



JERSEY LANE

GREENSPACE ACTION PLAN

2020 – 2030

Produced by:



On behalf of:



OVERVIEW

Greenspace Action Plans

Greenspace Actions Plans (GAPs) are map-based management plans which specify activities that should take place on a site over a stated period of time; these activities will help to deliver the agreed aspirations which the site managers and stakeholders have identified for that site.

Public Engagement

Engagement with stakeholders is at the centre of effective management planning on any site. An initial engagement period was held from 28th June to 5th August 2019, to establish core aims and objectives for the site; these are reflected in Section 3. A second stage of engagement is taking place from 21st October to 25th November 2019 to enable stakeholders to comment on the proposed management actions for the site. An associated engagement response document will be published online as an appendix to this plan, to summarise comments received and any amendments made to the plan as a result.

Version Control

Version	Issue Date	Details	Author	Reviewed
0	October 2019	Draft GAP	AT	LT
1	March 2020	Final GAP	AT	LT

CONTENTS

Overview	i
Contents	ii
1.0 Summary	1
2.0 Site Description	2
2.1 Introduction	2
2.2 Strategic Context	6
2.3 Geography, Landscape and Designations	7
2.4 History and Archaeology	7
2.5 Habitats and Wildlife	8
2.6 Access, Facilities and Infrastructure	9
2.7 Community, Management and Events	11
3.0 Aim & Objectives	12
4.0 Management Prescriptions	14
4.1 Maintain and improve Jersey Lane as an important part of the non-motorised transport network in St Albans	14
4.2 Establish the rights and responsibilities of Hertfordshire County Council and local residents in relation to Jersey Lane and adjacent land holdings	17
4.3 Maximise financial sustainability of all management operations on site	20
4.4 Protect and enhance the natural environment of Jersey Lane	21
4.5 Ensure that users of Jersey Lane feel safe and welcome at all times	22
4.6 Develop and maintain an informed, involved and enthusiastic local community	23
5.0 Action Plans and Maps	24
6.0 Specifications	35
7.0 Appendices	40

1.0 SUMMARY

1.1 Site Summary

Site Name: Jersey Lane

Site Address: From Jersey Lane, St Albans, AL4 9AE to House Lane, Sandridge, St Albans, AL4 9EL

Grid Reference: From TL170084 to TL173102

Length: 2.5km

Status: Unmetalled unclassified county road

The Hertfordshire (Jersey Lane, Sandridge) (Prohibition of Driving) Order 1997 prohibits the use of motor vehicles along the length of Jersey Lane

Owner: Hertfordshire County Council (within the highway boundary only)

1.2 Vision Statement

To develop Jersey Lane into an attractive, functional and well-maintained multi-user route which is well used for active travel and recreation alike, while setting out clearly the rights and responsibilities of Hertfordshire County Council and local residents in relation to the route and instituting a programme of proactive woodland management.

This will be achieved through the following objectives:

- To maintain and improve Jersey Lane as an important part of the non-motorised transport network in St Albans.
- To establish the rights and responsibilities of Hertfordshire County Council and local residents in relation to Jersey Lane and adjacent land holdings
- To maximise financial sustainability of all management operations on site
- To protect and enhance the natural environment of Jersey Lane.
- To ensure that users of Jersey Lane feel safe and welcome at all times.
- To develop and maintain an informed, involved and enthusiastic local community.

The Greenspace Action Plan (GAP) for Jersey Lane sets out the management, maintenance and development framework for the site over ten years. It will be reviewed annually in conjunction with relevant bodies to ensure that it remains relevant, monitor progress and so that outstanding tasks can be rescheduled as necessary.

2.0 SITE DESCRIPTION

2.1 Introduction

Jersey Lane is a 2.5km unclassified road running between Marshalswick in St Albans and Sandridge. It is currently subject to a Permanent Traffic Regulation Order (PTRO) dating from 1998 (see Appendix 1) which prevents the use of motor vehicles along its length. It therefore provides a valuable traffic-free connection between Sandridge and St Albans, and through the north-eastern part of St Albans, for walkers, cyclists, horse riders and carriage drivers, both for active travel and for recreational use.

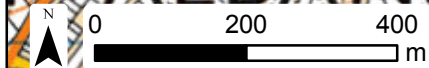


Jersey Lane
Greenspace Action Plan 2020-2030
Location Plan

Legend
Jersey Lane

Jersey Lane (Sandridge end)
Grid ref: TL173102
Nearest postcode: AL4 9EL

Jersey Lane (St Albans end)
Grid ref: TL170084
Nearest postcode: AL4 9AE



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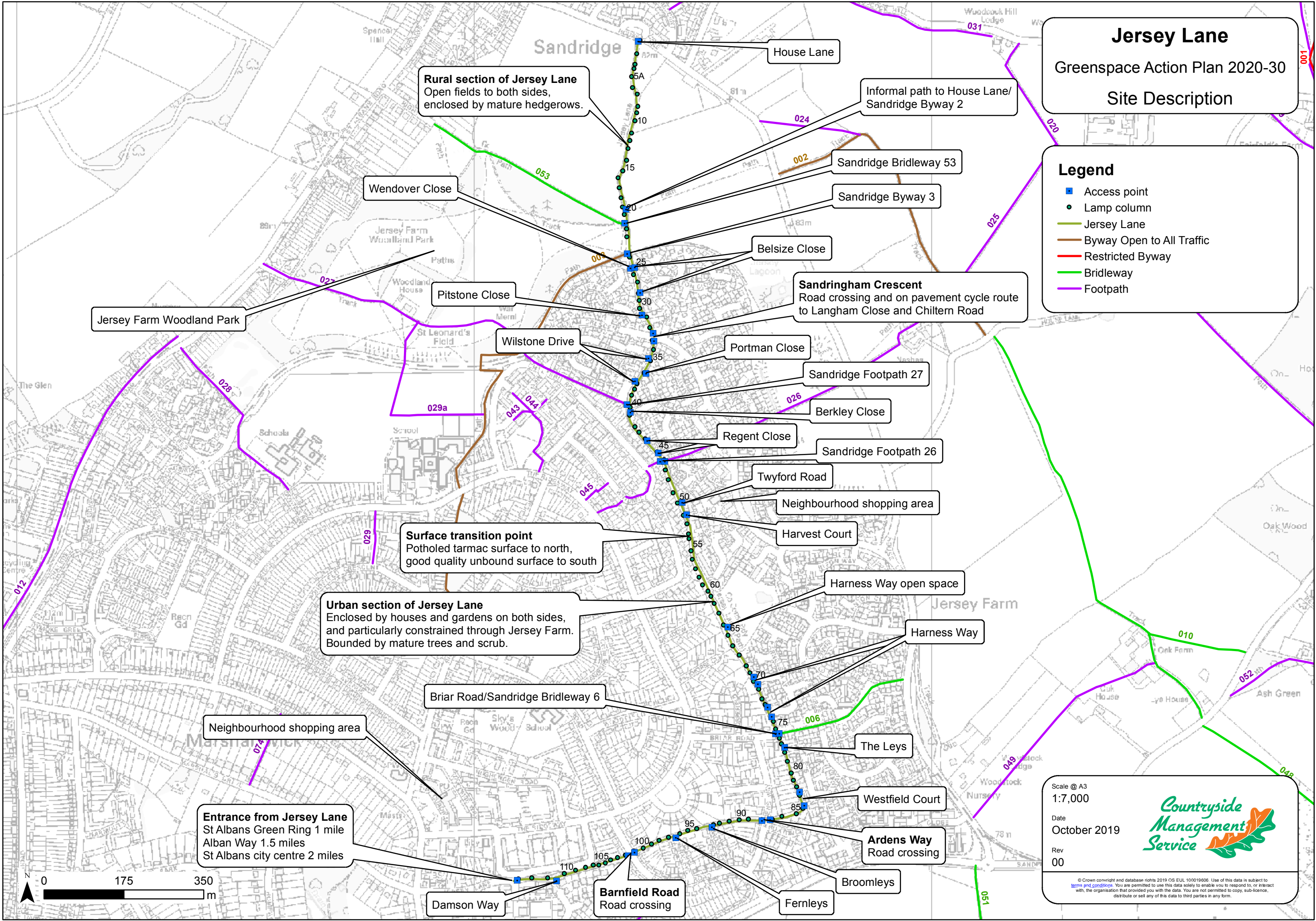


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Jersey Lane Greenspace Action Plan 2020-30 Site Description

Legend

- Access point
- Lamp column
- Jersey Lane
- Byway Open to All Traffic
- Restricted Byway
- Bridleway
- Footpath



Rural section of Jersey Lane
Open fields to both sides, enclosed by mature hedgerows.

Informal path to House Lane/
Sandridge Byway 2

Wendover Close

Sandridge Bridleway 53

Sandridge Byway 3

Belsize Close

Sandringham Crescent
Road crossing and on pavement cycle route to Langham Close and Chiltern Road

Jersey Farm Woodland Park

Pitstone Close

Wilstone Drive

Portman Close

Sandridge Footpath 27

029a

043

044

Berkley Close

Regent Close

Sandridge Footpath 26

Twyford Road

Neighbourhood shopping area

Surface transition point
Potholed tarmac surface to north, good quality unbound surface to south

Harvest Court

Harness Way open space

Urban section of Jersey Lane
Enclosed by houses and gardens on both sides, and particularly constrained through Jersey Farm. Bounded by mature trees and scrub.

Harness Way

Briar Road/Sandridge Bridleway 6

Neighbourhood shopping area

The Leys

Entrance from Jersey Lane
St Albans Green Ring 1 mile
Alban Way 1.5 miles
St Albans city centre 2 miles

Westfield Court

Ardens Way
Road crossing

Damson Way

Barnfield Road
Road crossing

Fernleys

Broomleys

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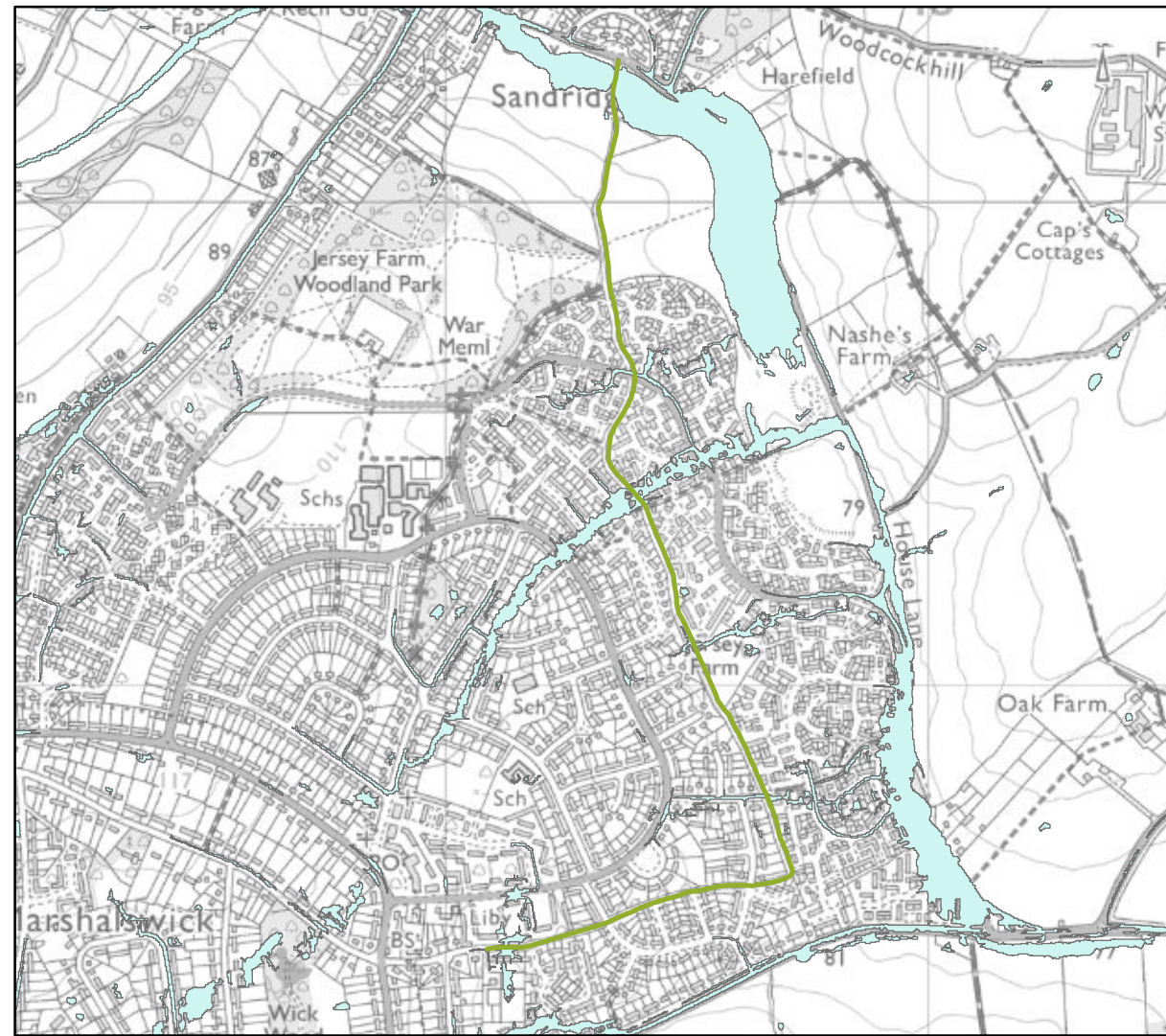
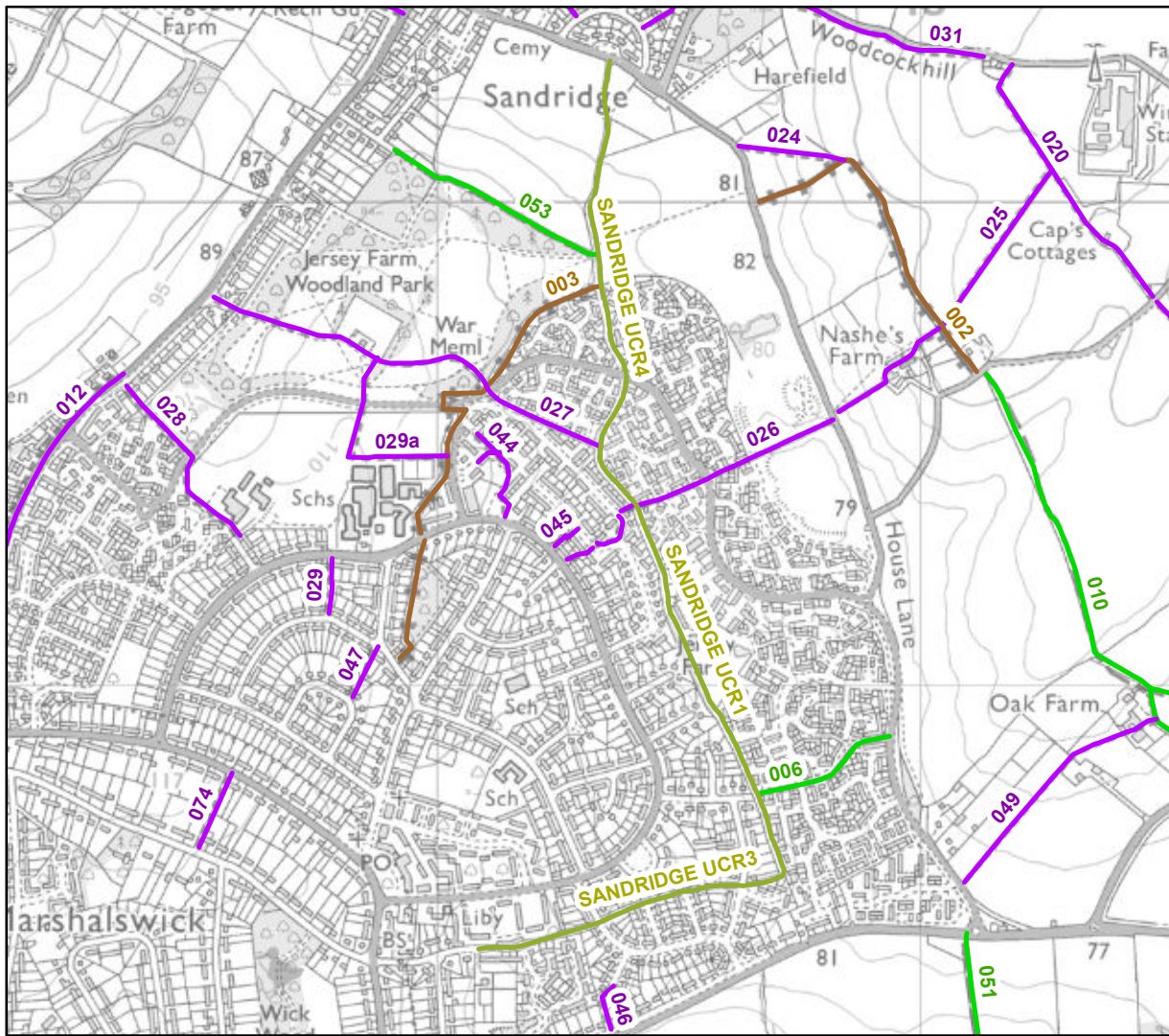
Jersey Lane

Greenspace Action Plan 2020-30

Constraints Plan

Legend

- Jersey Lane
- Byway Open to All Traffic
- Bridleway
- Footpath
- Surface water flooding extent (1 in 100 year event)
- Local Nature Reserve
- Wildlife Site
- Greenbelt
- Conservation Areas



Scale @ A3
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2.2 Strategic Context

2.2.1 Active travel

Jersey Lane should be viewed not as an isolated route but as part of a developing and increasingly important strategic network of non-motorised transport options, providing a traffic-free link between Sandridge and St Albans.

One of the four guiding principles of Hertfordshire's Local Transport Plan 2018-2031 (LTP4) is **modal shift and encouraging active travel**: 'Achieving a modal shift in future years away from car use to more sustainable modes such as public transport, walking and cycling will greatly support delivery of the LTP objectives. The potential public health benefits of increased levels of active travel indicate this should be a high priority, and a key feature of the future transport system we are planning for.'

The development and promotion of active travel routes is supported by three policies in [LTP4](#):

- **Policy 1: Transport User Hierarchy** which considers the needs of pedestrians and cyclists before those of any other transport user group.
- **Policy 7: Active Travel – Walking** which seeks to encourage and promote walking by increasing the priority of pedestrians relative to motor vehicles, delivering improved facilities for pedestrians and promotion of walking for both travel and recreation.
- **Policy 8: Active Travel - Cycling** which aims to deliver a step change in cycling in Hertfordshire through infrastructure improvements, higher prioritisation of cyclists and promotion.

2.2.2 Transport and health

The [Hertfordshire Health and Wellbeing Strategy 2016-2020](#) includes an objective to: 'seek to increase the proportion of working age adults who are getting the recommended level of physical activity and reduce levels of overweight and obesity.' The recommendation for adults is 150 minutes of moderate physical activity per week, but currently one in four adults across Hertfordshire do less than 30 minutes moderate activity a week. Growth in active travel and recreation will increase levels of physical activity, thereby improving health, promoting mental wellbeing, improving quality of life and helping promote independence.

Public health provides a strong business case for investing in cycling and walking, which offer excellent value for money, including by preventing the cost of ill health to society and the public purse. It is estimated that overweight and obesity cost the county £404m per year (Health and Wellbeing Strategy 2013-16).

2.2.3 Air quality and climate change

Emissions from transport are a major source of air pollution, and poor air quality is also a serious threat to health. In Hertfordshire, 514 deaths per year are thought to be attributable to fine particulate air pollution (Public Health England). Any modal shift from car to active travel will provide additional health and environmental benefits by reducing air pollution.

Reducing greenhouse gas emissions from transport is also essential if national targets are to be met. Road use by each Hertfordshire resident produces 2.3 tonnes of carbon dioxide per year, 6% higher than the East of England average (National Statistics, 2017).

2.3 Geography, Landscape and Designations

The character of the route splits into two very distinct parts: the urban section through St Albans and the rural section leading to Sandridge. The urban section is mainly comprised of a narrow strip of woodland and scrub, including some large mature trees, surrounded by houses. It mainly has an unbound surface, which is in good condition. As a wooded green corridor it is a significant feature running through the suburban landscape.

In contrast, the rural section has open fields on both sides but is enclosed by mature hedgerows, which limit opportunities to view the countryside. These are owned by neighbouring landowners. It has a tarmac surface, which extends a short distance into the urban section and is in poor condition. This section lies in the fringes of the [Ayres End Valleys and Ridges Landscape Character Area](#), where small plateaus and large arable fields with an open feel are the primary characteristic.

The rural section of Jersey Lane is within the Green Belt. In this area it also adjoins the only Local Wildlife Site along the route, Jersey Farm Woodland Park. This and other nearby local wildlife sites are shown on the constraints map in section 2.1. Jersey Farm Woodland Park is managed by Sandridge Parish Council, along with another open space at Harness Way which is also adjacent to Jersey Lane. It is important that management of Jersey Lane and of the Harness Way site are complementary, as they are closely linked.

The main surface water flood risk associated with Jersey Lane is at its northern end, between Jersey Farm Woodland Park and Sandringham Crescent, and in the rural section to the north of Jersey Farm Woodland Park. Water flows south from the Woodland Park along Jersey Lane, and can reach Belsize Close. Ditches, which function as soakaways, and associated grips in this section are now maintained regularly. A drain near lamp column 32 is also maintained regularly.

A significant surface water flow also crosses Jersey Lane from Briar Road. Recent work has aimed to manage this flow, which is not within the scope of this plan.

2.4 History and Archaeology

Jersey Lane significantly predates all the surrounding development. It is shown in the [1766 Dury Andrews map of Hertfordshire](#) and it is believed that its origin dates back to the Roman period. Evidence for its history can be found in the mature hornbeam boundary stubs on banks, which would once have been boundary features between the track and neighbouring fields.

There are three records in the Hertfordshire Historic Environment Record of items found close to Jersey Lane: two Palaeolithic flint hand axes at a former gravel pit at TL173096 which has now been built over; stone tools in a garden on Fern Leys at TL174085; and a Roman cremation urn north of Jersey Lane at TL171085. See Appendix 2 for further details.

2.5 Habitats and Wildlife

2.5.1 Habitats

Jersey Lane is a narrow linear corridor of mature trees and scrub, and provides a valuable wildlife corridor through the largely urban landscape. The number of mature trees is particularly significant in contrast to other habitat corridors in the area such as the Alban Way. Tree species along the route include oak, ash, hornbeam and sycamore.

In the rural section Jersey Lane is bounded by mature hedgerows with species including hazel, blackthorn and hawthorn. Similarly to the urban section, there are also occasional mature trees.



Rural section of Jersey Lane

Invasive non-native species are present in places, including laurel and snowberry.

2.5.2 Species

Great crested newt has been recorded from Jersey Lane pond on Harness Way open space, approximately 100m from Jersey Lane.

Bats are likely to use Jersey Lane both as feeding and roosting habitat, making use of the numerous mature trees. Common pipistrelle has been recorded in several locations close to the route. Eurasian badger is also likely to use Jersey Lane, although there are no records and there are no setts along the route. A variety of common birds can be expected to nest in trees and scrub along the route.

There are two records of stag beetle from close to Jersey Lane. This nationally scarce species depends on dead and decaying deciduous wood, especially old tree stumps, in woodland edges, hedgerows and gardens. Jersey Lane can provide suitable habitat.

2.6 Access, Facilities and Infrastructure

2.6.1 Access, circulation and entrances

As an unmetalled unclassified county road which is subject to a PTRO, there is legal access along the whole of Jersey Lane for pedestrians, cyclists, horse riders and carriage drivers, although in practice bollards at the entrances prevent access by carriage drivers. It is directly accessible from all the roads and public rights of way which cross or meet the route. Vehicle access for management activities is possible from the roads.

- Jersey Lane
- Barnfield Road
- Ardens Way
- Briar Road
- Sandridge Bridleway 6
- Sandridge Footpath 26
- Sandridge Footpath 27
- Sandringham Crescent
- Sandridge Byway Open to All Traffic 3
- Sandridge Bridleway 53
- House Lane, Sandridge

There are also numerous pedestrian access points from nearby roads, all of which are labelled on the site description map.



Entrance to Jersey Lane from Sandringham Crescent leading into tarmac section

2.6.2 Path surface

The majority of the urban section of Jersey Lane has a recently improved unbound surface constructed from road planings. Its width reaches 3m where available, but in places the available surface is no more than 2m wide. As it passes north through Jersey Farm it is more frequently constrained by adjacent development and scrub on either side of the track.



Unbound section at one of its widest points

From lamp column 54 north to House Lane, the surface is tarmac, with frequent small potholes. The available width of the tarmac surface is generally around 2m. In limited areas which have recently been resurfaced, or where mud and accumulated vegetation has been scraped back from the edges, the width is 2.5m.

2.6.3 Destinations accessible from Jersey Lane

Jersey Lane links Sandridge with the north-eastern part of St Albans. At its St Albans end, it is a further 1 mile to the St Albans Green Ring walking and cycling route, 1 ½ miles to the Alban Way and 2 miles to St Albans city centre, all via on road routes.

Jersey Lane is also ideal for shorter trips within St Albans. There are two neighbourhood shopping areas very close to it, at its St Albans end at the Quadrant and in Jersey Farm off Sandringham Crescent. It also provides a route to access Jersey Farm Woodland Park.

Several schools are in the vicinity of the route: Wheatfields Junior School, Wheatfields Infant School, St John Fisher Catholic Primary, Skyswood Primary School, Sandringham Secondary Academy, Sandridge Primary School and Beaumont School.

2.6.4 Furniture

Jersey Lane has lighting along its full length. Lamp columns are numbered, making them a useful reference point along the route. Column numbers are used to define the locations for management prescriptions and actions in sections 4 and 5 of this document.

At most road crossings there are removable or fixed metal bollards. Exceptions to this are on the south side of Sandringham Crescent, where there are fixed concrete bollards, and at Briar Road, where there is a vehicle gate and a staggered barrier.

There are litter and dog waste bins at several points along the route. These are managed by St Albans City and District Council (SADC) and not within the scope of this plan.

2.6.5 Signage and interpretation

Rights of way signage along Jersey Lane has recently been updated and shows destinations accessible from the route and distances at road and right of way crossing points. There is no signage at any of the many footway entrances from neighbouring roads.

There are no orientation or interpretation panels.

2.7 Community, Management and Events

Within the highway boundary, Jersey Lane is managed by HCC's Countryside and Rights of Way Service. There are numerous private residential frontage holders along the 2km section through St Albans, and the final 500m to Sandridge is bounded by private farmland. Planned annual maintenance involves two cuts per year of encroaching vegetation.

The location of the highway boundary is not always aligned with the visible boundaries on either side of Jersey Lane, which can complicate management decisions by determining who has responsibility for particular trees. The highway boundary map held by HCC is an unverified working document subject to revision and verification, and it is therefore not possible to share it as part of this document.

Politically, Jersey Lane is split between two HCC Electoral Divisions, Colney Heath & Marshalswick and Harpenden Rural, and between two St Albans City and District Council Wards, Marshalswick North and Sandridge. It lies within Sandridge Parish.

This is the first Greenspace Action Plan to be produced for the route, and has been produced in consultation with relevant stakeholders, including:

- British Driving Society
- British Horse Society
- Cycle Herts
- St Albans City and District Council
- Sandridge Parish Council
- Hertfordshire County Council
- Jersey Farm Residents' Association
- Marshalswick North Residents' Association
- Ramblers Association
- Hertfordshire Local Access Forum
- St Albans Access Forum
- St Albans Cycle Campaign
- St Albans and District Footpath Society
- Neighbouring landowners and the local community

Sandridge Parish Council's green space volunteers work around the parish carrying out practical conservation work on green spaces. They usually work on land owned by the parish, but could also be engaged to work on Jersey Lane if there was an opportunity. The CMS Wednesday volunteer group could also contribute. Several local volunteers make an informal contribution to the management of Jersey Lane by cutting back vegetation in places, clearing the edges of the track to restore its original width and maintaining ditches.

3.0 AIM & OBJECTIVES

The aim and objectives of the GAP are as follows:

Aim

To develop Jersey Lane into an attractive, functional and well-maintained multi-user route which is well used for active travel and recreation alike, while clearly setting out the rights and responsibilities of Hertfordshire County Council and local residents in relation to the route and shifting the balance of management from reactive to more pre-planned and proactive.

Objectives

1. To maintain and improve Jersey Lane as an important part of the non-motorised transport network in St Albans

- 1A Maintain and improve the surface of the route to enable easy use throughout the year.
- 1B Provide access points which are welcoming and suitable for users of all abilities; maintain access furniture in a consistent style.
- 1C Install appropriate and attractive signage to, from, along and at the entrances to the route.
- 1D Improve the visitor experience by providing informative orientation panels.
- 1E Establish links to the wider green infrastructure network, businesses and schools, residential areas, public transport, shops, local amenities and local green spaces.
- 1F Remove graffiti and fly-tipping.
- 1G Carry out regular litter picking and small scale vegetation management.
- 1H Maintain regular vegetation cutting along the margins of the route.
- 1I Carry out regular maintenance of drainage along the route.

2. To establish the rights and responsibilities of Hertfordshire County Council and local residents in relation to Jersey Lane and adjacent land holdings

- 2A Provide advice on the location of the highway boundary along Jersey Lane and guidance on how this can be confirmed.
- 2B Produce a simple guide to rights and responsibilities relating to Jersey Lane to be contained within the Greenspace Action Plan.
- 2C Promote the Greenspace Action Plan as a first point of reference on Jersey Lane for residents adjacent to the route.
- 2D Undertake works required by insurance settlements.

3. To maximise financial sustainability of all management operations on site

- 3A Through a pre-planned, proactive approach, improve financial sustainability of ongoing maintenance costs.
- 3B Support improvements to the route and reduce future revenue cost liability by securing external capital investment.
- 3C Offset vegetation management costs through production and sale of timber where feasible.

- 4. To protect and enhance the natural environment of Jersey Lane**
 - 4A Undertake proactive rotational woodland and vegetation management along the route to secure the future of high quality habitats, strengthen the continuity of vegetation and reduce the need for reactive tree works.
 - 4B Control populations of invasive non-native species including laurel and snowberry.

- 5. To ensure that users of Jersey Lane feel safe and welcome at all times**
 - 5A Respond proactively to any misuse of the site.
 - 5B Carry out reactive tree works to address safety issues.
 - 5C Plan targeted tree and shrub works to improve sight lines, establish views and increase light levels along the route.
 - 5D Reset vegetation around lamp columns to improve their effectiveness.

- 6. To develop and maintain an informed, involved and enthusiastic local community**
 - 6A Engage the local community as widely as possible through the GAP development process to build understanding and support for the plan, enabling them to shape and influence the outcomes.
 - 6B Enable the local community to contribute to the management of Jersey Lane in a structured and supported way and ensure all involved operate towards achievement of the objectives of the GAP.
 - 6C Promote Jersey Lane as a valuable route for active travel and recreation.

4.0 MANAGEMENT PRESCRIPTIONS

4.1 Maintain and improve Jersey Lane as an important part of the non-motorised transport network in St Albans

Investment is currently planned through HCC Highways Locality Budgets, with the support of both local members, to resurface parts of the tarmac surface. In 2019/20 this involved small scale resurfacing of around 50m² in patches south of Sandringham Crescent. These sections make it evident how much width has been lost elsewhere to encroachment of mud and vegetation. In 2020/21, a much larger area of around 500m² will be resurfaced, again in patches, between House Lane and Sandringham Crescent. Once this work is complete, there will be a need to review whether any further resurfacing work is required to the tarmac section. As a minimum, the mud and plant material along the edges should be removed to restore it to its original width and maximise the width available to users.



Section patched in 2019 leading into original tarmac surface

The unbound section of Jersey Lane currently functions better than the tarmac section because it is free of potholes and cracks. No resurfacing work is currently proposed to this section. It is important that whatever the surface type, the whole route is flat across its width without potholes, to make it easier to use for bikes, buggies and mobility scooters.

The quality of the road crossing points is variable. At Sandringham Crescent there is a dropped kerb allowing a smooth crossing on Jersey Lane, but no cycle warning signs or raised crossing on the road. Cycle warning signs should be installed here and a raised crossing established. At Ardens Way, one cycle warning sign is missing and should be replaced. There is a speed bump at the crossing, but the kerbs are not level – a formal raised crossing should be established. At Barnfield Road cycle warning signs are in place and the kerbs are fairly level with a raised crossing point.



Ardens Way road crossing

HCC carry out two cuts per year of the vegetation along Jersey Lane. There are areas, particularly through the suburban tarmac section, where this is not sufficient and the path can become overgrown during the summer. Adding a third cut here would be beneficial but is not possible within the Rights of Way maintenance budget. Sandridge Parish Council volunteers will trial carrying out an additional cut in overgrown sections during July 2020. If successful, this can continue in following years, and if not, additional funding should be sought to deliver this third cut.

A universal minimum standard of maintenance should be established in year 1 and re-established when necessary, probably in year 6. This will involve clearing encroaching vegetation from a minimum of 4m height and 1m on either side of the surfaced path. Scrub and branches should be cut at the ground/trunk rather than simply cutting back to the established line. Where there is insufficient width to apply this standard without compromising the vegetation along the boundary, the margins should be reduced accordingly. As well as allowing more space for users of Jersey Lane, this will increase light levels in places and improve sight lines.

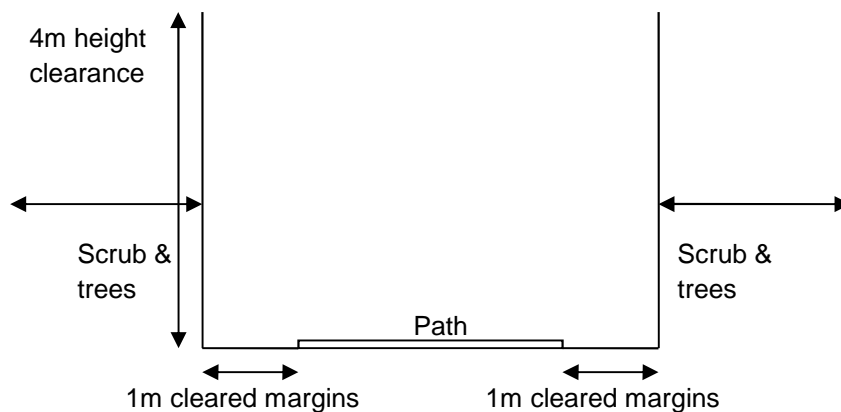


Diagram: Minimum standard of maintenance to be applied along the route.

The main signage at the entrances to Jersey Lane is currently 'no motor vehicles' signs. These are a legal requirement and need to be maintained, but should be accompanied by shared use signage which welcomes legitimate user groups. Signage should include reference to litter. These signs will also help build an identity for Jersey Lane.



Shared use sign example: Cole Green Way

In addition, at the main entrances from Jersey Lane, Sandringham Crescent and House Lane, attractive and informative orientation panels should be installed to provide information on the route of Jersey Lane, destinations it serves and links along the route. Blue cycle route signs should be installed on the RoW signposts to emphasise that Jersey Lane is suitable for cyclists.

Structures controlling access to Jersey Lane are not entirely consistent. To improve access at Briar Road, the vehicle gate and staggered barrier should be replaced with bollards, including some removable bollards to enable maintenance vehicle access. At Sandringham Crescent, the fixed concrete bollards should be replaced with removable metal bollards, to make access by maintenance vehicles easier. Whenever bollards are installed or replaced along the route, adjustable height locking bollards should be used and set at Kent carriage gap height to enable access by carriage drivers.

Minor entrances along footways should also be signed with street names, in a similar way to the entrance from Damson Way pictured below, to make it easier to navigate along the route. The Damson Way entrance is also the only entrance to be signed for both pedestrians and cyclists, although all minor access points are recorded as footways and not cycle paths by HCC.



Signage at footway to Damson Way

The main drainage features associated with Jersey Lane are a drain at column 32 and several ditches which function as soakaways, with associated grips from the surface of Jersey Lane. These are located around column 4, column 18, column 22 and column 27. They should continue to be maintained as necessary to ensure they operate effectively. Given the limited space available, Jersey Lane offers little further potential for managing surface water flows which originate elsewhere.



Ditch and grip close to lamp column 27

4.2 Establish the rights and responsibilities of Hertfordshire County Council and local residents in relation to Jersey Land and adjacent land holdings

This section of the document is intended as a reference guide for local residents to rights and responsibilities in relation to Jersey Lane. See Appendix 3 for relevant contact information.

As noted in section 2.7, it is not possible to include highway boundary maps for the whole of Jersey Lane in this document. However, HCC do provide extent of highways plans for specific locations via the following link: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx>. This service is subject to a fee. When a request is received, the relevant section is researched and highway boundary mapping updated accordingly. As a result the highway boundary mapping remains a working document which is the considered opinion of HCC and may be challenged at any time. It is acknowledged that the lack of clarity on the location of the highway boundary makes objective 2 difficult to achieve.

The highway boundary is not always aligned with the modern fence lines on either side of Jersey Lane, as these often took a route of convenience rather than strictly following the highway boundary. When making decisions about the responsibility for management of individual trees along Jersey Lane, we refer both to the highway boundary map and to the visible historic boundaries along Jersey Lane.

These historic boundaries are take two forms: former hedge banks with mature hornbeams growing along them, where the top of the bank is considered to be the highway boundary and trees growing on top of the bank fall outside the highway; and ditches, where the bottom of the ditch is considered to be the highway boundary. Where there is an apparent discrepancy between the highway boundary map and historic boundary features, this will be researched and the mapping updated if necessary, but only in the specific location where a management decision is required.



Old coppiced hornbeams on a bank: this is evidence of the historic highway boundary

The trees along Jersey Lane are a highly valued part of the landscape, important for wildlife and with a history which long predates the houses around them. There is therefore a presumption in favour of retaining all mature trees along the route and avoiding any work to them, except where it is shown to be necessary and proportionate to the risk. Felling or pruning as appropriate will only be recommended when a tree is dead, dying, diseased or dangerous, causing an obstruction to a public right of way, or proven (by private owners) to be causing significant structural damage to buildings. See HCC's highway tree strategy for further information: <https://www.hertfordshire.gov.uk/media->

[library/documents/highways/plans-and-strategies/highway-tree-strategy-and-guidance-document.pdf](https://www.hertfordshire.gov.uk/library/documents/highways/plans-and-strategies/highway-tree-strategy-and-guidance-document.pdf)

Where trees along Jersey Lane are not within the highway boundary, their management is the responsibility of the private landowner. HCC retains a duty of care to users of the right of way, and will notify the owner/occupier responsible for a defect which has been identified. HCC is able to consider enforcement action if the defect is not remedied within an appropriate period.

Insurance claims can also affect the management of trees and other vegetation along Jersey Lane, either on a one-off or a rolling basis. A large oak tree close to column 66 is due to be felled during the winter of 2019/20 for this reason. There are two locations requiring ongoing management: at lamp column 87 a row of hornbeams has to be pollarded every five years, and at lamp column 97 the vegetation has to be cut once annually. Management at these locations should be reviewed with HCC insurance officers, as it would be more appropriate to pollard – or coppice – the hornbeams every 20 years and there is an opportunity to plant a hedgerow of appropriate native species at lamp column 97.

Responsibility within HCC for maintenance of the surface of Jersey Lane is divided based on the surface type. Where the surface is tarmac (lamp columns 1-54), it is maintained by HCC Highways, and where it is unbound (lamp columns 55-113), it is maintained by Countryside and Rights of Way. Vegetation is managed entirely by Countryside and Rights of Way. The lamp columns are maintained by HCC Highways. Regardless of maintenance responsibility, any faults with the surface, lighting or vegetation should be reported through the HCC website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/report-a-problem/report-a-street-light-or-pothole.aspx>

Public access rights to Jersey Lane are defined by its status as an unmetalled unclassified county road subject to a PTRO, which prevents access by motorised vehicles. PTROs are reviewed in bulk by HCC in an ongoing ten yearly process. This review will be carried out for Jersey Lane. The reasons for the original PTRO include the presence of narrow sections through the housing estate and the envisaged use of the path as a “main walking & cycling route” through the development, with an alternative spine road.

All access points to Jersey Lane are owned and maintained by HCC Highways or Countryside and Rights of Way, with the exception of the informal access point from Fernleys. Sandridge Parish Council have submitted an application to HCC Countryside and Rights of Way for this access points to be recognised as a legal public right of way. Regardless of the outcome of this investigation it, and the adjacent access point from Broomleys which is already part of the highway, should be formalised by surfacing. The informal path linking Jersey Lane with House Lane and Sandridge Byway 2 is similarly not a legal right of way, and there is no current application to change its status.



Informal entrance to Jersey Lane from Fernleys

The primary fly-tipping issue along Jersey Lane is associated with garden waste and soil. Dumping garden waste on the highway may seem innocuous, but it is unsightly, it damages existing vegetation, it is unsustainable on a large scale and it risks causing the spread of non-native species. It should not be considered acceptable. Collection of fly-tipping is the responsibility of SADC, except where it obstructs the highway, in which case it is the responsibility of HCC.

Residents have no right to fell trees or otherwise manage vegetation within the highway boundary. There is one exception to this on Jersey Lane, at lamp column 32, where residents have been granted a license to cultivate in order that they can maintain a hedge within the highway. Similarly there is no right to construct steps from a property if they are within the highway boundary. Back gates which open directly onto the highway should open into the garden rather than onto the highway.

4.3 Maximise financial sustainability of all management operations on site

The improvement actions set out in this plan are largely subject to external funding. Securing this funding is central to achieving the goals of the plan and should therefore be a primary early focus. Funding sources could include:

- S106 funds currently available from developments in St Albans.
- Direct contributions through the S106 or Community Infrastructure Levy process from future developments in St Albans.
- HCC internal capital funding.

Any investment should include provision for future maintenance, to ensure that HCC does not incur additional maintenance costs as a result of the work. Maintenance costs should also be taken into account when considering surfacing choices.

Where feasible, the costs of vegetation management along the route should be offset by the sale of timber or other wood products. This will not be sufficient to make such works cost neutral, but should reduce the total cost of the work.

Enabling volunteers to contribute to the management of Jersey Lane wherever possible will reduce the cost implications of some actions proposed, with the added benefit of community engagement in the GAP. Tasks which are well-suited to volunteers include scrub management, hedgerow restoration, installation of signage and furniture, small-scale construction and litter picking.

Timings set out in the action plans in section 5 are indicative and may be brought forward or set back depending on the availability of funding.

4.4 Protect and enhance the natural environment of Jersey Lane

Management of the trees and vegetation along Jersey Lane is currently reactive, involving the works described in other sections to maintain the width of the track, address tree safety issues and control the impact of tree roots on building foundations. This form of management, where issues with particular trees are addressed individually, is time-consuming and costly. It will always form a necessary part of the management of Jersey Lane, but this GAP provides an opportunity to shift the balance in favour of proactive woodland management. It is important that the resilience of the woodland along Jersey Lane is maximised to give it the best opportunity to withstand threats such as climate change and tree disease. Resilience in a woodland is best expressed in terms of maximum species diversity and age diversity.

The primary conservation value of Jersey Lane is as a wildlife corridor, and this feature of the site should be maintained and enhanced through any woodland management. Where young or semi-mature trees are growing densely within the highway boundary, these should be lightly thinned (approximately 20% of trees) to aid the development of the remaining trees, giving them more space to grow into and reducing the extent to which they are forced to grow out over adjacent properties. This should also increase light levels along the route and create some space for regeneration, encouraging a diverse age structure in the vegetation and maintaining screening of the path from properties adjacent to the route. Undertaking such work will reduce the likelihood of trees growing to be tall and thin, then falling across the route or into adjacent properties. This work should take place along the whole of the route, but the need is particularly evident between the Jersey Lane entrance and Ardens Way.

To maintain this habitat value, tree planting can be considered, but there is currently little opportunity for tree planting along Jersey Lane. Trees will not be planted within 3m of the existing track where they could impact on users of Jersey Lane once fully grown, or within 3m of boundary fences where they could impact on neighbouring residents. Where the boundaries of Jersey Lane are broader, land may not be owned by HCC, which will also constrain planting opportunities. Any trees planted should be relatively low-growing native species such as crab apple or field maple.

Woodland management should also be considered in the context of tree pests and diseases, of which ash dieback and oak processionary moth are the most locally significant. Ash dieback will already be present in ash trees along Jersey Lane, and its impact on mature trees is expected to increase over the next ten years. When planning woodland management work on Jersey Lane, the health of ash trees along the route should be specifically reviewed. Pre-emptive felling of ash as a result of ash dieback is not appropriate,

but ash should be prioritised for felling if it is in poor condition. Where ash trees have to be felled, replanting with alternative native species will be considered.

Oak processionary moth is now present across southern Hertfordshire. The established population spreading from London has not yet reached the district of St Albans. However, there were two interceptions of caterpillars imported on newly planted trees in the parish of Colney Heath in 2019. A protocol for managing its occurrence on Jersey Lane is contained in Appendix 4. This protocol is based on current guidelines from the Forestry Commission and may require updating if those guidelines change.

Where reactive tree works are required, the felled material should be left as habitat piles and if the tree is dead, a section of the stump should be retained as a monolith. This will create additional habitat for a variety of invertebrates including stag beetles. Any proactive tree works should also incorporate such habitat provision. Where dead trees are not available, install collections of upright logs set in shallow holes to increase availability of rotting standing dead wood.

The most frequent non-native species along Jersey Lane are laurel and snowberry, which are both widely distributed along the urban section of the route. Both should be removed where they occur to favour native shrubs and native wildlife. Where space is created, native shrubs can be replanted.

At the two entrances from Harness Way there are narrow blocks of tall, dense scrub. Each of these should be reduced to the size of a hedgerow to make the entrances more open and welcoming. If feasible, the hedges could also be laid by volunteers to establish more interesting features.



Harness Way entrance

4.5 Ensure that users of Jersey Lane feel safe and welcome at all times

Jersey Lane must provide a safe, high quality route for all user groups. This is best achieved by maintaining its status as an unsegregated, shared use route. This is likely to encourage more considerate, less territorial behaviour by path users, and to reduce the speed of cyclists as they do not have priority. Shared use signs as described in section 4.1, which

emphasise that none of the user groups have priority, should help encourage good behaviour by all user groups.

The ideal surfaced width for Jersey Lane to accommodate this shared use would be 3m, but there is little flexibility in the width of the route in some places, and this will not always be achievable. The recent resurfacing in patches has been to a width of 2.2m, and any future resurfacing should at least match this width and aim for 3m where possible.

The whole of Jersey Lane has lighting, but this lighting is not as effective as it could be due to growth of vegetation around the lamp columns. This vegetation, and that around existing signage, should be cleared back substantially to address this issue.

There is a need to improve existing tree safety check procedures. Formal tree safety checks are currently undertaken every five years as part of an asset condition survey across the HCC Rights of Way network. For an actively used route like Jersey Lane, this is not sufficient. Basic tree safety checks should be undertaken annually along the whole route by Countryside and Rights of Way officers when planning other work. This would maximise efficiency and enable proactive tree safety works to be brought together with any other woodland management, reducing contract costs. It is expected that any major tree safety concerns which arise between surveys are reported by members of the public.

There are several litter and dog bins along Jersey Lane. This service is provided by St Albans City & District Council, and the number and location of these bins is not within the scope of this GAP. The absence of a bin is not an excuse to leave bagged dog waste behind; once bagged it should be taken home as with any other form of litter. Litter has been identified as a problem along Jersey Lane, and any opportunity to address this through signage and supplementary volunteer litter picking would be welcome. Sandridge Parish Council currently organise litter picking approximately once a year.

4.6 Develop and maintain an informed, involved and enthusiastic local community

Greater involvement of the local community in the management of Jersey Lane has started through the process of developing this plan. Two stages of community engagement will enable stakeholders and local people to shape and influence the outcomes of the plan, and should help build understanding and support for its objectives.

Local volunteer activity should be supported where it addresses the objectives of the plan. Local volunteers who already carry out minor tasks along Jersey Lane should be incorporated into the [Rights of Way volunteer programme](#) to ensure that their activities are insured, and that users of Jersey Lane are insured against their actions. Any opportunities to engage Sandridge Parish Council volunteers or Countryside and Rights of Way volunteers should be taken, and volunteer activity should be coordinated to achieve the best possible outcomes.

5.0 ACTION PLANS AND MAPS

Abbreviations used: HCC CRoW – Hertfordshire County Council Countryside and Rights of Way; SPC – Sandridge Parish Council.

5.1 ANNUAL AND REGULAR ACTIONS

Ref no.	Action	Obj. Ref	When	Lead	Delivery	Funding	Est. Cost	Spec. Ref.	Status
0.1	Carry out an annual inspection of surface, signage and drainage and identify any maintenance requirements	1A/ 1C/ 1I	Mar	HCC CRoW	HCC CRoW	Officer time			
0.2	Remove fly tipping when reported	1F	Ongoing	SADC/ HCC CRoW	Contractor	SADC/RoW maintenance budget			
0.3	Carry out litter picking	1G	Ongoing	SPC/HCC CRoW	Volunteers	Volunteers			
0.4	Maintain regular vegetation cutting along verges	1H	May-Jun/ Aug-Sep	HCC CRoW	Contractor	RoW maintenance budget			
0.5	Continue additional verge cut, if successful	1H	Jul from year 2	SPC	Volunteers	Officer time			
0.6	Maintain ditches at columns 4, 18, 22 and 27, and drains at columns 32 and 45.	1I	Ongoing	HCC CRoW	Contractor	RoW maintenance budget			
0.7	Cut vegetation at lamp column 97	2D	Sep	HCC CRoW	Contractor	RoW maintenance budget			
0.8	Seek external funding to implement GAP	3B	Ongoing	HCC CRoW	HCC CRoW	Officer time			
0.9	Carry out basic annual tree safety survey	5B	Sep	HCC CRoW	HCC CRoW	Officer time			

0.10	Carry out proactive tree works to address any safety issues identified through tree safety survey	5B	Oct	HCC CRoW	Contractor	RoW maintenance budget			
0.11	Carry out reactive tree works to address any urgent safety issues	5B	Ongoing	HCC CRoW	Contractor	RoW maintenance budget			
0.12	Carry out tree safety inspection through asset survey	5B	Every five years	HCC CRoW	Contractor	RoW maintenance budget			
0.13	Engage volunteers where appropriate to support actions in the GAP	6B	Ongoing	HCC CRoW/ SPC	Volunteers	Officer time			
0.14	Promote Jersey Lane and the GAP through social/traditional media and events	2C/ 6C	Ongoing	HCC CRoW	HCC CRoW	Officer time			

5.2 YEAR 1 2020-21

Ref no.	Action	Obj. Ref	When	Lead	Delivery	Funding	Est. Cost	Spec. Ref.	Status
1.1	Resurface 500m ² of tarmac in sections between House Lane and Sandringham Crescent	1A	Sep	HCC Highways	Contractor	Highway Locality Budget	Funding agreed		
1.2	Review need for further tarmac resurfacing following completion of Highways works	1A	Mar	HCC CRoW	HCC CRoW	Officer time			
1.3	Scrape and remove accumulated mud from unsealed section	1A	Sep	HCC CRoW	Contractor	External	£5000		
1.4	Add additional verge cut through suburban tarmac section (column 23-54)	1H	Jul	SPC	Volunteers	Officer time			
1.5	Establish universal minimum standard of vegetation maintenance along route	1H/5C	Sep	HCC CRoW	Contractor	External	£2500	10	
1.6	Review PTRO applied to Jersey Lane	2B	Mar	HCC CRoW	HCC CRoW	Officer time			
1.7	Review and revise management directed by insurance claims	2D	Mar	HCC CRoW	HCC CRoW	Officer time			
1.8	Carry out light thinning of young and semi-mature trees along route	4A/5C	Oct	HCC CRoW	Contractor	External	£10000	11	
1.9	Re-set vegetation around lamp columns and signage	5D	Sep	HCC CRoW/HCC Highways	Contractor	External	£5000	10	
1.10	Incorporate local volunteers into Rights of Way volunteer programme	6B	Sep	HCC CRoW	HCC CRoW	Officer time			

5.3 YEAR 2 2021-22

Ref no.	Action	Obj. Ref	When	Lead	Delivery	Funding	Est. Cost	Spec. Ref.	Status
2.1	Deliver any additional tarmac resurfacing identified in year 1	1A	Jul	HCC Highways	Contractor	External/ HCC Highways	Up to £140000	1	
2.2	Scrape and remove accumulated mud and vegetation from edges of tarmac section, where not resurfaced	1A	Sep	HCC CRoW	Contractor	External/ HCC Highways	£10000	2	
2.3	Formalise access points from Fernleys and Broomleys by surfacing	1B	Jul	HCC CRoW	Contractor	External	£5000	4	
2.4	Replace vehicle gate and staggered barrier at Briar Road with removable bollards.	1B	Aug	HCC CRoW	Contractor	External	£3000	3	
2.5	Replace concrete bollards at Sandringham Crescent with removable bollards.	1B	Aug	HCC CRoW	Contractor	External	£1500	3	
2.6	Design and install shared use signage at all road crossings	1C	Dec	HCC CRoW	Contractor	External	£1000	14	
2.7	Install 'no motor vehicles' sign at Jersey Lane entrance	1C	Dec	HCC CRoW	Contractor	External	£100	14	
2.8	Install cycle route signs on Rights of Way posts where not currently present	1C	Dec	HCC CroW	Contractor	External	£500	6	
2.9	Design and install orientation panels at Jersey Lane, House Lane and Sandringham Crescent	1D	Dec	HCC CRoW	Contractor	External	£4000	8	
2.10	Reduce and/or lay hedges at Harness Way entrances (lamp columns 70 and 73-74)	4A	Nov	HCC CRoW	Volunteers/ contractor	External	£500		
2.11	Clear laurel and snowberry and control regeneration	4B	Nov	HCC CRoW	Volunteers /contractor	External	£1000	13	
2.12	Plant native shrubs where laurel and snowberry cleared	4B	Feb	HCC CRoW	Volunteers	External	£200	13	

5.3 YEAR 3-5 2022-25

Ref no.	Action	Obj. Ref	When	Lead	Delivery	Funding	Est. Cost	Spec. Ref.	Status
3.1	Improve raised crossing at Ardens Way crossing point	1B	Year 3	HCC Highways	Contractor	External/HCC	£5000	5	
3.2	Construct raised crossing at Sandringham Crescent crossing point	1B	Year 3	HCC Highways	Contractor	External/HCC	£15000	5	
3.3	Install cycle warning signs at Sandringham Crescent and Ardens Way (northbound) crossings	1B	Year 3	HCC Highways	Contractor	External	£500	5	
3.4	Install street signs at all minor entrance points	1C	Year 3	HCC Highways	Contractor	External	£2000	7	
3.5	Pollard hornbeams at lamp column 87	2D	Year 5	HCC CRoW	Contractor	RoW maintenance budget	£500		
3.6	Engage with neighbouring landowners in rural section to seek proactive management of boundary hedgerows	4A	Year 3	HCC CRoW	HCC CRoW	Officer time			
3.7	Clear laurel and snowberry and control regeneration	4B	Year 4	HCC CRoW	Volunteers	Volunteers		13	
3.8	Plant native shrubs where laurel and snowberry cleared	4B	Year 4	HCC CRoW	Volunteers	External	£200	13	
3.9	Review progress; update action plan		Year 5	HCC CRoW	HCC CRoW	Officer time			

5.4 YEAR 6-10 2025-30

Ref no.	Action	Obj. Ref	When	Lead	Delivery	Funding	Est. Cost	Spec. Ref.	Status
4.1	Scrape and remove accumulated mud from full length of route	1A	Year 6	HCC CRoW	Contractor	External	£10000		
4.2	Re-establish universal minimum standard of vegetation maintenance along route	1H/5C	Year 6	HCC CRoW	Contractor	RoW maintenance budget	£1500	10	
4.3	Pollard hornbeams at lamp column 87	2D	Year 10	HCC CRoW	Contractor	RoW maintenance budget	£500		
4.4	Re-set vegetation around lamp columns and signage	5D	Year 6	HCC CRoW	Contractor	External	£2500	10	
4.5	Carry out light thinning of young and semi-mature trees along route	4A/5C	Year 6	HCC CRoW	Contractor	External	£5000	11	
4.6	Review progress; write new GAP		Year 10	HCC CRoW	HCC CRoW	Officer time			

Task Responsibility

CRoW led	Officer/Contractor delivered
Other led	
CRoW led	Volunteer delivered
Other led	

Jersey Lane

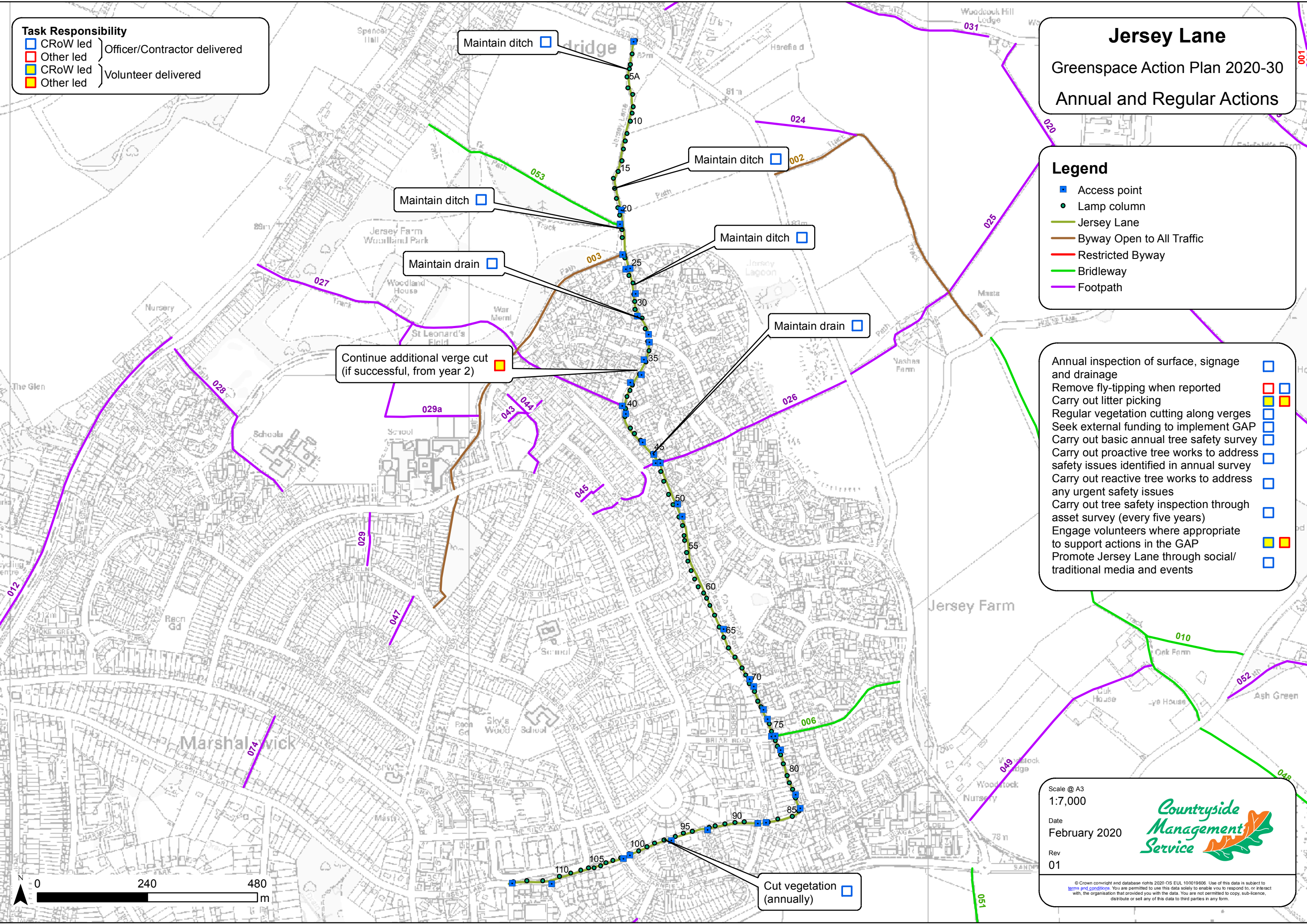
Greenspace Action Plan 2020-30

Annual and Regular Actions

Legend

- Access point
- Lamp column
- Jersey Lane
- Byway Open to All Traffic
- Restricted Byway
- Bridleway
- Footpath

- Annual inspection of surface, signage and drainage
- Remove fly-tipping when reported
- Carry out litter picking
- Regular vegetation cutting along verges
- Seek external funding to implement GAP
- Carry out basic annual tree safety survey
- Carry out proactive tree works to address safety issues identified in annual survey
- Carry out reactive tree works to address any urgent safety issues
- Carry out tree safety inspection through asset survey (every five years)
- Engage volunteers where appropriate to support actions in the GAP
- Promote Jersey Lane through social/traditional media and events



Continue additional verge cut (if successful, from year 2)

Maintain ditch

Maintain ditch

Maintain ditch

Maintain ditch

Maintain drain

Maintain drain

Cut vegetation (annually)

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Task Responsibility

- CRoW led } Officer/Contractor delivered
- Other led } Officer/Contractor delivered
- CRoW led } Volunteer delivered
- Other led } Volunteer delivered

Jersey Lane
Greenspace Action Plan 2020-30
Year 1 Actions

- Legend**
- Access point
 - Lamp column
 - Jersey Lane
 - Byway Open to All Traffic
 - Restricted Byway
 - Bridleway
 - Footpath

- Annual Management**
- Annual inspection of surface, signage and drainage
 - Remove fly-tipping when reported
 - Carry out litter picking
 - Regular vegetation cutting along verges
 - Maintain ditches at columns 4, 18, 22, 27
 - Maintain drains at columns 32, 45
 - Cut vegetation at column 97
 - Seek external funding to implement GAP
 - Carry out basic annual tree safety survey
 - Carry out proactive tree works to address safety issues identified in annual survey
 - Carry out reactive tree works to address any urgent safety issues
 - Engage volunteers where appropriate to support actions in the GAP
 - Promote Jersey Lane through social/traditional media and events

- Review need for further tarmac resurfacing following Highways works
- Establish universal minimum standard of maintenance along route
- Review PTRO applied to Jersey Lane
- Re-set vegetation around lamp columns and signage
- Incorporate local volunteers into Rights of Way volunteer programme

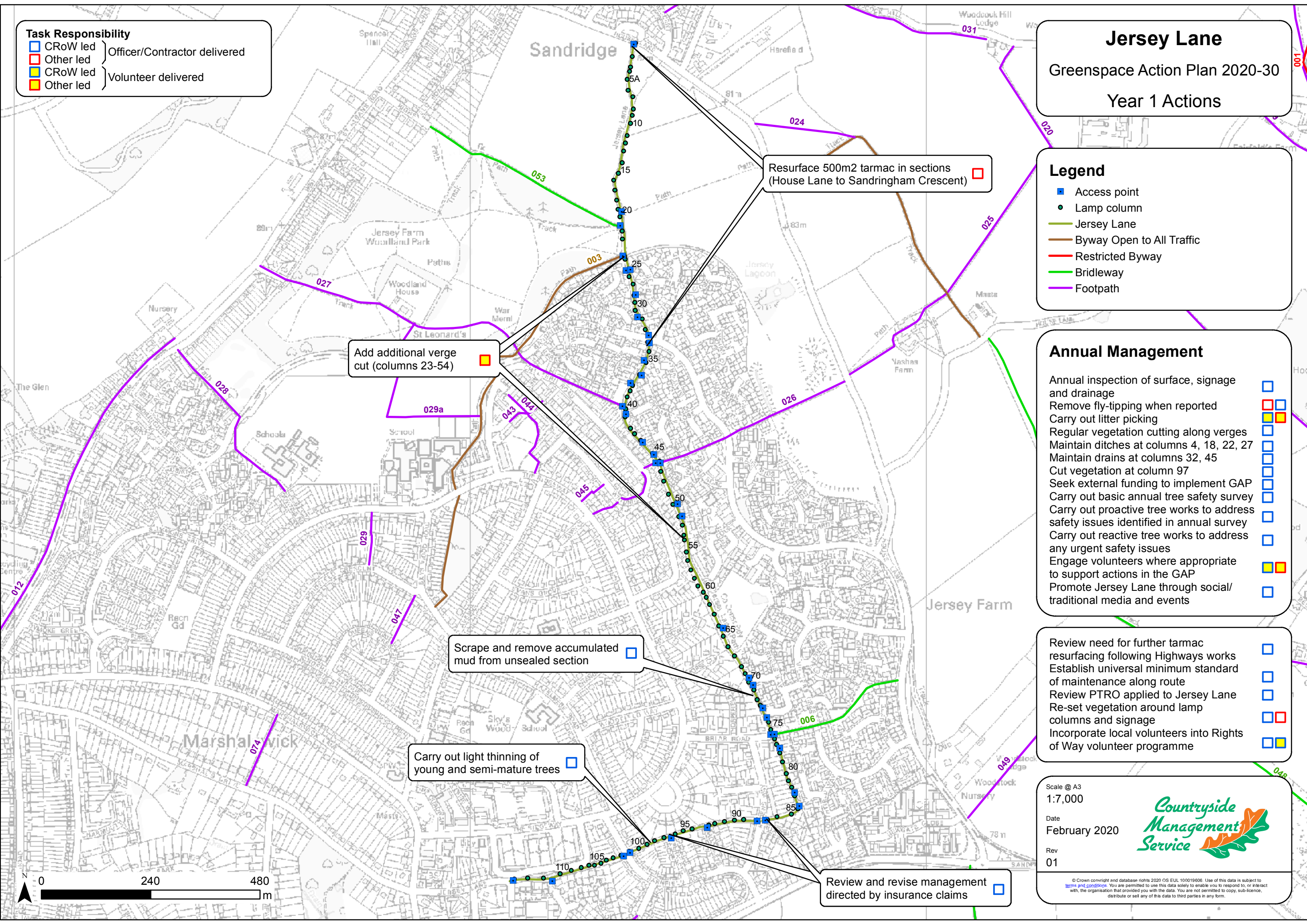
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Resurface 500m2 tarmac in sections (House Lane to Sandringham Crescent)

Add additional verge cut (columns 23-54)

Scrape and remove accumulated mud from unsealed section

Carry out light thinning of young and semi-mature trees

Review and revise management directed by insurance claims

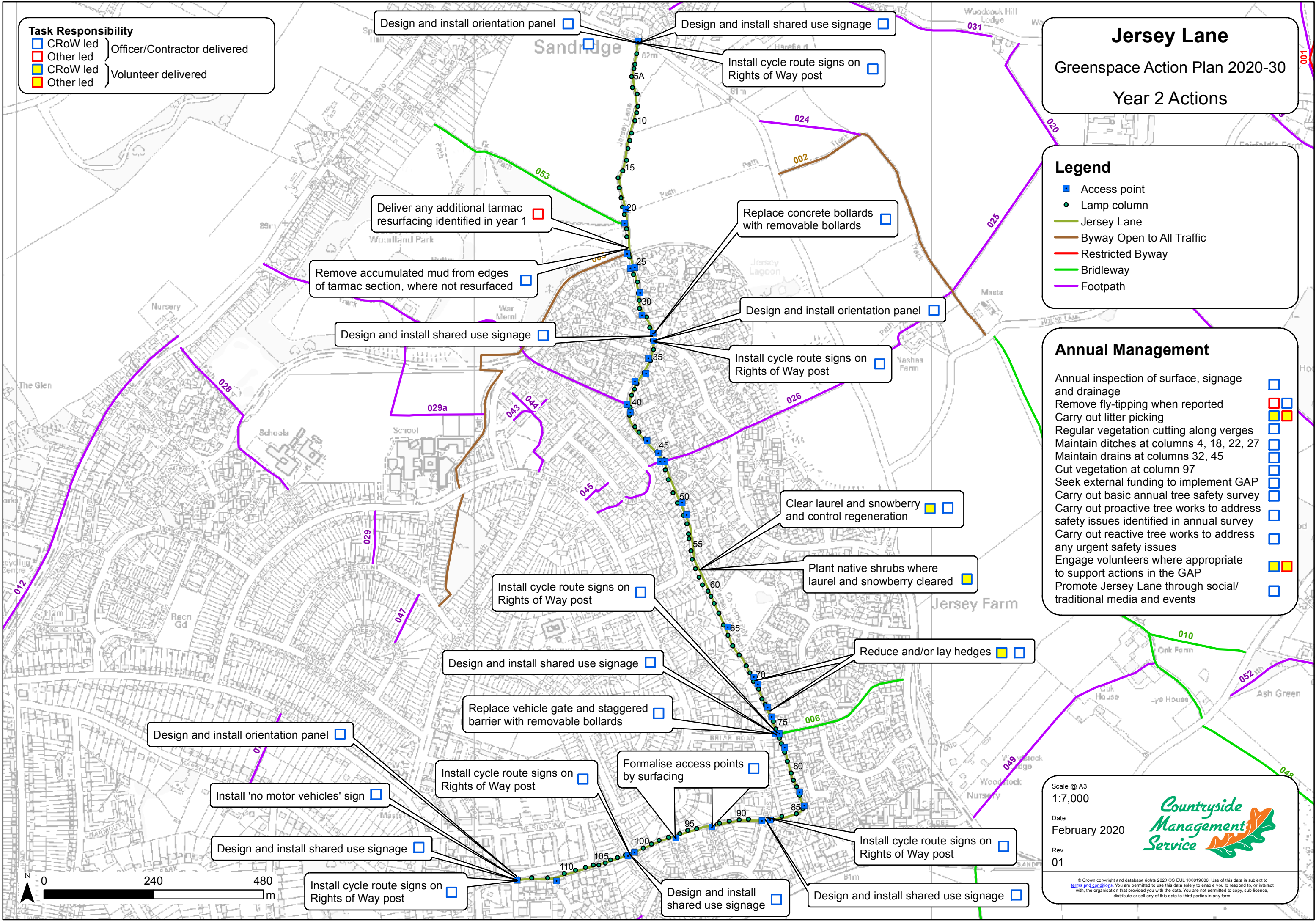
Task Responsibility

- CRoW led } Officer/Contractor delivered
- Other led } Officer/Contractor delivered
- CRoW led } Volunteer delivered
- Other led } Volunteer delivered

Jersey Lane
Greenspace Action Plan 2020-30
Year 2 Actions

- Legend**
- Access point
 - Lamp column
 - Jersey Lane
 - Byway Open to All Traffic
 - Restricted Byway
 - Bridleway
 - Footpath

- Annual Management**
- Annual inspection of surface, signage and drainage □
 - Remove fly-tipping when reported □
 - Carry out litter picking □
 - Regular vegetation cutting along verges □
 - Maintain ditches at columns 4, 18, 22, 27 □
 - Maintain drains at columns 32, 45 □
 - Cut vegetation at column 97 □
 - Seek external funding to implement GAP □
 - Carry out basic annual tree safety survey □
 - Carry out proactive tree works to address safety issues identified in annual survey □
 - Carry out reactive tree works to address any urgent safety issues □
 - Engage volunteers where appropriate to support actions in the GAP □
 - Promote Jersey Lane through social/traditional media and events □



Design and install orientation panel □

Install 'no motor vehicles' sign □

Design and install shared use signage □

Install cycle route signs on Rights of Way post □

Deliver any additional tarmac resurfacing identified in year 1 □

Remove accumulated mud from edges of tarmac section, where not resurfaced □

Design and install shared use signage □

Install cycle route signs on Rights of Way post □

Design and install shared use signage □

Replace vehicle gate and staggered barrier with removable bollards □

Install cycle route signs on Rights of Way post □

Formalise access points by surfacing □

Design and install shared use signage □

Design and install shared use signage □

Install cycle route signs on Rights of Way post □

Replace concrete bollards with removable bollards □

Design and install orientation panel □

Install cycle route signs on Rights of Way post □

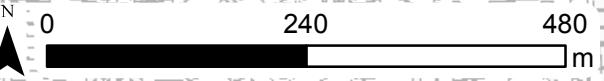
Clear laurel and snowberry and control regeneration □ □

Plant native shrubs where laurel and snowberry cleared □

Reduce and/or lay hedges □ □

Install cycle route signs on Rights of Way post □

Design and install shared use signage □



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Task Responsibility

Blue square	CRoW led	} Officer/Contractor delivered
Red square	Other led	
Yellow square	CRoW led	} Volunteer delivered
Orange square	Other led	

Jersey Lane

Greenspace Action Plan 2020-30

Year 3-5 Actions

Legend

- Blue square: Access point
- Black dot: Lamp column
- Green line: Jersey Lane
- Brown line: Byway Open to All Traffic
- Red line: Restricted Byway
- Green line: Bridleway
- Purple line: Footpath

Annual Management


- Annual inspection of surface, signage and drainage
- Remove fly-tipping when reported
- Carry out litter picking
- Regular vegetation cutting along verges
- Maintain ditches at columns 4, 18, 22, 27
- Maintain drains at columns 32, 45
- Cut vegetation at column 97
- Seek external funding to implement GAP
- Carry out basic annual tree safety survey
- Carry out proactive tree works to address safety issues identified in annual survey
- Carry out reactive tree works to address any urgent safety issues
- Engage volunteers where appropriate to support actions in the GAP
- Promote Jersey Lane through social/traditional media and events

Review progress; update action plan (year 5)

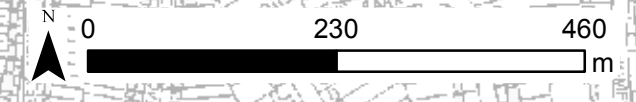
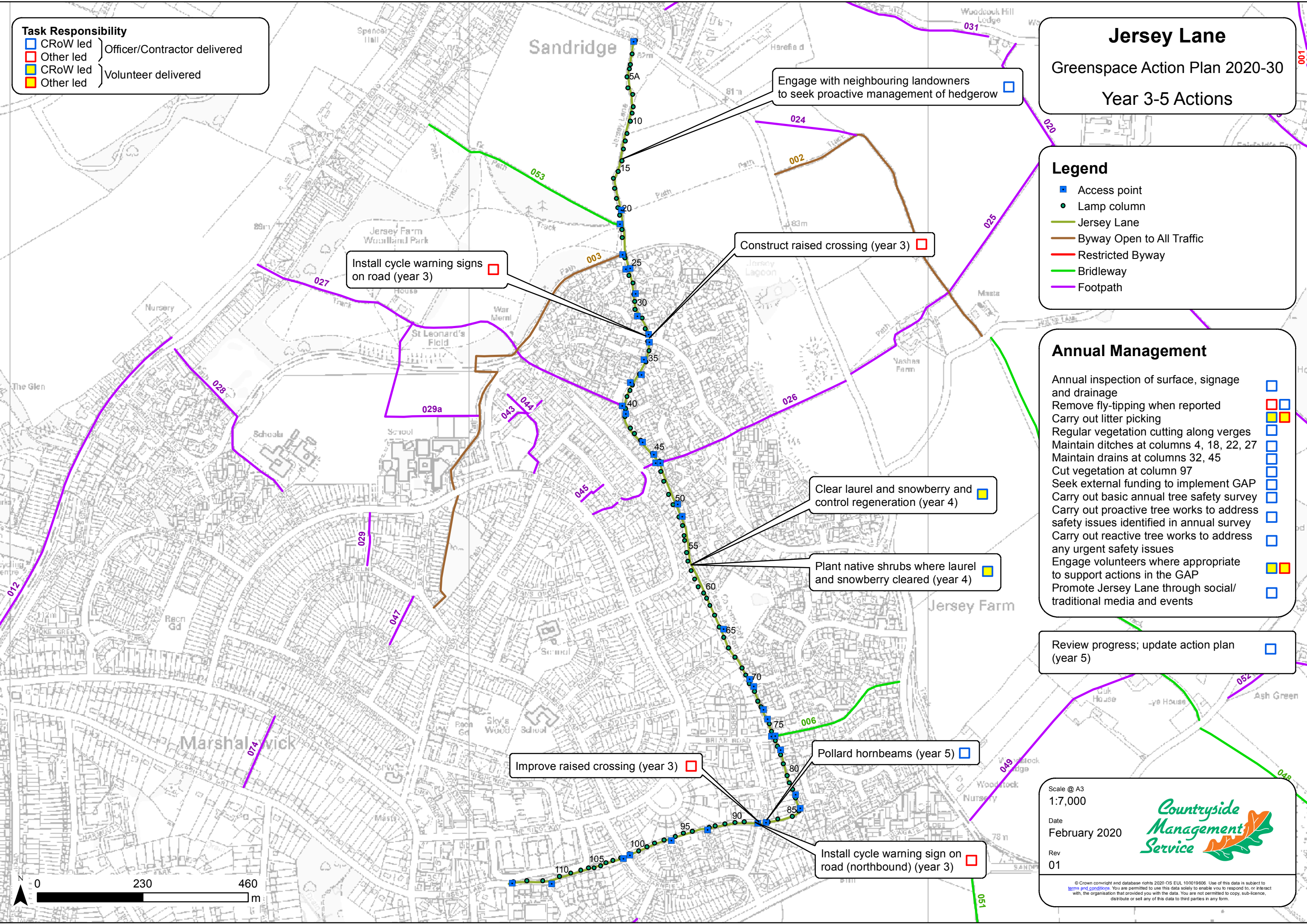
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Task Responsibility

Blue square	CRoW led	} Officer/Contractor delivered
Red square	Other led	
Yellow square	CRoW led	} Volunteer delivered
Orange square	Other led	

Jersey Lane

Greenspace Action Plan 2020-30

Year 6-10 Actions

Legend

- Blue square: Access point
- Black dot: Lamp column
- Green line: Jersey Lane
- Brown line: Byway Open to All Traffic
- Red line: Restricted Byway
- Green line: Bridleway
- Purple line: Footpath

Annual Management

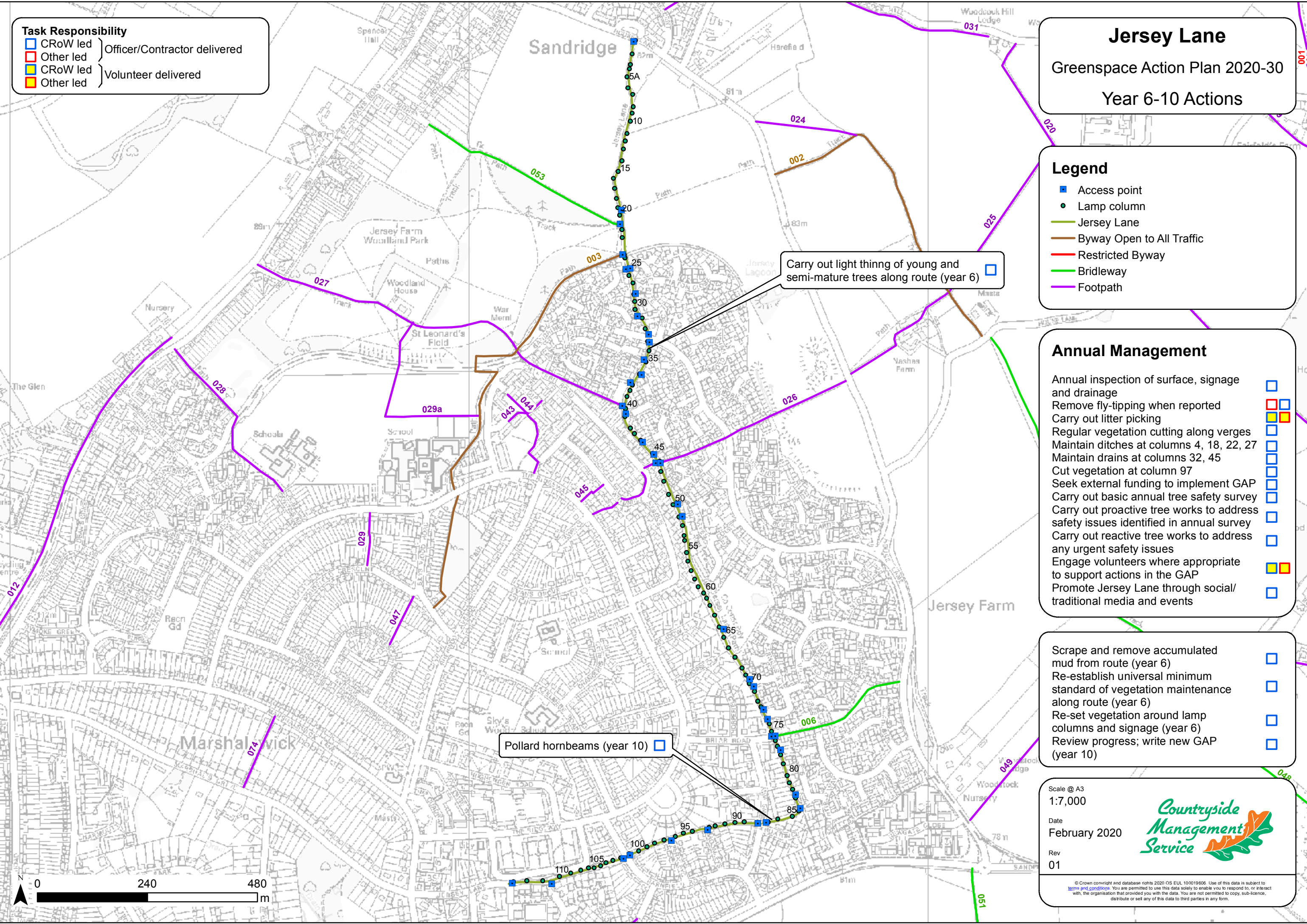
- Annual inspection of surface, signage and drainage
- Remove fly-tipping when reported
- Carry out litter picking
- Regular vegetation cutting along verges
- Maintain ditches at columns 4, 18, 22, 27
- Maintain drains at columns 32, 45
- Cut vegetation at column 97
- Seek external funding to implement GAP
- Carry out basic annual tree safety survey
- Carry out proactive tree works to address safety issues identified in annual survey
- Carry out reactive tree works to address any urgent safety issues
- Engage volunteers where appropriate to support actions in the GAP
- Promote Jersey Lane through social/traditional media and events

- Scrape and remove accumulated mud from route (year 6)
- Re-establish universal minimum standard of vegetation maintenance along route (year 6)
- Re-set vegetation around lamp columns and signage (year 6)
- Review progress; write new GAP (year 10)

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Rev
01

Carry out light thinning of young and semi-mature trees along route (year 6)

Pollard hornbeams (year 10)

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6.0 SPECIFICATIONS

1. Tarmac resurfacing
 - a. Length of additional tarmac resurfacing to be reviewed in 2020 following the completion of initial resurfacing.
 - b. Install a tarmac surface to a width of 2.2m to match the width of new patches surfaced in 2019 and 2020.
 - c. Scrape any organic material from the edges of the path according to specification item 2.
 - d. Plane off existing wearing course, removing all loose material to leave a compacted sub base.
 - e. Create tie-ins with any adjoining surfacing to ensure these finish at the same level.
 - f. Install timber edging boards.
 - g. Apply an emulsion tack coat to the entire resurfacing area.
 - h. Fill any low or hollow areas with machine rolled tarmacadam.
 - i. Apply a 25mm depth wearing course of 6mm close grade tarmacadam. To be machine rolled on completion.
 - j. All joints with existing surfacing to be sealed with hot poured bitumen.
2. Restore edges along tarmac section
 - a. Remove accumulated mud and vegetation from edges of tarmac section, where not resurfaced between lamp columns 1 and 54.
 - b. Scrape back to locate original edge of tarmac surface.
 - c. Beyond the original edge, adjacent bank to be left with an angle of no more than 45 degrees to reduce the risk of material falling back into the track.
 - d. Material removed can be lost on site where possible. Any material which cannot be lost on site must be removed from the site and disposed of appropriately.
3. Replace entrance furniture
 - a. Replace vehicle gate and staggered barrier at Briar Road with removable bollards.
 - b. Replace concrete bollards at Sandringham Crescent with removable bollards.
 - c. Whenever bollards are installed or replaced along Jersey Lane, the four new bollards should be adjustable and removable to establish Kent carriage gaps and provide access for carriage drivers, such as [this design](#) supplied by Centrewire.
 - d. In a Kent carriage gap, the central pair of bollards should have a 1500mm gap between them. There should be a further 600mm gap to the outer pair of bollards. The base of the adjustable bollards should be fixed in concrete.
 - e. If any additional bollards are required to control access, these should be simple metal bollards, powder-coated black, with a red reflective strip at the top, installed with a 1500mm gap between them and fixed in concrete.

4. Formalise informal access points from Fernleys and Broomleys
 - a. Construct a 3m wide unsealed path between the end of Fernleys and Jersey Lane. Length approximately 5m. Follow surfacing specification in f-k.
 - b. Drop the kerb at the end of Fernleys.
 - c. Install an additional bollard adjacent to the existing bollard and of the same design, leaving a gap of 1.5m between the two bollards. Bollard to be fixed in concrete.
 - d. Construct a 3m wide unsealed path between the end of Broomleys and Jersey Lane. Length approximately 4m. Follow surfacing specification in f-k.
 - e. Formalise dropped kerb at the end of Broomleys.
 - f. Excavate area for new path to a depth of 100mm. All soft spots to be excavated back to firm ground with the purpose of achieving best surface drainage of the finished route, with hollows filled and compacted with base material to ensure even, firm base layer. Lay a non-woven geotextile, such as Terram 1500 or similar and approved. Any joins in geotextile to have a minimum of 300mm overlap.
 - g. Spread, grade and thoroughly compact a dense, tight, even base course, surface with constant fall, a layer of well graded Type 1 crushed concrete 50 mm to dust to a finished depth of not less than 100mm.
 - h. Spread, grade and thoroughly compact to a dense, tight, even surface, a layer of well graded crushed concrete 10mm to dust as surface dressing. Finished compacted depth to be not less than 45 mm. Edging to be lost in adjoining ground and base course to be completely covered. Surface should meet the level of adjoining surfaces.
 - i. Material must be completely free from deleterious materials (e.g. glass or metal) and any protruding objects should be removed.
 - j. Use any spoil to build up the shoulders of the path, backfill any hollows adjacent to the path and level the ground layer. All surplus spoil should be removed from the site.
 - k. All care must be taken to avoid damage to tree roots greater than 25mm in diameter, amending the route of the path if necessary. If unavoidable, roots to be cut as close to 90° to axis as possible with a sharp tool.
5. Improve/establish raised crossings
 - a. Adjust kerb height on both sides of Ardens Way crossing to provide smooth crossing for cyclists. To be fully specified and delivered by HCC Highways.
 - b. Replace missing cycle warning sign on Ardens Way (northbound) to existing post.
 - c. Sandringham Crescent raised crossing to be specified and delivered by HCC Highways.
 - d. Install cycle warning signs on Sandringham Crescent in both directions.
6. Install cycle route signage
 - a. Install cycle route signage on posts for rights of way signs at the locations detailed below.

- b. Signs to be simple blue signs with a cycle symbol. Total to be installed: 10.
 - c. House Lane, one sign pointing south.
 - d. Sandringham Crescent, south side, two signs pointing north and south.
 - e. Briar Road, north-east side, two signs pointing north and south. Remove duplicate RoW post on north-west side.
 - f. Ardens Way, west side, two signs pointing east and west.
 - g. Barnfield Road, west side, two signs pointing east and west.
 - h. Jersey Lane, north side, one sign pointing east.
7. Install new street signage
- a. Install new street signage at all footways leading to residential streets along Jersey Lane as detailed below. Design to follow that used at Damson Way (see photo in section 4.1). Total to be installed: 18.
 - b. Wendover Close, Belsize Close (2), Pitstone Close, Wilstone Drive (2), Portman Close, Berkley Close, Regent Close (2), Twyford Road, Harvest Court, Harness Way (2), The Leys, Westfield Court, Broomleys, Fernleys.
8. Design and install new orientation panels
- a. Design and produce three A1 orientation panels which provide information for visitors on the route of Jersey Lane along with its key features, and provide PDF version of the same.
 - b. Panels to be identical with the exception of the 'you are here' marker.
 - c. To include a computer-generated map of Jersey Lane showing the route and key features.
 - d. Text and photographs to be supplied by the client.
 - e. Provide two proof stages of full colour design in PDF format.
 - f. Supply three lectern frames in black powder-coated stainless steel, twin leg, incorporating a GRP or equivalent panel.
 - g. Deliver to CMS for installation by volunteers at House Lane, Sandringham Crescent and entrance to highway at Jersey Lane.
9. Clear encroaching trees and scrub
- a. Establish a universal minimum standard of maintenance along Jersey Lane by keeping a minimum of 4m height and 1m on either side of the surfaced path free from encroaching vegetation. This includes all access points to the route.

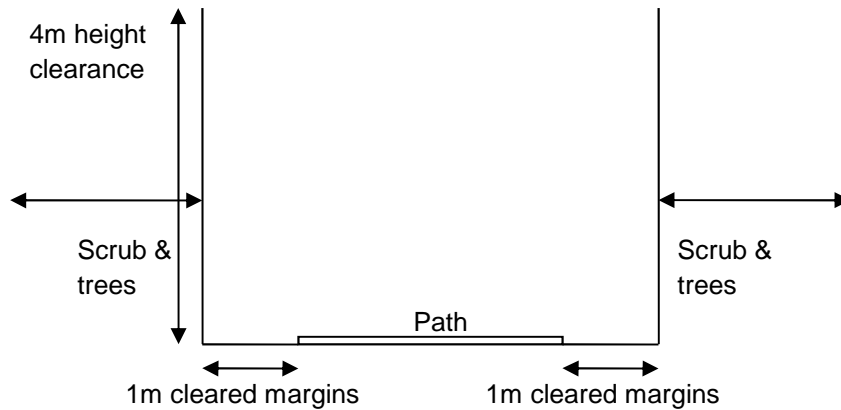


Diagram: Minimum standard of maintenance along the route.

- b. Clear encroaching vegetation around lamp columns and signs, establishing a minimum buffer of 1m around each structure.
 - c. Vegetation cleared should be cut back to the main stem or the ground wherever possible.
10. Woodland thinning and removal of overhanging branches
- a. Carry out light thinning (maximum 20%) in areas of heavy shade along the route, to create a more diverse woodland structure, give the remaining trees more space to develop and increase light levels to aid ground flora.
 - b. Trees to be marked individually for removal, targeting less healthy or less desirable species such as sycamore and ash and halo-thinning around oaks to aid their development.
 - c. Substantial overhanging branches are to be removed; these will also be marked individually.
 - d. All of the cut material to be removed from the site.
 - e. All tree work to be undertaken between October and February to avoid the bird nesting season.
 - f. When undertaking thinning, incorporate the additional items described in specification 12 (c-e).
11. Stag beetle habitat provision
- a. Where reactive tree works are required, felled material should be left as habitat piles.
 - b. If the tree to be felled is dead, a 1.2m stump should be retained as a monolith.
 - c. During proactive tree works, install collections of 3-4 upright logs, each set in a shallow hole approximately 60cm deep by 1.2m square.
 - d. The holes should be mulched with tree bark to create a damp microclimate at the base of the logs.
 - e. Set 1.8m logs vertically in the hole, with about 1.2m protruding above ground level.
12. Control invasive non-native species

- a. Clear laurel and snowberry and control regeneration.
- b. Laurel should be cut at ground level and the stumps treated with herbicide or dug out.
- c. Snowberry should also be cut at ground level and dug out wherever possible.
- d. All cut material should be removed from the site.
- e. Where laurel and snowberry have been cleared and sufficient space exists, plant native shrubs. Appropriate species to use include hawthorn, hazel, dogwood, dog rose and field maple.
- f. Protect new planting with spiral guards and bamboo canes.
- g. For at least two years following planting, the area around the saplings should be kept free of weeds to aid establishment.

13. Design and install shared use signage at all main entrances

- a. Design, produce and install nine shared use signs similar in content to those used on the Cole Green Way, shown in the image below.



- b. Sign to be titled 'Jersey Lane' and 'Shared use route' with symbols for pedestrian, cyclist and horse rider. Other text should include 'Please keep left' and 'Please keep dogs under control.'
- c. The sign should also carry the Hertfordshire County Council logo and follow HCC design guidelines.
- d. Provide a proof stage of design in PDF format.
- e. Each panel to be mounted to existing posts which currently carry 'no motor vehicle' signage at road crossings, i.e. one at House Lane, two at Sandringham Crescent, two at Ardens Way, two at Barnfield Road and one at Jersey Lane. Additional sign to be mounted to rights of way post at Briar Road.
- f. At Jersey Lane, a new post and 'no motor vehicle' sign are also required.

7.0 APPENDICES

Appendix 1: The Hertfordshire (Jersey Lane, Sandridge) (Prohibition of Driving) Order 1997

Appendix 2: Relevant Hertfordshire Historic Environment Record search results

Appendix 3: Jersey Lane contacts

Appendix 4: Oak processionary moth protocol

**APPENDIX 1: THE HERTFORDSHIRE (JERSEY LANE,
SANDRIDGE) (PROHIBITION OF DRIVING) ORDER
1997**

HERTFORDSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

Date of Order: 3 April 1998

Order No : 5366

THE HERTFORDSHIRE (JERSEY LANE, SANDRIDGE) (PROHIBITION OF DRIVING) ORDER 1997

The Hertfordshire County Council in exercise of their powers under Sections 1(1), 2(1) and (3) of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act of 1984") and by all other powers them enabling in that behalf, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the said Act of 1984 hereby make the following Order:-

1. This Order may be cited as "The Hertfordshire (Jersey Lane, Sandridge) (Prohibition of Driving) Order 1997", and shall come into operation on Tuesday 14 April 1998.
2. Save as provided in Article 3, no person shall cause or permit any motor vehicle to proceed along the lengths of Jersey Lane, Sandridge specified in the Schedule to this Order.
3. Nothing in Article 2 of this Order shall render it unlawful to cause or permit any motor vehicle to proceed in the lengths of Jersey Lane, Sandridge referred to in that Article, if the motor vehicle is being used :-
 - (a) for the purposes of agriculture in connection with land adjacent to those lengths of road or for the conveyance or haulage of timber felled upon that land;
 - (b) in an emergency for fire brigade, police or ambulance purposes;
 - (c) in the service of a local authority in pursuance of statutory powers or duties.
4. The provisions of the following Orders are hereby revoked:-
 - (i) The City and District of St Albans (Jersey Lane, Sandridge) Prohibition of Driving Order 1974, and
 - (ii) The Hertfordshire (Jersey Lane, Sandridge) Prohibition of Driving Order 1983.
5. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

SCHEDULE

Lengths of Jersey Lane, Sandridge subject to a prohibition of driving by motorised vehicles

- Jersey Lane
- (a) from its junction with the west side of Barnfield Road westwards for a distance of 263 metres.
 - (b) from its junction with the east side of Barnfield Road eastwards for a distance of 296 metres to its junction with the west side of Ardens Way.
 - (c) from its junction with the east side of Ardens Way eastwards and northwards for a distance of 1217 metres to its junction with the south side of Sandringham Crescent.
 - (d) from its junction with the north side of Sandringham Crescent northwards for a distance of 669 metres to its junction with the south side of House Lane.

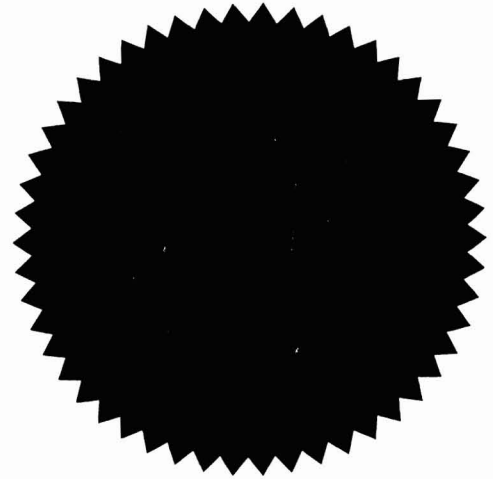
IN WITNESS whereof the Common Seal of the Hertfordshire County Council was hereunto affixed this 3 day of April 1998.

The Common Seal of the Hertfordshire County Council was hereunto affixed in the presence of:-

)
)
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)



County Secretary



APPENDIX 2: RELEVANT HERTFORDSHIRE HISTORIC ENVIRONMENT RECORD SEARCH RESULTS

HHER Number: 583
Type of record: Find Spot
Name: PALAEOOLITHIC HANDAXES, HOUSE LANE GRAVEL PIT, SANDRIDGE

Summary - not yet available

Grid Reference: TL 173 096
Map Sheet: TL10NE
Parish: Sandridge, St. Albans, Hertfordshire
Map: [Show location on Streetmap](#)

Monument Types

- FINDSPOT (Palaeolithic - 400000 BC to 8501 BC)

Associated Finds

- HANDAXE (Palaeolithic - 400000 BC to 8501 BC)

Full description

Two small rough, later Middle or Upper Acheulian flint handaxes. Found on the ground surface <1> at House Lane gravel pit, overlying the edge of glacial gravel <1, 2>. The NGR is for the pit shown on 6" map, north of Jersey Farm (although this is marked 'Old Chalk Pit' on <4> and is some way south of House Lane); now backfilled and built over. These are not certainly identified in the Ver Mus collections <3>.

Morris Gazetteer (Unpublished document). SHT7108.

<1> Oakley, K P, 1947, *Early man in Hertfordshire; Trans Herts Nat Hist Soc* 22/5, 247-56, - p252 (Article in serial). SHT6350.

<2> Wessex Archaeology, 1996, *The English Rivers Palaeolithic Project*, - p166, CV-1, no.5 (Bibliographic reference). SHT3352.

<3> *Verulamium Museum PRN, PRN 009, 020* (Index). SHT4663.

<4> *OS 25 inch map, 1st edition, 1879* (Cartographic material). SHT8116.

Sources and further reading

- Unpublished document: *Morris Gazetteer*.
- <1> Article in serial: Oakley, K P. 1947. *Early man in Hertfordshire; Trans Herts Nat Hist Soc* 22/5, 247-56. - p252.
- <2> Bibliographic reference: Wessex Archaeology. 1996. *The English Rivers Palaeolithic Project*. - p166, CV-1, no.5.
- <3> Index: *Verulamium Museum PRN, PRN 009, 020*.
- <4> Cartographic material: *OS 25 inch map, 1st edition, 1879*.

HER Number: 604
Type of record: Find Spot
Name: STONE TOOLS, 16 FERN LEYS, OFF SANDPIT LANE, ST ALBANS

Summary - not yet available

Grid Reference: TL 174 085
Map Sheet: TL10NE
Parish: Sandridge, St. Albans, Hertfordshire
Map: [Show location on Streetmap](#)

Monument Types

- FINDSPOT (Prehistoric - 8500 BC to 101 BC)

Associated Finds

- LITHIC IMPLEMENT (Undated)

Full description

80% of a tanged and barbed arrowhead, worked out of shape in antiquity, and half of a plano-convex flint knife, unabraded, were found in topsoil under clay spread in the garden by the builder, and found by the house occupant in 1963. The arrowhead went to Letchworth Museum <1>.

Thames Basin Archaeological Observers Group Newsletter, No.15 (March 1963), 8 (Serial). SHT2365.

Verulamium Museum PRN, PRN 100 (Index). SHT4663.

<1> *OS Records (Index). SHT8223.*

Sources and further reading

- Serial: Thames Basin Archaeological Observers Group Newsletter. No.15 (March 1963), 8.
- Index: Verulamium Museum PRN. PRN 100.
- <1> Index: OS Records.

HHER Number: 9759
Type of record: Monument
Name: ROMAN CREMATION BURIAL(S), JERSEY LANE,
SANDRIDGE

Summary - not yet available

Grid Reference: TL 171 085
Map Sheet: TL10NE
Parish: Sandridge, St. Albans, Hertfordshire
Map: [Show location on Streetmap](#)

Monument Types

- CREMATION (Roman - 50 AD to 409 AD)

Full description

A cremation in a fragmentary urn was found at a depth of 18.7cm in 1955, during building work north of Jersey Lane, by Mr S Douglas, the RDC Building Surveyor <1>. In 1980 he informed Chris Saunders of the Verulamium Museum that there appeared to be more than one burial <2>. Nothing was kept.

<1> The Viatores, 1964, *Roman roads in the south-east Midlands*, - p105 (Bibliographic reference). SHT10890.

<2> *Verulamium Museum PRN, PRN 242* (Index). SHT4663.

Sources and further reading

- <1> Bibliographic reference: The Viatores. 1964. Roman roads in the south-east Midlands. - p105.
<2> Index: Verulamium Museum PRN. PRN 242.

APPENDIX 3: JERSEY LANE CONTACTS

Hertfordshire County Council
Countryside and Rights of Way

T: 01992 588433
E: row@hertfordshire.gov.uk
W: www.hertfordshire.gov.uk/cms

Hertfordshire County Council
Highways

T: 0300 123 4047
W: www.hertfordshire.gov.uk/about-the-council/contact-us/contact-highways.aspx

Sandridge Parish Council

T: 01727 831871
E: clerk@sandridge-pc.gov.uk
W: www.sandridge-pc.gov.uk

Marshalswick North Residents'
Association

E: info@marshalswicknorth.org
W: <http://mnra.btck.co.uk/>

Jersey Farm Residents'
Association

E: jerseyfarm@hotmail.com
W: <https://directory.hertfordshire.gov.uk/Services/9625>

APPENDIX 4: OAK PROCESSIONARY MOTH PROTOCOL FOR JERSEY LANE

If oak processionary moth is suspected on site

If a potential oak processionary moth (OPM) sighting is identified on Jersey Lane, either through the course of regular inspections, maintenance activities or reported by a third party or member of the public, the following actions will be taken within the first 48 hours:

1. The exact location will be recorded and photographs of observable caterpillars, nests and webbing will be obtained and sent to the Forestry Commission (FC) for official identification.
2. Notices will be posted at prominent access points and close to the location of the sighting to alert people accessing the site to the possible presence of OPM.
Link: [../OPMPublicInformationPoster_06APR16_print.pdf](#)
3. Relevant partners will be informed to ensure that activities are conducted safely or cancelled where necessary.
4. Given the high risk of public contact at any location along Jersey Lane, additional precautions such as signage or temporary fencing will be considered to reduce the risk of public contact with OPM caterpillars and nests.

Once OPM is confirmed on site

If OPM is confirmed on site by the FC – either a) following submission of photos from a suspected sighting to the FC or b) through the FC issuing a statutory plant health notice following OPM identification as part of the FC's monitoring programme – then appropriate control measures will be determined within five working days of the FC's confirmed identification.

Initial OPM control measures

While this document outlines the intended process for OPM control this may be adjusted in line with additional instructions included in the statutory plant health notice issued by the FC.

The OPM infestation will be assessed using the following criteria:

- If the infestation is discovered in time to complete spraying before caterpillar development renders it resistant to the insecticide (late-May), then spraying represents the best control method to limit further advancement of the population.
- If the infestation is discovered after caterpillar development renders it resistant to the insecticide (late-May), then spraying in the current season does not represent a viable control to limit further advancement of the population. In this case nest removal should be conducted if a) the infestation is discovered prior to moth emergence (late-July to mid-August), or b) if nests are in close proximity to high risk areas.

Following assessment, if spraying in the current season or nest removal is appropriate then a suitably qualified and experienced arborist will be instructed to take appropriate action as soon as possible (typically within five working days). Arborists will be required to conduct insecticide spraying, nest removals and waste disposal in line with FC guidance as set out in chapters 6-7 of the OPM Manual.

Chapter 6: <https://www.forestresearch.gov.uk/tools-and-resources/pest-and-disease-resources/oak-processionary-moth-thaumetopoea-proceSSIONEA/opm-manual-6-chemical-control-larvae/>

Chapter 7: <https://www.forestresearch.gov.uk/tools-and-resources/pest-and-disease-resources/oak-processionary-moth-thaumetopoea-proceSSIONEA/opm-manual-7-manual-removal-nests-and-larvae/>

Subsequent OPM control measures

Based on current FC policy and practice, sites of OPM infestations within the 'control zone' (encompassing the entire county of Hertfordshire) are typically included in the FC's inspection and insecticide spraying programme for two seasons following the initial discovery. The FC informs landowners that are to be included in this programme by February of each year. The FC will be contacted (if no communication has been received) by late-February in the two seasons following the initial discovery to confirm whether the site is to be included in the programme. If the site is not included in the FC's programme then a suitably qualified and experienced arborist will be engaged to conduct insecticide spraying following caterpillar emergence.

Whether insecticide spraying is conducted by the FC or by an appointed arborist the contractors will be required to operate in accordance with FC guidance (outlined above).

Once insecticide spraying has occurred, a suitably qualified and experienced arborist can be instructed to carry out nest removal. This will be conducted only when nests are in close proximity to high risk areas.

Following two seasons of spraying the FC will be consulted to confirm whether OPM has been successfully eradicated from the site. If OPM is still present the FC will be consulted on appropriate future action.