

**JERSEY LANE GREENSPACE ACTION PLAN 2020-30
ENGAGEMENT RESPONSE DOCUMENT**

Below is a summary of the main themes of comments received from the two stages of engagement on the Jersey Lane Greenspace Action Plan 2020-30, carried out in July/August and November/December 2019.

Theme of comments	Response and outcome
<i>General support.</i> The majority of comments received were supportive of the aim and objectives of the plan.	NA
<i>Surfacing.</i> A wide spectrum of views on whether the surface is sufficiently wide and whether the standard of the surface needs to be improved, with general agreement that the tarmac section is in particular need of resurfacing. Accumulation of leaves and mud on the surface was identified as a reason some do not use it during the winter.	The tarmac section will be the priority for resurfacing, and will be surfaced to a width of at least 2.2m, which is less than would be ideal for a multi-user route, but all that is possible on Jersey Lane. Although there is no budget available to clear leaves and mud from the surface on an annual basis, the final GAP includes an additional action to remove accumulated mud every five years.
<i>Extent of highway mapping.</i> General disagreement with HCC's refusal to publish extent of highway information for Jersey Lane, which will make some of the objectives of the GAP difficult or impossible to achieve.	HCC are not prepared to release extent of highway data, even with appropriate caveats included, for the reasons given in the GAP. This is the standard position and is not specific to Jersey Lane. The plan acknowledges that this makes objective 2 difficult to achieve.
<i>Maintenance of vegetation.</i> Parts of Jersey Lane become very overgrown during the summer and require more than the standard two cuts delivered through the rights of way maintenance budget.	Sandridge Parish Council have offered to trial a third cut in priority areas during July, which will be undertaken by volunteers. If successful, this can continue in future years. Otherwise additional funding will need to be sought.
<i>Management of habitats along Jersey Lane.</i> Emphasis on replanting with native species where appropriate, for example where non-native shrubs like laurel and snowberry are cleared or if ash dieback results in ash trees being felled.	Reference to planting native species added.
<i>Road crossings.</i> General but not universal support for the improvement of the crossing at Sandringham Crescent to incorporate a raised crossing.	This action will improve safety for users of Jersey Lane, prioritising active travel as supported by LTP4. It is retained in the plan.
<i>Signage.</i> All proposals in the draft GAP supported.	NA
<i>Carriage drivers.</i> This small user group are legally entitled to use Jersey Lane but excluded by access structures and width in some places.	As Jersey Lane is poorly suited to carriage driving, there will be no proactive changes to access structures. However, where access structures require replacement, they will be replaced with Kent carriage gaps, which enable access by carriage drivers while continuing to exclude illegitimate users.
<i>Volunteering.</i> Several people expressed an interest in volunteering on Jersey Lane.	Volunteer activity on Jersey Lane will be largely coordinated through Sandridge Parish Council. Please get in touch with the parish council if you are interested.
<i>Drainage.</i> It is important that the drainage structures towards the northern end of Jersey Lane within St Albans are maintained.	Additional drainage structures added to plan for regular maintenance. A French drain and soakaway installed just west of Jersey Lane close to the Woodland Park was installed by St Albans City and District Council. Responsibility for maintenance of these structures is currently being investigated, and it is not included in the GAP.