

Colney Heath Parish Council objection to 5/2022/1988 land rear of Tollgate Road Colney Heath.

Executive Summary

This consultation response should be read in conjunction with CHPC response dated 27 September 2022 as this document only responds to the latest submission.

A core objective in NPPF is sustainability.

The evidence demonstrates this site is not sustainable

No very special circumstances will not exist to outweigh the harm to the Green Belt any benefits.

Planning Balance

CHPC believe that the balance has not been met to justify development in the Green Belt. This is not a sustainable site at most levels of assessment.

The site has a long history of flooding and if developed has the potential to cause harm to proposed homes, existing homes near the flood plain within Colney Heath and harm to an Internationally rare chalk stream.

Colney Heath is currently highly dependent on car usage, all the evidence indicates this will worsen if this development is approved. The existing schools are at or very near capacity even before Bullen Green Lane is developed. Therefore, children will need to travel long distances to school by car, due to lack of schools on bus routes.

CHPC are also very concerned about the proposed junction onto Tollgate Road and the road safety issues.

The village has no healthcare facilities, the existing facilities are only accessible by car if you are lucky to be on the list of local doctors.

We object on the following planning grounds:

- **Visual impact**

The development will harm the character and appearance of the area.

- **Flood risks**

The site has extensive flooding risks which the scheme does not mitigate.

- **Land quality**

The land is graded as agricultural grade 3 protected by the NPPF

- **Sustainability**

- **Flooding & groundwater**

In particular the high levels of groundwater in the site and the impact from the construction of bunds in Fredericks Wood

- **Sustainable Transport**

In reality there is almost none

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If primary level children do not obtain a place at the village school students will need to be taken to school by car, as none of the alternative primary schools are served by buses from the village.

- Walking
Almost all of the options are unsafe for pedestrians.
- Cycling
Almost all of the options are unsafe for cyclists.

Coursers Road and Tollgate Road are dangerous for cyclists.
- Public Transport
 - Railways are not accessible in a sustainable mode of transport.
 - Buses
Colney Heath has more bus stops than buses (5 a weekday)

- **Healthcare**

There are no doctors' surgeries in Colney Heath.

- **Schools**

The village primary school is likely to be oversubscribed even more than present due to the 100 houses at Bullens Green Lan

Secondary places require the majority students to be taken by car.

- **Road safety**

Road safety impacts this site will have on traffic within the village are:

- The proposed new road junction.
- Delays caused by on street parking.
- Illegal HGV traffic.
- Layout of the existing pavement network

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Visual impact

The development will harm the character and appearance of the area.

The site is an agricultural field located in a rural context and its development as proposed would completely transform its character.

The visual impact is from the expansive views of the development on approach from Tollgate Road to the southeast and within the village.

CHPC believes that, this together with other nearby sites help maintain the character of the area which has been significantly negatively impacted from infrastructure and quarries for many years.

Flood risks

No new assessment has been undertaken following the dumping large quantities of soil within Fredricks wood which adjoins the site and the Environment Agency decision not to require its removal of the soil.

CHPC are also very concerned how high the water table is even following last year's very hot and dry spring and summer.

This offers very little water storage following heavy rain, so in the event of rainstorms, which are forecast to become more frequent, there is a considerable risk of flooding and harm to the rare chalk stream.

Land quality

The land is graded as agricultural grade 3. The NPPF protects better grades of agricultural land (1-3), with a worldwide shortage of food good farmland requires protection.

Sustainability

Flooding & groundwater

CHPC are concerned about the possible impact the 150 dwellings will have on the river Colne. Most of the lower area of the site floods regularly in winter.

CHPC are also very concerned over minimal height difference between the area which floods regularly and the proposed development area - the concerns are for three reasons.

- 1) **Impact of climate change** resulting in heavier rainstorms.
- 2) **The impact from the construction of bunds in Fredericks Wood** on the opposite side of the riverbank which is subject to planning application 5/2022/0425 and appeal App/B1930/X/22/3297501.

If the Fredericks Wood application is granted it could have significant impact on flooding along the river.

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However, if refused, without significant remedial work the risk still exists. This application contained no evidence or assessment on the impact on flooding in the area.

The construction of the bunds postdates all the flood risk assessment data used therefore the risk is not fully known.

Following a FOI by CHPC the Environment Agency (EA) is not currently proposing any requirement for the removal of the dumped soil.

The risks relate from changes and in the timing and rates of flow of water into the river due to limited water holding capacity on site and non-porous areas resulting in water entering the river more quickly. There is also a risk of debris or contamination washing into the river and downstream from the roads, homes, and gardens.

- 3) **The high levels of groundwater in the site.** The additional data supplied highlights the high levels of groundwater in the site.

This also a particular concern that soil has limited extra water holding capacity so following heavy rain there is a significant risk of flooding.

Mineral Assessment - 3.3.7 It should be noted that the groundwater monitoring was undertaken in early summer only, when groundwater levels would have likely been at their lowest. Groundwater levels are generally at their highest in late winter/ early spring.

Sustainable Transport

The applicant has chosen to cobble together a transport plan with so many errors and contradictions it becomes challenging to sort facts from fiction.

The key document appears to be The Sustainable Modes of Transport Audit, this document reflects most closely the experiences of residents. This document identifies the risk when travelling on Coursers and Tollgate Roads and concerns over suitability of A1(M) subway, CHPC would also add Colney Heath Lane.

Most of the routes which lead to a useful facility are unsuitable for sustainable modes of transport, walking or cycling. However, the routes which are more suitable do not lead to any useful facility.

The bus services are basically school and shopper services only due to routeing and timetabling issues and are therefore unsuitable for travelling for most employment.

The village is almost entirely dependent upon car usage.

Schools

Accessing schools at all levels is problem for children from the village.

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Following the approval of the land at Bullen Green Lane for development of 100 homes the situation will only get worse as **primary place demand for the village school will increase significantly**. If primary level children are unable to obtain a place at the village school will need to be taken to school by car, a non-sustainable mode of transport. None of the alternative primary schools are served by buses from the village.

For **secondary schools** the situation is even worse, with children from the village attending schools in Hatfield and Potters Bars, none of these schools are served by buses from the village so the only alternative is to take the children to school by car.

Transport Assessment

2.10 The 2011 Census 'Method of Travel to Work' (main mode) for the St Albans MSOA 015 identifies that 7 percent of residents walk or cycle, 20 percent of residents use public transport and 71 percent travel by car.

2.11 The above identifies that car is the main mode of travel for journeys to work. However, 20 percent of journeys are undertaken by public transport with 17 percent by train and 3 percent by bus. Therefore, the sites accessibility to bus stops and Welham Green railway station will be key for future residents. The existing use of active travel modes - walk and cycling - for journeys to work is relatively low with 7 percent walking and 1 percent cycling. However, it is likely that these modes form part of longer journeys such as to the station for a rail trip.

The area MSOA 015 is the entire Colney Heath parish rather than just the village. Over 50% of the current parish is part of urban St Albans and a further 21% is north of the A414.

In the village other factors exist which CHPC believes dramatically change the balance of this data. These include suitability of roads for walking and cycling, bus timetabling and travelling distances involved.

CHPC believes this statement is incorrect in that it does not reflect commuting to and from the village. Each mode of transport is considered under its heading.

Walking

The walking isochrones differs from the Sustainable Modes of Transport Audit - both cannot be correct.

The rural end of Tollgate Road and Coursers Road are considered unsafe for walkers. The applicants SUSTAINABLE MODES OF TRAVEL AUDIT concluded that '*Coursers Road is not considered suitable for pedestrian movements.*'

Colney Heath Lane

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CHPC also has concerns over Colney Heath Lane when used by walkers, particularly by younger people. The crossing by the A414 can be dangerous, particularly when crossing from the west side.

Also, the pavement is not continuous and requires walkers to cross the road near a bend. The pavement is narrow along much of the road, particularly at the southeast end where the road is also narrow with vehicles regularly driving to the pavement.

CHPC also has concerns on the A1(M) subway to Hatfield as it has record of flooding, antisocial behaviour (ASB) and drug usage and therefore may not be usable or desirable for many residents, particularly younger people.



the A1(M) underpass subway to Hatfield

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Cycling

The cycling isochrones differs from the Sustainable modes of transport audit.

The application is thus inconsistent.

The applicant's statements on cycling are confusing. In some sections it's claimed how near the locations are and how suitable they are for accessing by cycling.

THEN in the 'Sustainable modes of transport audit' when it states that Coursers and Tollgate Roads are considered unsuitable for most cyclists.

CHPC would agree with the assessment that Tollgate and Coursers Roads are unsuitable for most cyclists, however, would go further to state that they are dangerous for cyclists during working days.

CHPC would also include Colney Heath Lane in this list, however it was not assessed by the applicant.

One should also note the accident history at the Dixon Hill Road and Swanland Road junction.

CHPC also has concerns on the A1(M) subway to Hatfield, as it has record of flooding, antisocial behaviour (ASB) and drug usage and therefore may not be usable or desirable for many residents.

Transport Assessment - 3.31 The development site is accessible within a 25-minute cycle ride of the nearby town and Hatfield and villages of London Colney and Welham Green. Welham Green train station is also within a circa 20-minute cycle ride to the east of the development site.

This statement is contrary to the conclusions of the Sustainable Modes of Transport Audit, which identifies concerns over these routes.

Public Transport

Railways

Welham Green Station

3.8 Welham Green Train is circa 3.7km from the site. It is therefore considered unlikely that a significant proportion of future residents would choose to walk to the station via this route. Cycle or bus access to the station is likely to be preferable as set out below.

This statement is contrary to the statement within walking and cycling audit when it's considered dangerous for cyclists to use Tollgate Road.

Due to the current bus timetabling this station is only accessible to night shift workers as the only buses from Colney Heath arrive at 16.26 and 17.56 and only buses to Colney Heath depart at 7.26 or 7.33.

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Buses

Colney Heath has more bus stops than buses.

In practical terms the current bus service are for schools and shoppers only. The 200, 230 and 312 services run outbound mid-morning and return a few hours later one day per week, so unsuitable for any employment purposes. (see appendix 1)

The 355 route only runs to and from Enfield, terminating at Nicholas Breakspear School a faith school (Roman Catholic), with its destination and timetabling is purely a school bus service.

The only service operating a slightly more regular service is 305 with a bus at 7.33 or 7.40 depending on if it's a school day, with last bus returning to the village by 17.47.

The timetabling would make commuting difficult other than along a narrow corridor on the route, so offers limited opportunities for traveling to and from work.

Road Safety

CHPC are very concerned over road safety and the impacts this site will have on traffic within the village, the areas of concern are-

- The proposed new road junction.
- Delays caused by on street parking.
- Illegal HGV traffic.
- Layout of the existing pavement network

Trips generated by the site.

CHPC believe the forecasted trips quoted from the site is low, and this has considerable road safety issues.

The issue is related to the basic configuration of the data used (Appendix 12 TRIPS output) which is fundamentally flawed.

- Car ownership within 5 miles 1.1 to 1.5.
- ONS data 2011 census for Colney Heath Parish 1.55 which is the entire parish including urban areas the village is likely to be even higher. St Albans District 1.43.
- 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 all family members to seek employment.

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	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	West Sussex 12.07
LITTLEHAMPTON ROAD WORTHING	11.47
TODDINGTON LANE LITTLEHAMPTON	West Sussex 12.07
St Albans (ref data)	16.1

As considered in page 7 Tollgate and Coursers Roads and Colney Heath Lane are unsafe for Cycling and cycleways on A414 lead to limited useful destinations.

The cycle usage will also be lower than forecast so increasing car usage.

Trip Rate / Trips

AM Peak (08:00 - 09:00)

	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

PM Peak (17:00 - 18:00)

Table 6.2: Multimodal

Trips Mode of Travel AM Peak (08:00 - 09:00)

	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	0	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

PM Peak (17:00 - 18:00)

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

Parking in Tollgate Road

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

The house 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.

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The principal area where parking is an issue is outside the narrower cottages from approximately 53-83 Tollgate Road, however due to the width of these homes parking related to them does spread beyond their frontages.



Cottages in Tollgate Road 26/1/2023 at 14.31

The applicant's statement that only 41% of the parking spaces were occupied, this does not reflect the area where most issues occur as it includes the entire length of the road.

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.

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Phone taken 19th January 2023 morning rush hour showing two vans taking dangerous risks to get through near a bus stop.

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 –

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- 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.

The applicant's statement that Tollgate Road is 'free flowing' does not reflect reality due to the parking in the road.

It should be also noted that the existing residents have little alternative places to parking other than outside their homes, due to limited number of alternative spaces.

On Street Parking

As outlined above Tollgate Road suffers from vehicles having to park in the road. However other roads within the village have similar problems.

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

They are built close to the highway so no space for off-street parking. Due to design 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 and Bullens Green and Roestock Lanes.

The on-street parking causes delays and people take unacceptable risks to pass through. This is worse following the all too frequent RTAs on any of the neighbouring roads including A414, A1(M) or M25.

Heavy Goods Vehicles (HGVs)

Despite the existence of 7.5-ton 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.

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.

Pavements and walking

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, Roestock and Fellows Lane where there is only a pavement on one side of the road.

The safety concern is people having to frequently cross busy roads often with poor visibility due to parked cars.

Very few of the routes within Colney Heath Village meet the Oxford Standard in terms of pavement width.

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WIDTHS

- 2 metres – minimum preferred for two wheelchairs to pass each other
- 1.5 metres – minimum acceptable for a wheelchair user and able-bodied pedestrian to pass each other.

This is of particular concern near the older cottages and the routes to and from Colney Heath school.

Healthcare

There are no doctors' surgeries in Colney Heath. All the nearest surgeries are not on bus routes therefore only accessible by car or taxi. Obtaining appointment can be challenging due to capacity issues.

Northdown Surgery 2 Northdown Road Hatfield AL10 8JZ is a satellite surgery with limited hours of working and offering limited services and at 4500m is beyond the acceptable (2000m) walking distance from the site. (Institution of Highways and Transportation)

Hospitals – none of the General or A&E hospitals are directly accessible by bus and require multi changes if buses run at suitable times. In real terms people must travel by car or taxi.

Schools

The applicant acknowledges problems in obtaining school places for children. The issue within the village is severe, with many parents having to take children to school by car as children from the village attend many different schools with no direct bus access.

Primary Schools

Colney Heath School is currently operating at or near its capacity, with some forms having one or two spare places per form. However, with the already approved 100 dwelling development at Bullens Green Lane this is unlikely to last, and the school will be unable to take all the village children. None of the alternative primary schools are within acceptable walking distance for children of this age group nor on a bus route, therefore only accessible by car.

Secondary Schools

Access is very challenging for many children and parents, most of the local schools are heavily oversubscribed and only accessible following a successful appeal. Currently many village children attend schools in Potters Bar and Hatfield, none these are served by public transport. The Hatfield schools at 2.7mile are close to the acceptable maximum walking distance, however the route is via A1(M) subway (see notes).

CHPC brings to the attention of officers to two applications in regard to school places.

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Boissy Close 5/2022/2557 which states Nicholas Breakspear has 86 unfilled spaces and St Albans area a deficit of 11 school places.

This application 5/2022/1988 states Nicholas Breakspear has 165 unfilled spaces and St Albans 220 unfilled spaces, **both statements cannot be correct.**

CHPC experience and feedback from parents the Boissy Close statement appears nearer the truth.

Nicholas Breakspear School is a Roman Catholic faith school, therefore maybe unsuitable for many children. Its unsuitable for cycling to, and only accessible by walking with extreme care (see notes on walking).

Links Academy in St Albans and Hatfield are special needs schools, therefore not mainstream schools, also both have travel related issues.

Transport Assessment - 3.30 *The walking accessibility of the site is deemed to be good, with day-to-day facilities available within reasonable walking distance. The proximity of the site to the primary school, and a secondary school bus services mean education trips have a realistic alternative to travel by private car.*

This statement is contrary to all the evidence. Currently children from the village are having difficulties accessing local schools and are attending school with no bus links.

Road safety

CHPC are very concerned over road safety risks. These are in three areas-

- Number of trips generated by the new site.

- The junction with Tollgate Road

- Impacts of on street parking within the village.

Due to the data used by the applicant CHPC believe they substantially understate the number of vehicles entering and leaving the site. At an already challenging section of road this will result in significant safety risks.

Due to the existing cottages in Tollgate Road with their restricted parking, sightlines will be poor within the area of the proposed junction and people will take risks to get through as evidenced in the photo.

Due the older cottages within the village many existing residents must park on the highway. This results in poor sightlines for both drivers and pedestrians creating a significant risk to users.

**COLNEY HEATH PARISH COUNCIL
08/02/2023**

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Appendix 1

Centrebus

Essendon Mill – Colney Fields Retail Park

200

MONDAYS ONLY

from 3rd October 2022

Notes:		Notes:	
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	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	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: - 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

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Potters Bar/Colney Heath – St Albans/Sandridge

305

MONDAYS TO FRIDAYS

from 27th March 2021

Notes:	Sch	NSch							
Potters Bar, High Street, Bus Garage	0714	0721							
Brookmans Pk, opp Bradmore Green	0721	0728						1632	
Welham Green, Dixons Hill Rd, Stop D	0726	0733						1637	
Colney Heath, Hall Gardens, Admirals Cl				1010	1235	1455			
Colney Heath, High St, opp Roestock Lane	0733	0740		1012	1237	1457	1644		
Smallford, Station Rd, opp Wilkin's Grn Lane	0741	0747		1018	1243	1503	1650		
Hill End, Hill End Lane, Russet Drive	0749	0754		1024	1249	1509	1656		
Tytenhanger Green, The Plough PH			0851		1111		1336		
Fleetville, Hatfield Rd, Morrisons	0755	0759	0858	1028	1118	1253	1343	1513	1701
St Albans City Railway Stn, Stop D	0806	0809	0903	1033	1123	1258	1348	1518	1706
St Albans, St Peter's Street, Stop 13	0812	0814	0910	1039	1130	1304	1355	1524	1712
St Albans, Sandridge Rd, opp Lancaster Rd			0915		1135		1400		
St Albans, Firkbank Road, Beech Road					1138		1403		
New Greens, High Oaks Terminus	0820								
Sandridge, Langley Grove, Lyndon Mead			0923		1147		1412		

SATURDAYS

from 27th March 2021

Notes:									
Potters Bar, High Street, Bus Garage	0737								
Brookmans Pk, opp Bradmore Green	0744								
Welham Green, Dixons Hill Rd, Stop D	0749								
Colney Heath, Hall Gardens, Admirals Cl	0757		1010	1235	1500	1620			
Colney Heath, High St, opp Roestock Lane	0759		1012	1237	1502	1622			
Smallford, Station Rd, opp Wilkin's Grn Lane	0805		1018	1243	1508	1628			
Hill End, Hill End Lane, Russet Drive	0811		1024	1249	1514	1634			
Tytenhanger Green, The Plough PH		0851		1111		1336			
Fleetville, Hatfield Rd, Morrisons	0815	0858	1028	1118	1253	1343	1518	1638	
St Albans City Railway Stn, Stop D	0820	0903	1033	1123	1258	1348	1523	1643	
St Albans, St Peter's Street, Stop 13	0825	0910	1039	1130	1304	1355	1529	1650	
St Albans, Sandridge Rd, opp Lancaster Rd		0915		1135		1400		1655	
St Albans, Firkbank Road, Beech Road				1138		1403		1658	
Sandridge, Langley Grove, Lyndon Mead		0923		1147		1412		1707	

NOTES: ≈ Near Railway Station Sch - Schooldays only NSch - Non Schooldays only

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Centrebus

Welwyn Garden City – St Albans

230

WEDNESDAYS ONLY

from 3rd October 2022

Notes:		Notes:	
Welwyn Garden City , Bus Station, Stop F ≈	1032	St Albans , St Peter's Street, Stop 1	1400
W G City , Ludwick Way, Verulam Close	1036	St Albans Railway Station , Stop A ≈	1406
Welwyn Garden City , New QEII Hospital, Stop A	1044	Fleetville , Hatfield Rd, opp Morrisons	1411
Hatfield Railway Station , Stop 2 ≈	1052	Oaklands , opp Nicholas Breakspear School	1417
Hatfield , Town Centre, Stop W	1056	Colney Heath , High St, Roestock Lane	1423
Oxlease , Travellers Lane, Oxlease Drive	1058	Welham Green , Huggins Lane	1430
South Hatfield , Travellers Lane, Millwards	1100	Welham Green , Dixons Hill Rd, Stop C	1434
Welham Green Railway Station , Stop B ≈	1103	Welham Green Railway Station , Stop A ≈	1435
Welham Green , Huggins Lane	1105	South Hatfield , Travellers Ln, opp Millwards	1438
Welham Green , Dixons Hill Rd, Stop D	1109	Oxlease , Travellers Lane, opp Oxlease Drive	1440
Colney Heath , High St, opp Roestock Lane	1114	Hatfield , Town Centre, Stop V	1442
Oaklands , Nicholas Breakspear School	1120	Hatfield Railway Station , Stop 6 ≈	1446
Oaklands , Hatfield Rd, Colney Heath Lane	1122	Welwyn Garden City , New QEII Hospital, Stop B	1454
Fleetville , Hatfield Rd, Morrisons	1126	Welwyn G C , Ludwick Way, Knella Rd	1500
St Albans Railway Station , Stop D ≈	1131	W G City , Ludwick Way, opp Verulam Close	1501
St Albans , St Peter's Street	1137	Welwyn Garden City , Bus Station ≈	1505

NOTES: ≈ - Near Railway Station

OPERATOR: Centrebus Customer Care: 0116 410 5050

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Metroline

Sandridge/St Albans – Colney Heath/Potters Bar 305

MONDAYS TO FRIDAYS

from 27th March 2021

Notes:		Sch		NSch	
Sandridge, Langley Grove, Lyndon Mead	0923	1147	1412		
Sandridge, nr St Leonard's Church	0925	1149	1414		
New Greens Estate, Townsend School				1540	
St Albans, Firbank Road, Beech Road	0930	1154			
St Albans, Sandridge Rd, Lancaster Rd	0934	1158	1419		
St Albans, St Peter's Street, Stop 1	0940	1045	1205	1310	1425 1550 1550 1720
St Albans City Railway Stn, Stop A	0946	1051	1211	1316	1431 1556 1556 1726
Fleetville, Hatfield Rd, opp Morrisons	0951	1056	1216	1321	1436 1601 1601 1731
Tytenhanger Green, The Plough PH		1104		1329	
Hill End, Hill End Ln, opp Russet Drive	0955	1220	1440	1605	1605 1735
Smallford, Station Rd, Wilkin's Green Lane	1001	1226	1446	1612	1612 1742
Colney Heath, Hall Gardens, Admirals Cl	1008	1233	1455		
Colney Heath, High St, Roestock Lane				1617	1617 1747
Welham Green, Dixons Hill Rd, Stop E				1622	1622 1752
Brookmans Park, Bradmore Green				1626	1626 1756
Potters Bar, High Street, Bus Garage					1803

SATURDAYS

from 27th March 2021

Notes:		Sch		NSch	
Sandridge, Langley Grove, Lyndon Mead	0923	1147	1412	1707	
Sandridge, nr St Leonard's Church	0925	1149	1414	1709	
St Albans, Firbank Road, Beech Road	0930	1154	1419		
St Albans, Sandridge Rd, Lancaster Rd	0934	1158	1423	1714	
St Albans, St Peter's Street, Stop 1	0830	0940	1045	1205	1310 1425 1550 1720
St Albans City Railway Stn, Stop A	0835	0946	1051	1211	1316 1431 1556 1726
Fleetville, Hatfield Rd, opp Morrisons	0840	0951	1056	1216	1321 1436 1601 1731
Tytenhanger Green, The Plough PH	0848		1104		1329
Hill End, Hill End Ln, opp Russet Drive	0955	1220	1440	1605	1735
Smallford, Station Rd, Wilkin's Green Lane	1001	1226	1446	1611	1742
Colney Heath, Hall Gardens, Admirals Cl	1008	1233	1455	1618	
Colney Heath, High St, Roestock Lane					1747
Welham Green, Dixons Hill Rd, Stop E					1752
Brookmans Park, Bradmore Green					1756
Potters Bar, High Street, Bus Garage					1803

NOTES: = Near Railway Station **Sch** - Schooldays only **NSch** - Non Schooldays only

OPERATOR: Metroline Customer Care: 01707 347700

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

This service is operated with financial assistance from 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

**Colney Heath Parish Council objection to 5/2022/1988
land rear of Tollgate Road Colney Heath.**

Centrebus

Bell Bar – Hatfield

312

WEDNESDAYS ONLY

from 3rd October 2022

Notes:		Notes:	
Bell Bar , Woodside Lane, The Firs	0945	Hatfield , Great North Rd, Tesco	1205
Welham Green Railway Station , Stop B	0949	Hatfield , The Ryde, Fawn Court	1209
Welham Green , Huggins Lane	0951	Hatfield , Town Centre, Stop U	1212
Welham Green , Dixons Hill Rd, Stop D	0955	Hatfield , Hillcrest	1214
Colney Heath , Hall Gdns, opp Admirals Cl	1001	Hatfield , The Galleria, Stop B	1218
Colney Heath , High St, opp Roestock Lane	1003	Colney Heath , Roestock Ln, High St	1224
Hatfield , The Galleria, Stop C	1010	Colney Heath , Hall Gardens, Admirals Cl	1226
Hatfield , Hillcrest	1014	Welham Green , Huggins Lane	1233
Hatfield , Town Centre, Stop V	1016	Welham Green , Dixons Hill Rd, Stop C	1237
Hatfield , The Ryde, Fawn Court	1018	Welham Green Railway Station , Stop A	1238
Hatfield , Great North Rd, Tesco	1021	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

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Issued and accepted throughout on this service

Colney Heath Parish Council objection to 5/2022/1988 land rear of Tollgate Road Colney Heath.



School Service Open To Public

Enfield – Nicholas Breakspear School

355

SCHOOLDAYS ONLY

from 3rd September 2021

Notes:		Notes:	
Enfield, David Lloyd Centre	0720	Oaklands, opp Nicholas Breakspear School	1520
Enfield, Forty Hill, Clay Hill, Stop F	0723	Smallford, Colney Heath Ln, opp Barley Mow Lane	1522
Forty Hill, The Hop Poles, Stop P	0727	Colney Heath, High Street, Wistle Cres	1524
Clay Hill, Chase Side, Stop R	0730	Colney Heath, Tollgate Rd, Fellowes Ln	1527
Gordon Hill Railway Station, Stop A ≈	0732	Welham Green, Dixons Hill Rd, Stop E	1530
Enfield, The Ridgeway, Hadley Rd, Stop Q	0734	Welham Green, Station Road, Bulls Lane	1531
Botany Bay, The Ridgeway, The Robin Hood	0737	Brookmans Pk, Blue Bridge Rd, Bradmore Gn	1534
Potters Bar, Southgate Rd, opp Highview Gdns	0745	Swanley Bar, Hawkshead Rd, Swanley Cres	1537
Potters Bar, High Street, Bus Garage	0748	Little Heath, Hatfield Rd, opp Church Rd	1540
Little Heath, Hatfield Rd, Church Rd	0751	Potters Bar, High Street, opp Bus Garage	1544
Swanley Bar, Hawkshead Rd, opp Swanley Cres	0754	Potters Bar, Southgate Rd, Highview Gdns	1548
Brookmans Pk, Blue Bridge Rd, opp Bradmore Gn	0756	Botany Bay, The Ridgeway, The Robin Hood	1554
Welham Green, Station Road, opp Bulls Lane	0759	Enfield, Chase Farm Hospital, Stop B	1557
Welham Green, Dixons Hill Rd, Stop D	0800	Gordon Hill Railway Station, Stop B ≈	1559
Colney Heath, Tollgate Rd, opp Fellowes Ln	0805	Clay Hill, Chase Side, Stop D	1601
Colney Heath, High Street, opp Roestock Lane	0807	Forty Hill, The Hop Poles, Stop G	1604
Colney Heath, High Street, opp Wistle Crescent	0808	Enfield, Forty Hill, Clay Hill, Stop J	1608
Oaklands, Nicholas Breakspear School	0815	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