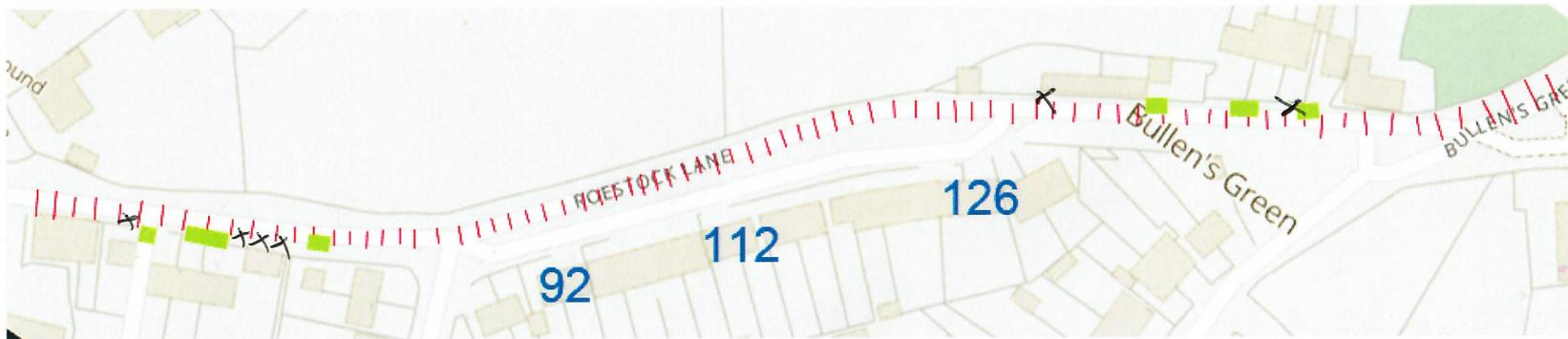
Road Name	Roestock Lane
Study undertaken by (initials only)	R
Date	28/3/2023
Starting time	19.40



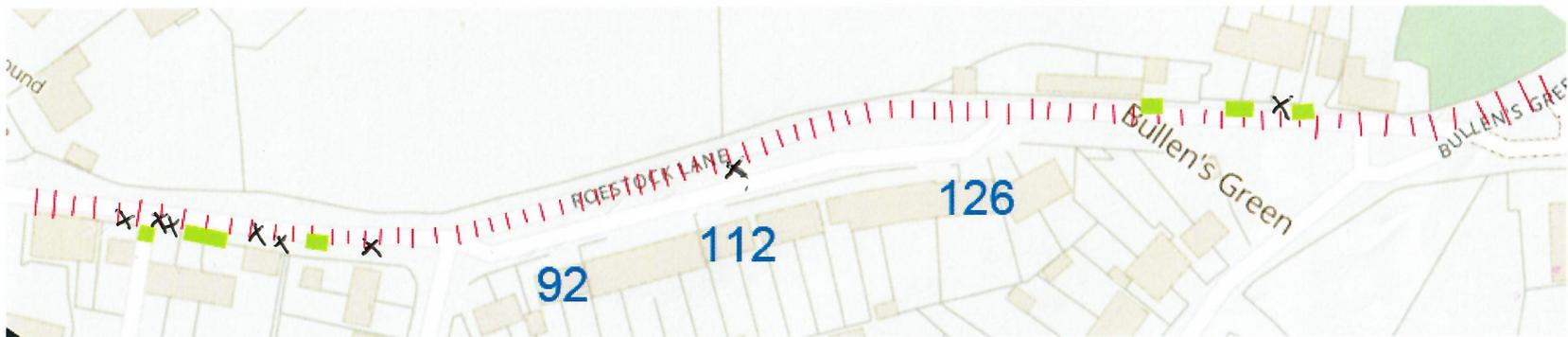
Road Name	Roestock Lane – Bullens Green end
Study undertaken by (initials only)	MR
Date	30/5/2023
Starting time	10.05



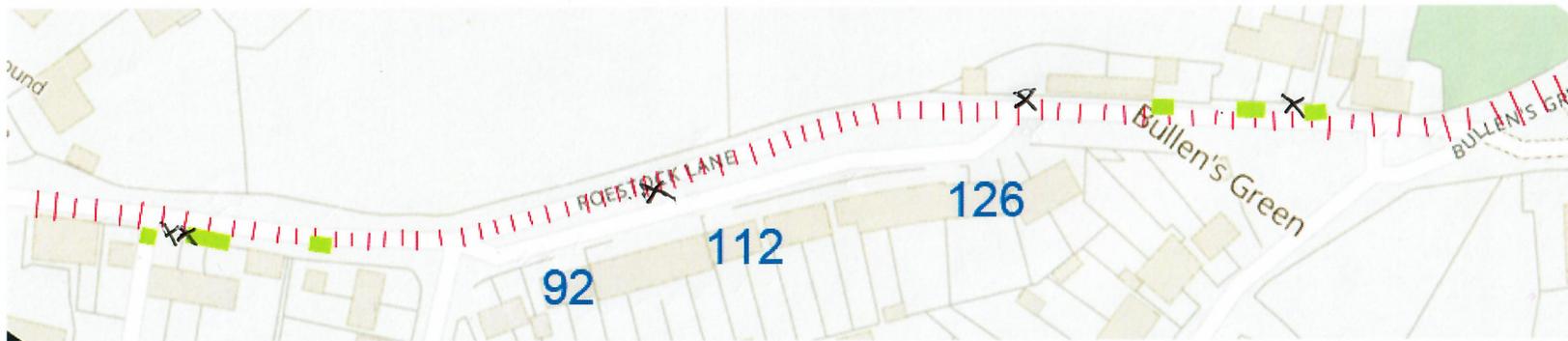
Road Name	Roestock Lane – Bullens Green end
Study undertaken by (initials only)	MSR
Date	30/5/23
Starting time	16:05



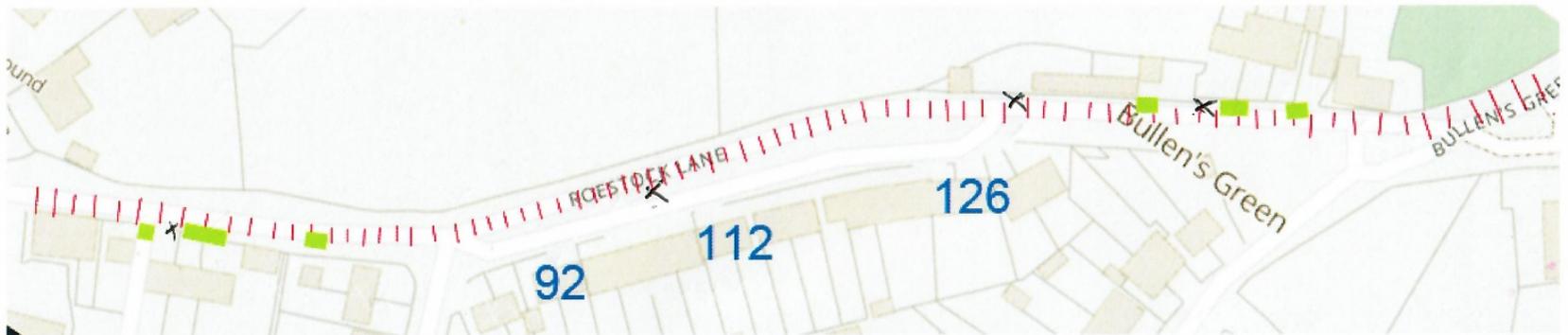
Road Name	Roestock Lane – Bullens Green end
Study undertaken by (initials only)	MR
Date	30/5/2023
Starting time	9.10



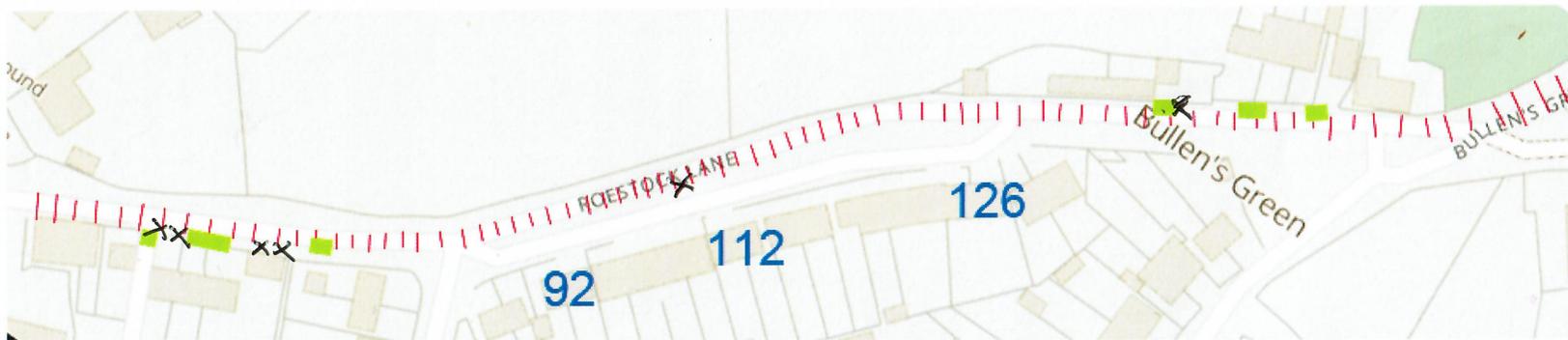
Road Name	Roestock Lane – Bullens Green end
Study undertaken by (initials only)	MR
Date	31/5/2023
Starting time	9:15



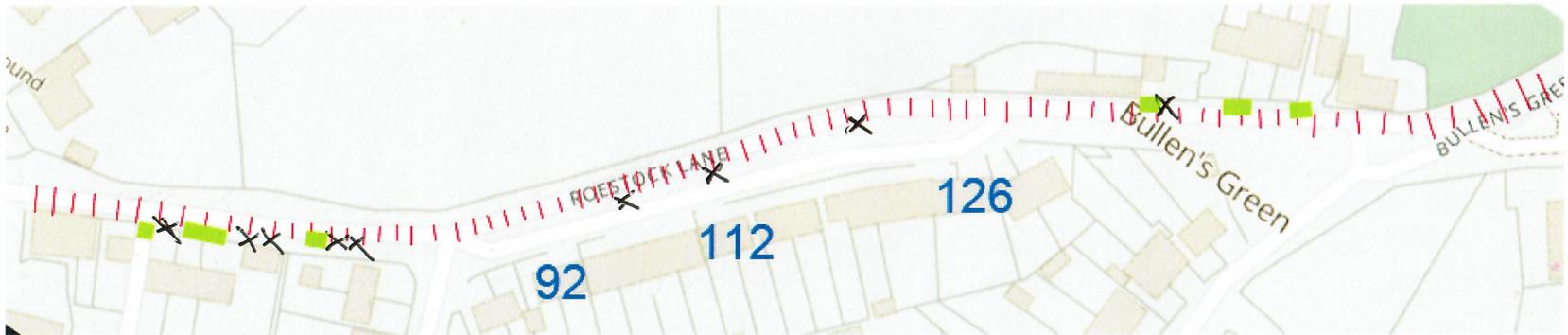
Road Name	Roestock Lane – Bullens Green end
Study undertaken by (initials only)	MR
Date	31/5/2023
Starting time	13.10



Road Name	Roestock Lane – Bullens Green end
Study undertaken by (initials only)	MR
Date	31/5/2023
Starting time	17.10



Road Name	AB	AB	Roestock Lane – Bullens Green end	Na
Study undertaken by (initials only)		YUN	MR	YUN
Date			31/5/2023	
Starting time			20:55	





Roestock Lane cottages near the entrance to Roundhouse Farm



Roestock Lane village end.



Colney Heath High Street taken 15.30 on 8th June 2023

	Tollgate Road village end					
				Critical zone		
Recording time	No. of spaces	No. of vehicles	Occupancy %	No. of spaces	No. of vehicles	Occupancy %
6 th July 2023 @ 7.00	34	6	18%	14	6	43%
6 th July 2023 @ 8.00	34	6	18%	14	6	43%
6 th July 2023 @ 9.00	34	6	18%	14	6	43%
6 th July 2023 @ 16.15	34	5	15%	14	5	36%
6 th July 2023 @ 17.00	34	6	18%	14	6	43%
6 th July 2023 @ 18.00	34	8	23%	14	8	57%
6 th July 2023 @ 20.10	34	10	29%	14	10	71%
7 th July 2023 @ 7.10	34	10	29%	14	10	71%
7 th July 2023 @ 8.10	34	7	20%	14	7	50%
7 th July 2023 @ 9.26	34	9	26%	14	9	64%
7 th July 2023 @ 16.00	34	11	32%	14	10	71%
7 th July 2023 @ 17.00	34	11	32%	14	11	79%
7 th July 2023 @ 18.00	34	9	26%	14	8	57%
8 th July 2023 @ 6.45	34	6	18%	14	6	43%
8 th July 2023 @ 8.10	34	6	18%	14	6	43%
8 th July 2023 @ 9.18	34	7	20%	14	7	50%
8 th July 2023 @ 16.00	34	8	23%	14	8	57%
8 th July 2023 @ 17.00	34	7	20%	14	7	50%
8 th July 2023 @ 18.00	34	8	23%	14	7	50%

CHPC number of parking spaces broadly reflects those of the appellant.

Fellows Lane between Tollgate Road and Hall Gardens						
				Critical zone		
Recording time	No. of spaces	No. of vehicles	Occupancy %	No. of spaces	No. of vehicles	Occupancy %
6 th July 2023 @ 7.00	18	11	61%	18	11	61%
6 th July 2023 @ 8.00	18	11	61%	18	11	61%
6 th July 2023 @ 9.00	18	10	55%	18	10	55%
6 th July 2023 @ 16.15	18	13	72%	18	13	72%
6 th July 2023 @ 17.00	18	11	61%	18	11	61%
6 th July 2023 @ 18.00	18	11	61%	18	11	61%
6 th July 2023 @ 20.10	18	14	77%	18	14	77%
7 th July 2023 @ 7.10	18	13	72%	18	13	72%
7 th July 2023 @ 8.10	18	14	77%	18	14	77%
7 th July 2023 @ 9.26	18	11	61%	18	11	61%
7 th July 2023 @ 16.00	18	10	55%	18	10	55%
7 th July 2023 @ 17.00	18	9	50%	18	9	50%
7 th July 2023 @ 18.00	18	10	55%	18	10	55%
8 th July 2023 @ 6.45	18	13	72%	18	13	72%
8 th July 2023 @ 8.10	18	12	66%	18	12	66%
8 th July 2023 @ 9.18	18	13	72%	18	13	72%
8 th July 2023 @ 16.00	18	8	44%	18	8	44%
8 th July 2023 @ 17.00	18	7	39%	18	7	39%
8 th July 2023 @ 18.00	18	8	44%	18	8	44%

Notes

Due to the width of highway parking is only possible on any one side at a time

4 bays are for disabled parking only.

No vehicle crossovers on the north side of the road.

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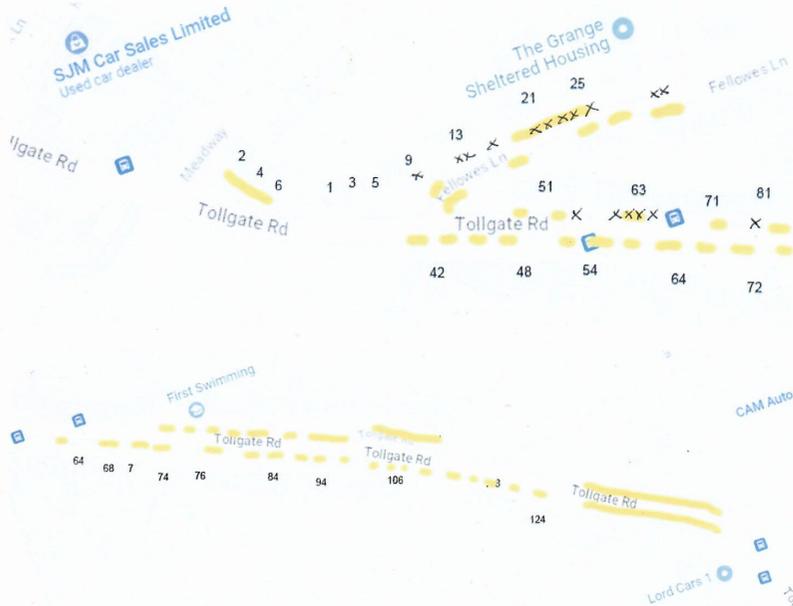
Thank you.

Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **LM**

Date **6 July 2023**

Starting time **8 am**



Colney Heath Parking study

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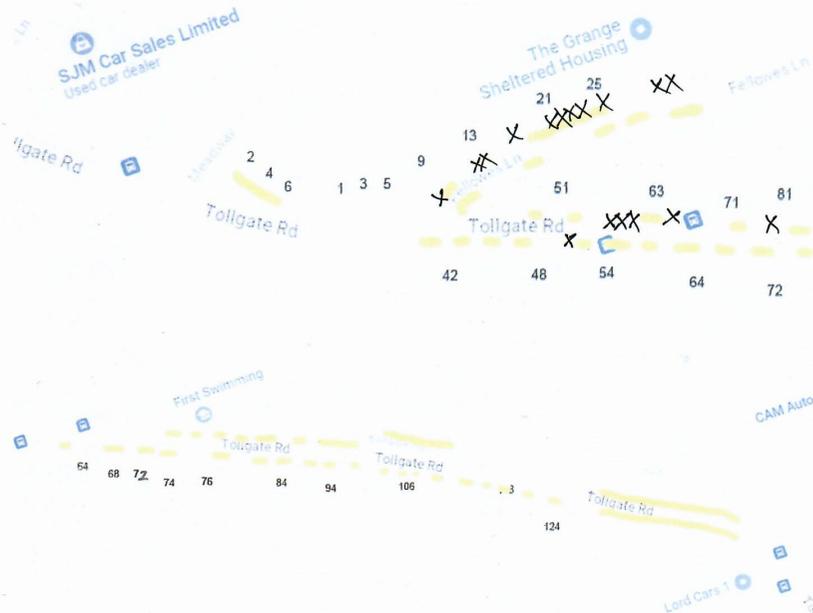
Thank you.

Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **LM**

Date **6/7/23**

Starting time **07:00**



Colney Heath Parking study

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Road Name

Tollgate Road (section within the village zone only)

Study undertaken by (initials only)

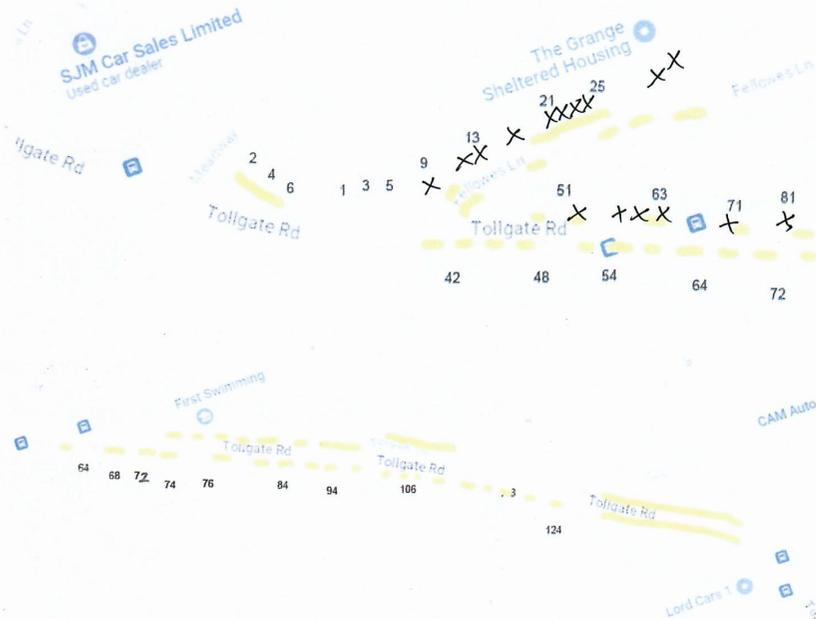
LM

Date

6/7/23

Starting time

09:00



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Road Name

Tollgate Road (section within the village zone only)

Study undertaken by (initials only)

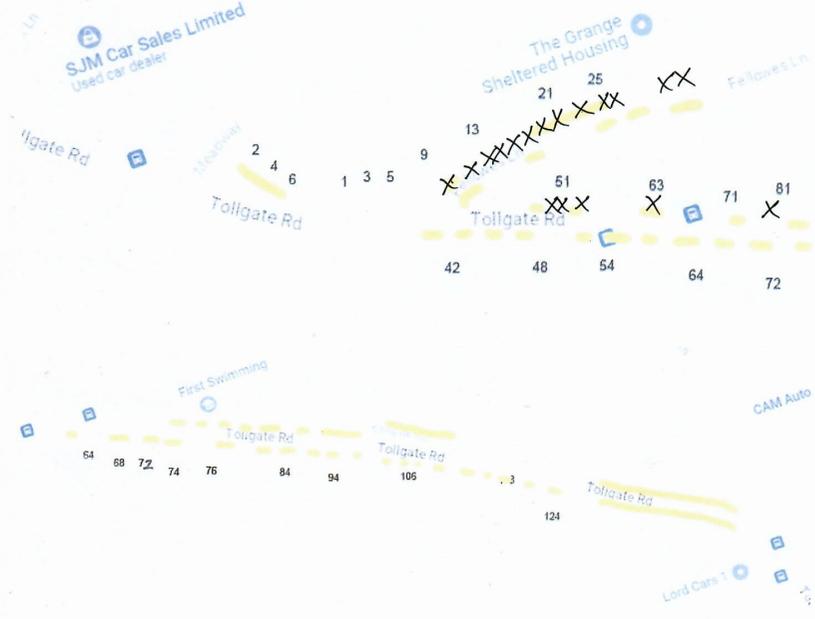
BL

Date

6/7/2023

Starting time

16:15



Colney Heath Parking study

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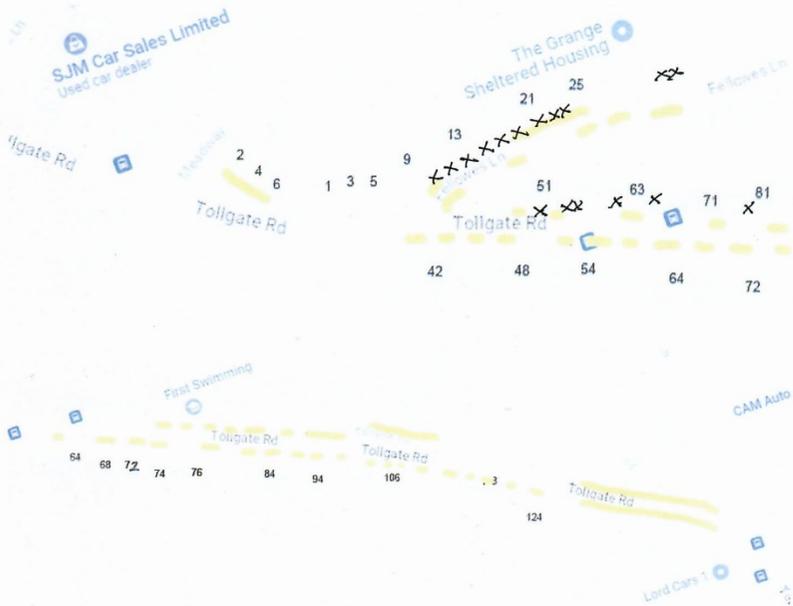
Thank you.

Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **SL**

Date **6/7/23**

Starting time **17.00**



Colney Heath Parking study

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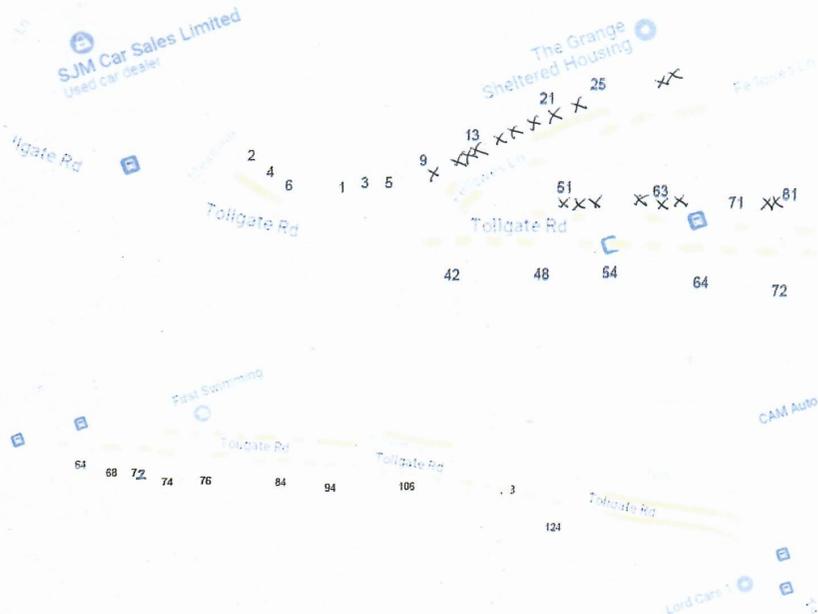
Thank you.

Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **SL**

Date **6.7.23,**

Starting time **18.00**



Colney Heath Parking study

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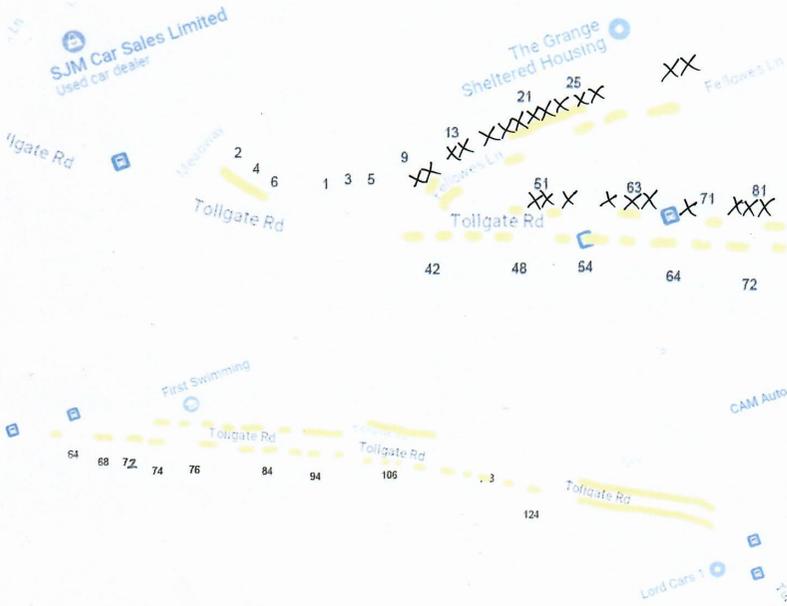
Thank you.

Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **IS**

Date **6/7/2023**

Starting time **20:10**



Colney Heath Parking study

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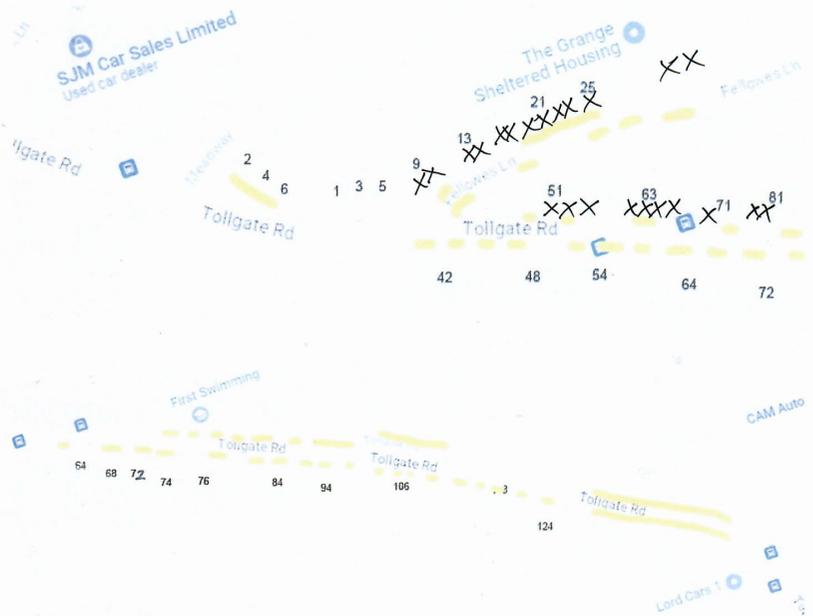
Thank you.

Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **IS**

Date **7/7/2023**

Starting time **07:10**



Colney Heath Parking study

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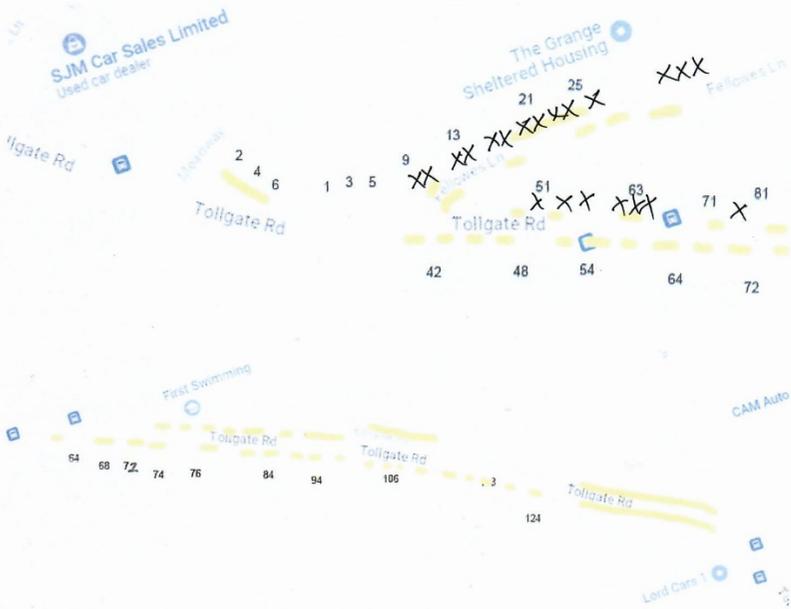
Thank you.

Road Name Tollgate Road (section within the village zone only)

Study undertaken by (initials only) IS

Date 7/7/2023

Starting time 08:10



Colney Heath Parking study

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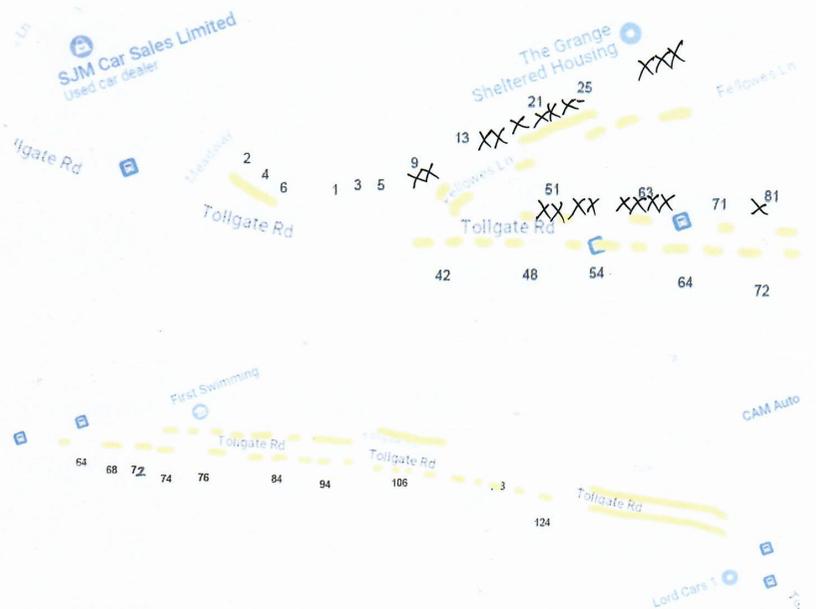
Thank you.

Road Name Tollgate Road (section within the village zone only)

Study undertaken by (initials only) IS

Date 7/7/2023

Starting time 09:26



Colney Heath Parking study

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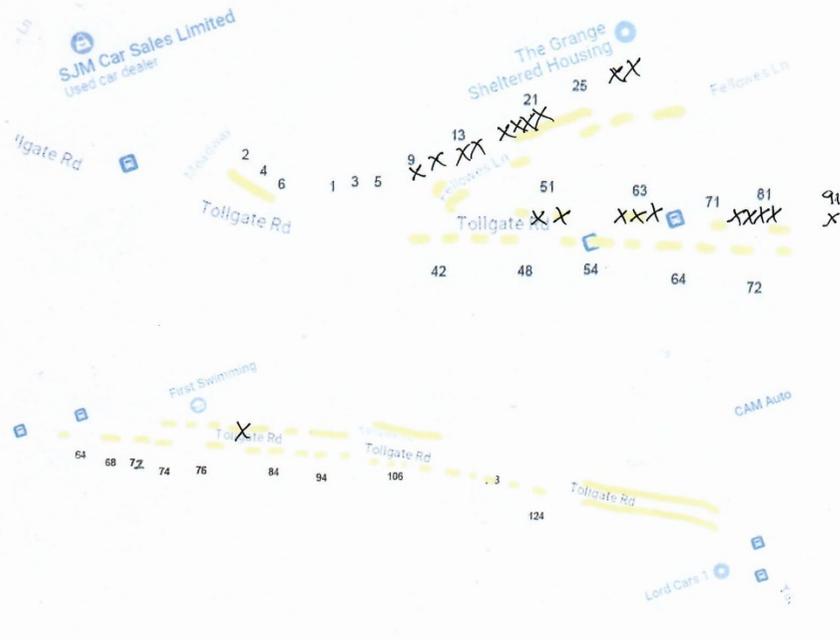
☐

Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **AT**

Date **7/7/2023**

Starting time **16:00**



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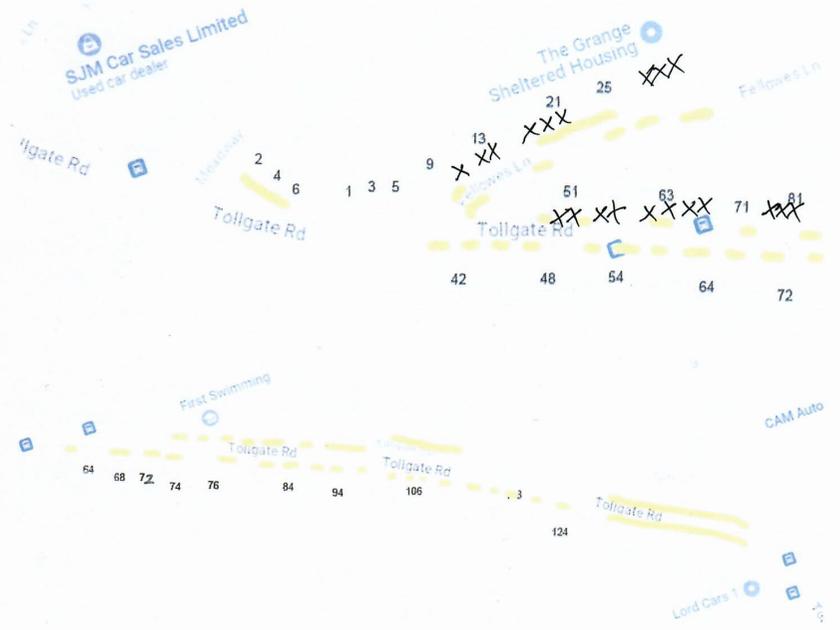
☐

Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **AT**

Date **7/7/23**

Starting time **17:00**



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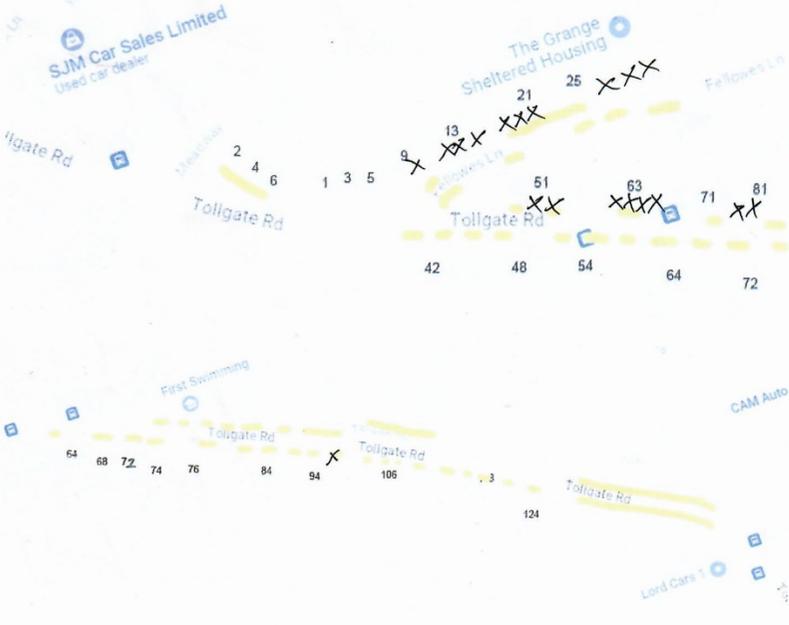
Thank you.

Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **AT**

Date **7/7/23**

Starting time **18:00**



Colney Heath Parking study

This study is being undertaken by Colney Heath residents to enable us to respond to future planning applications and residents' concerns on traffic within the village.

Instructions

We need to understand the current level of parking in key roads and locations within the village and its impact on traffic, please assist us by completing this survey as many times as possible.

Each study or survey is a single walk along the route or road.

The key times are morning rush hour 7.00 – 9.00, evening rush hour 4.00-6.00 and once mid to late evening. The aim should be to complete 3 studies during both of peak rush hours. The occasional daytime nonpeak hour recording will also be helpful. There is no need to undertake all the studies on the same day, however it would be beneficial if some of the am or pm peak time studies were completed on the same day.

The more surveys undertaken the better including at weekends this will enable us to understand the issues.

Please mark with a 'x' the location of each parked vehicle.

To assist you we have shown –

The vehicle pavement crossovers and/or entrances are shown in yellow.

Selected house number are shown in black.

Some cars and larger vehicles are often parked badly so some judgement will be required, in rows of parked vehicles the gaps or passing places are critical the so empty boxes should reflect this.

Thank you.

Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **LS**

Date **8/7/2023**

Starting time **06:45**



Colney Heath Parking study

This study is being undertaken by Colney Heath residents to enable us to respond to future planning applications and residents' concerns on traffic within the village.

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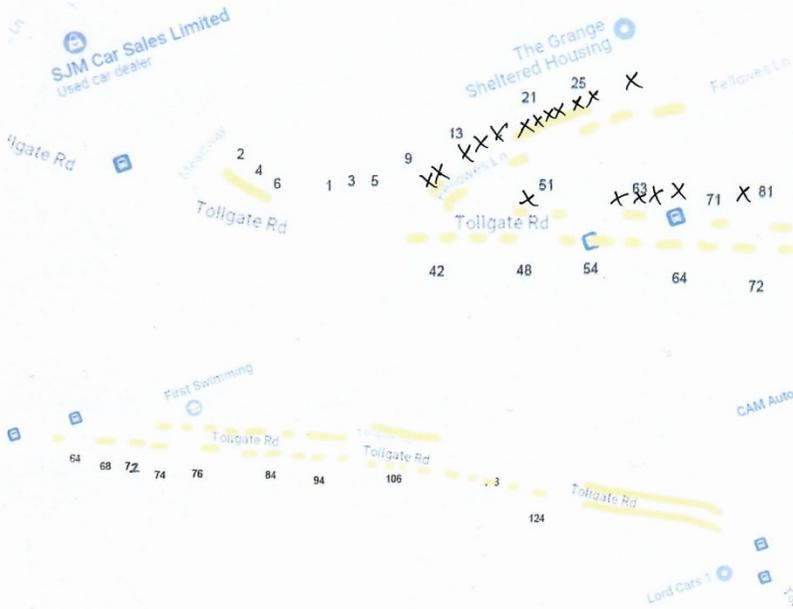
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Thank you.

Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **LS**
Date **8/7/2023**
Starting time **08:10**



Colney Heath Parking study

This study is being undertaken by Colney Heath residents to enable us to respond to future planning applications and residents' concerns on traffic within the village.

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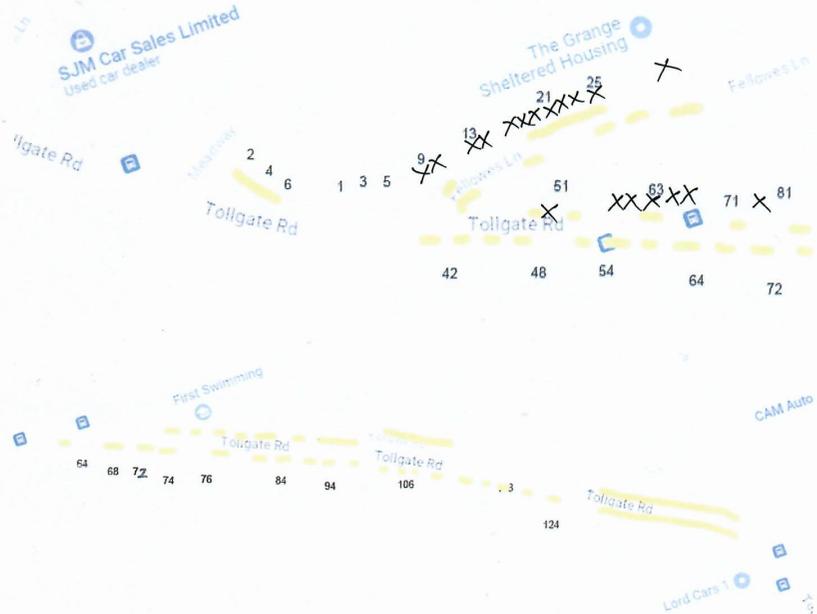
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Thank you.

Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **LS**
Date **8/7/2023**
Starting time **09:18**



Colney Heath Parking study

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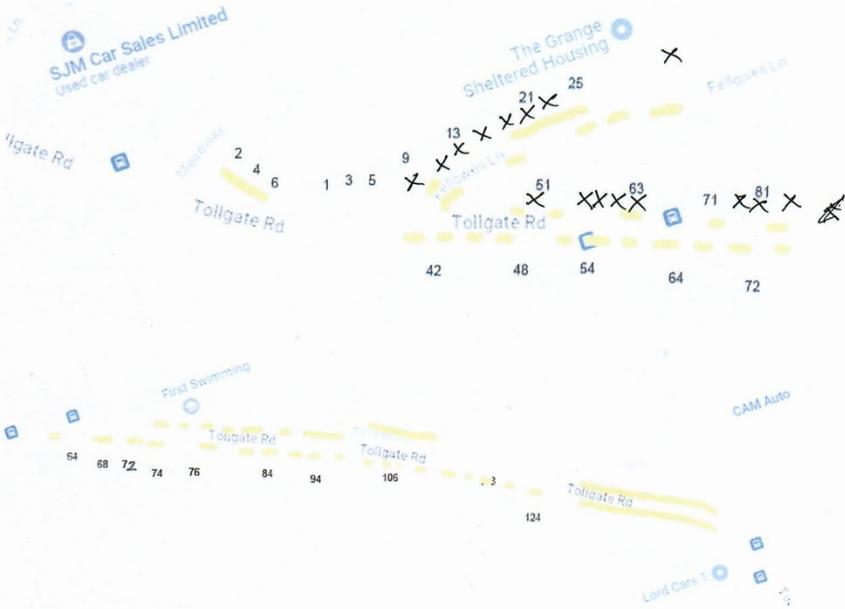
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Road Name Tollgate Road (section within the village zone only)

Study undertaken by (initials only) EC

Date 8/7/2023

Starting time 16:00



Colney Heath Parking study

This study is being undertaken by Colney Heath residents to enable us to respond to future planning applications and residents' concerns on traffic within the village.

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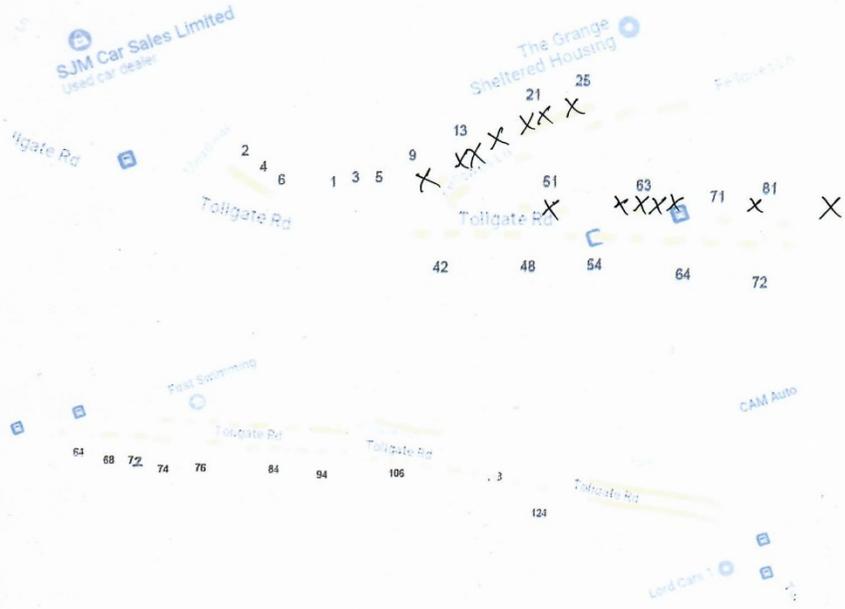
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Road Name Tollgate Road (section within the village zone only)

Study undertaken by (initials only) EC

Date 8/7/2023

Starting time 17:00



Colney Heath Parking study

This study is being undertaken by Colney Heath residents to enable us to respond to future planning applications and residents' concerns on traffic within the village.

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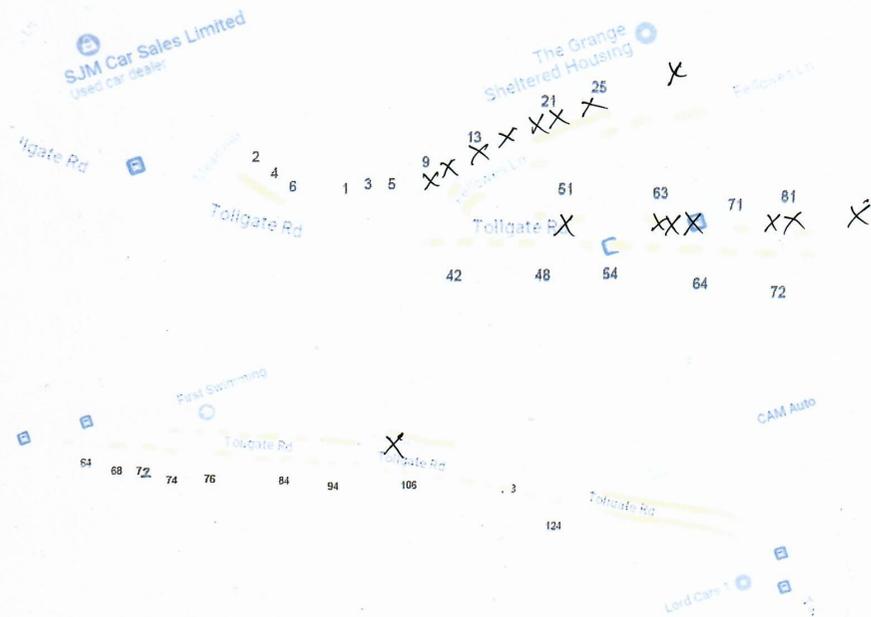
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Road Name **Tollgate Road (section within the village zone only)**

Study undertaken by (initials only) **EC**

Date **8/7/2023**

Starting time **18:00.**



Traffic in Tollgate Road near bus stop taken 16th January 2023