

CD11.10

Proof of Evidence Appendices

Sustainability issues

From

Greenbelt (Rule 6 Party)

Presented by Terrie Smith



In the appeal: APP/B1930/W/24/3343986

Planning Application Reference: 22/0267

Land between caravan site and Watling Street,
Park Street, St Albans, AL2 2PZ

Appendix A – Public transport options do not conform to Highways Standards

<u>Method of Transport</u>	<u>Peak Frequency</u> <u>7.00am – 9am</u>	<u>Off Peak</u> <u>Frequency</u>	<u>Saturdays/ Sundays</u>
Bus – 601 Borehamwood – Welwyn Garden City	Two services at 07.17& 08.17	Approx. hourly to 20.20	Hourly service 07.54 to 19.08 on Saturdays. No Sunday service
Bus – 601 Welwyn Garden City - Borehamwood	Two services at 07.57 & 08.50	One bus approx. hourly to 20.03	Hourly service 07.50 to 18.50 on Saturdays. No Sunday service
Bus – 635 Watford - Hitchin	Two services at 07.15 & 08.30	One bus just over every hour to 20.30	No service at weekends
Bus – 635 Hitchin - Watford	One service at 07.38	am: One bus every 2 hours pm: One bus approx. hourly to 19.27	No service at weekends
Train (Abbey Flyer) – St Albans to Watford	Every 45 in peak times	Every 60 mins 06.12 to 23.11	Hourly on Saturdays to 23.11. Hourly on Sundays to 23.17
Train (Abbey Flyer) – Watford to St Albans	Every 45 in peak times	Every 60 mins 06.45 to 22.59	Hourly on Saturdays to 22.59. Hourly on Sundays to 23.29

Appendix B1 – Distances to the station via the three crossing points

<u>Starting Point</u> (Distances in metres)	<u>Crossing Point A</u> <u>Pedestrian</u> <u>Crossing (safe)</u>	<u>Crossing Point B</u> <u>Direct</u> <u>(dangerous)</u>	<u>Crossing Point C</u> <u>Hawfield Gardens</u> <u>(dangerous)</u>
Furthest House	890	615	760
Closest House	610	335	480
Mid development	780	505	650
Edge of development	550	275	420

Appendix B2 – The routes taken to the station

A – Pedestrian Crossing 780m, B – Direct 505m, C – Hawfield Gardens 650m



Appendix C – The various crossing points to the station



C1 - Safe pedestrian crossing point A



C2 - Stairs to the direct crossing point B



C3 - Looking South - Stepping out from the station – C4 - Looking North
The most direct crossing point B (Unsafe)



C5 - Walking out on a blind corner

Hawfield Gardens Crossing point C (unsafe)



C6 - A busy road with a junction

Appendix D1 & D2 – The narrow track outside the site is very narrow and dangerous



Appendix D3 & D4 – When cut back the track is 40cm wide and is 80cm from the kerb



Appendix D5 & D6 – In parts it is hard to see a track and HGVs mirrors pose a danger



Appendix E – The tunnel under the A414

The appellant is promoting this tunnel as a key part of an Active Travel route, before they walk/cycle the two miles to the City Centre. Few of the existing local residents use this tunnel, especially after dark, considering it unsafe.



Appendix G – The routes to key facilities, distances shown in Appendix F

Southern, Central and Northern Aerial Photos

