



COLE GREEN WAY
MANAGEMENT AND MAINTENANCE PLAN
2023 – 2033



OVERVIEW

Management and Maintenance Plan

This plan will set out the maintenance required over the next ten years to secure the improvements achieved on the Cole Green Way in the previous Greenspace Action Plan (GAP) 2018-23, and any further actions which 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. Two stages of engagement on the previous management plan established core aims and objectives for the site, which are unchanged. A further stage of engagement on a draft version of this plan enabled stakeholders to comment on the proposed future management actions for the site.

Version Control

Version	Issue Date	Details	Author	Reviewed	Approved

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1.0 SUMMARY

1.1 Site Summary

Site name: Cole Green Way

Grid Reference: TL264118 to TL317119

Owners: Hertfordshire County Council (TL275109 to TL317119)
Birchall Gardens LLP (TL264118 to TL275109)

Managers: Hertfordshire County Council
Tarmac Limited

Size: 9.8ha along 4.4km owned by Hertfordshire County Council
Full route length 6.2km

Designations: Conservation Area
Metropolitan Green Belt
Local Wildlife Site

1.2 Vision Statement

To maintain the Cole Green Way as an attractive, functional, multi-user route which is well-used for active travel and recreation alike and rich in biodiversity and heritage.

This will be achieved through the following objectives:

- To maintain the Cole Green Way, as a core component of Hertfordshire's strategic non-motorised transport network.
- To increase use of the Cole Green Way for both active travel and recreation.
- To ensure financial sustainability of all management operations on site.
- To protect and enhance the natural environment and heritage of the Cole Green Way.
- To ensure that users of the Cole Green Way feel safe and welcome at all times.
- To develop and maintain an informed, involved and enthusiastic local community.

This Management and Maintenance Plan for the Cole Green Way sets out the management, maintenance and development framework for the site over ten years. It will focus on the section of the Cole Green Way between Hertford and the A414 which is owned by Hertfordshire County Council, and will also provide recommendations for the management of the remainder of the route.

The Management and Maintenance Plan is reviewed annually in conjunction with any relevant bodies, so that any outstanding tasks can be rescheduled as necessary.

2.0 SITE DESCRIPTION

2.1 Introduction

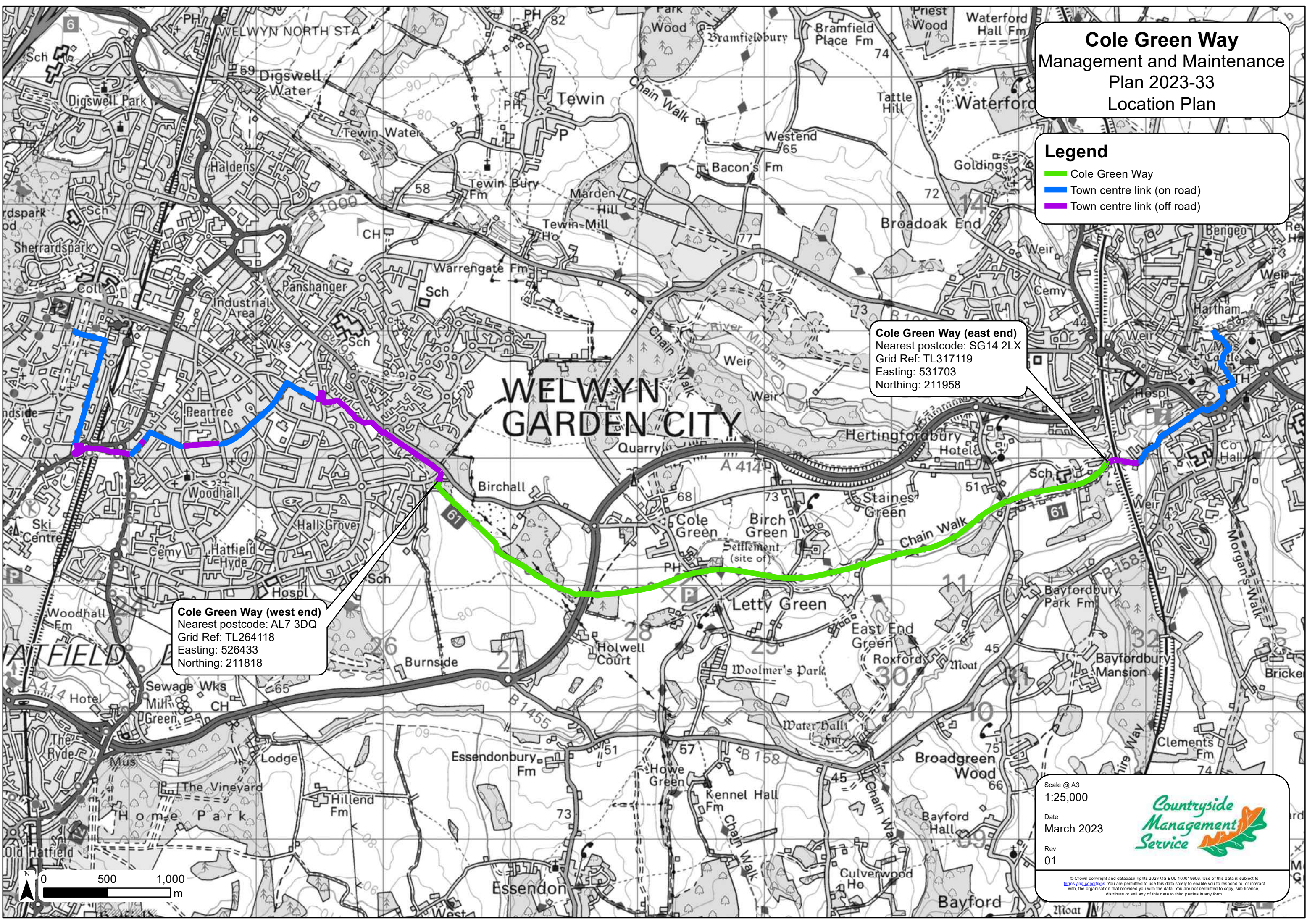
The Cole Green Way is a 6.2km non-motorised transport route following the former Hertford to Welwyn Garden City branch line. It provides a valuable traffic-free connection between Hertford and Welwyn Garden City for cyclists, horse riders and pedestrians, both for active travel and for recreational use. It connects at both ends to links to the respective town centres, and to a further traffic-free route between Hertford and Ware.

Cole Green Way
 Management and Maintenance
 Plan 2023-33
 Location Plan

- Legend**
- Cole Green Way
 - Town centre link (on road)
 - Town centre link (off road)

Cole Green Way (east end)
 Nearest postcode: SG14 2LX
 Grid Ref: TL317119
 Easting: 531703
 Northing: 211958

Cole Green Way (west end)
 Nearest postcode: AL7 3DQ
 Grid Ref: TL264118
 Easting: 526433
 Northing: 211818



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Legend

- Site boundary
- Entrance furniture
- Entrance sign
- Interpretation board
- Seat
- Waymarking sign
- Cole Green Way
- Town centre link (on road)
- Town centre link (off road)
- Byway Open to All Traffic
- Restricted Byway
- Bridleway
- Footpath

Access

Point of interest

Cole Green Way Management and Maintenance Plan 2023-33 Site Description

Cole Green station wood and pond

Panshanger Park

Asphalt surface (E end)

Hertingfordbury Park Bridge (disused) over Cole Green Way

National Cycle Network Route 61 to Welwyn Garden City

Staines Green road crossing

Sign and steps to Maitland Wood

Welwyn Garden City Bridleway 069

Site of Cole Green station

Birch Green Bridge

Asphalt surface (W end)

Asphalt surface (W end)

Track to SE (not a right of way)

Cowper Arms pub

Ramped access from Station Road

St Mary's Lane to Hertingfordbury and The Old Coach Road

Hertingfordbury Bridleway 027 to The Old Coach Road

Letty Green Bridge (over Station Road)

Leahoe Viaduct

Track to W (not a right of way)

A414

Hertingfordbury Footpath 014

Labby Green

St Mary's Lane Bridge

Steps from Hertford Byway 056

Ramped access from St Mary's Lane; small parking area

Track to recycling centre

Hertingfordbury Footpath 028

Cole Green Household Waste Recycling Centre

Underpass beneath A414

Car park

Asphalt surface (E end)

Ramped and stepped access from Birch Green

Hertingfordbury Footpath 007

Hertingfordbury Footpath 004

Hertingfordbury Footpath 009

Site of Hertingfordbury station

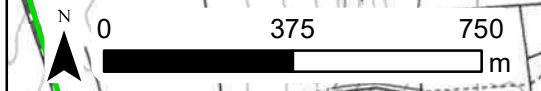
Steps from Hertford Byway 056

Ramped access from St Mary's Lane; small parking area










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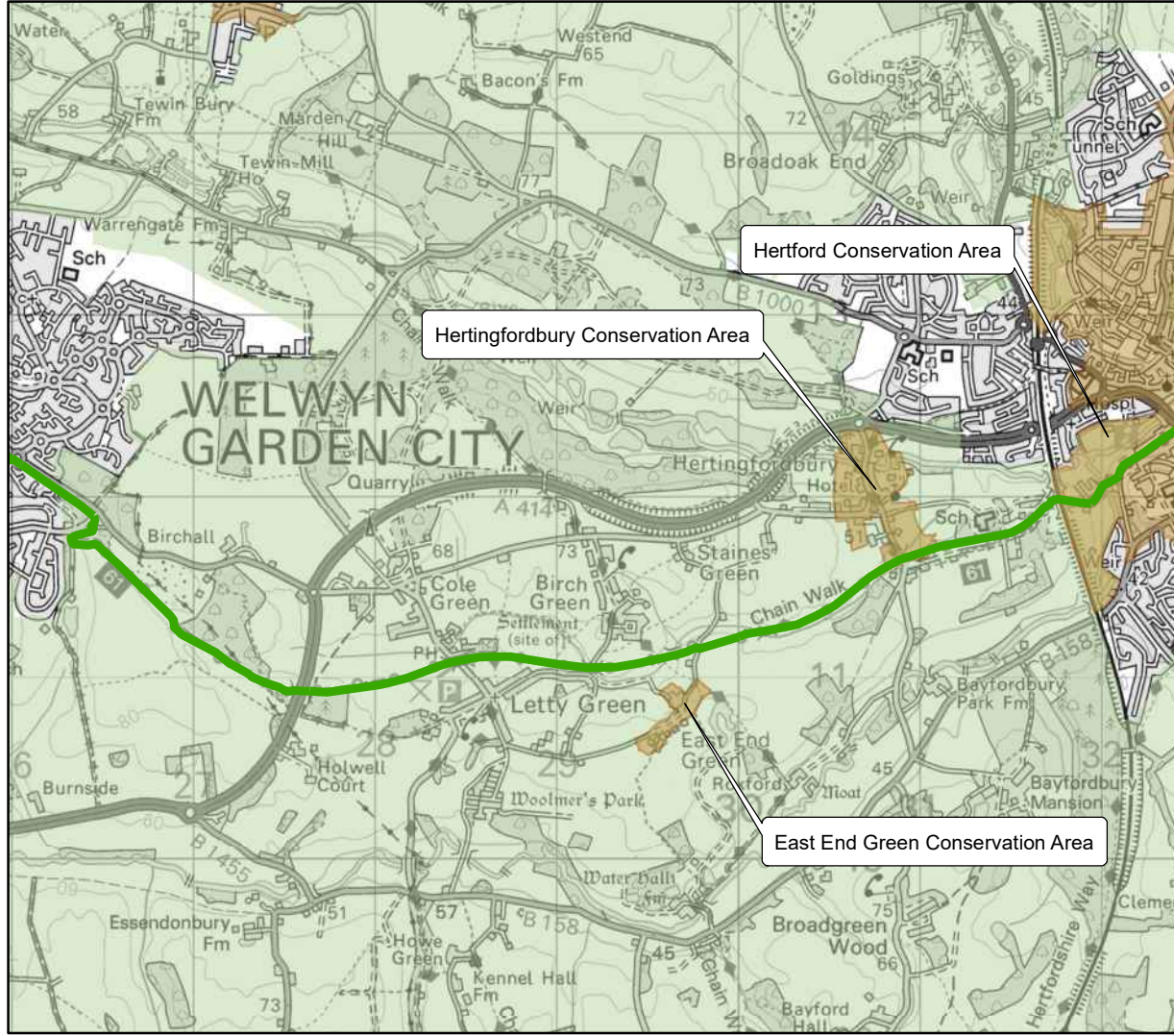
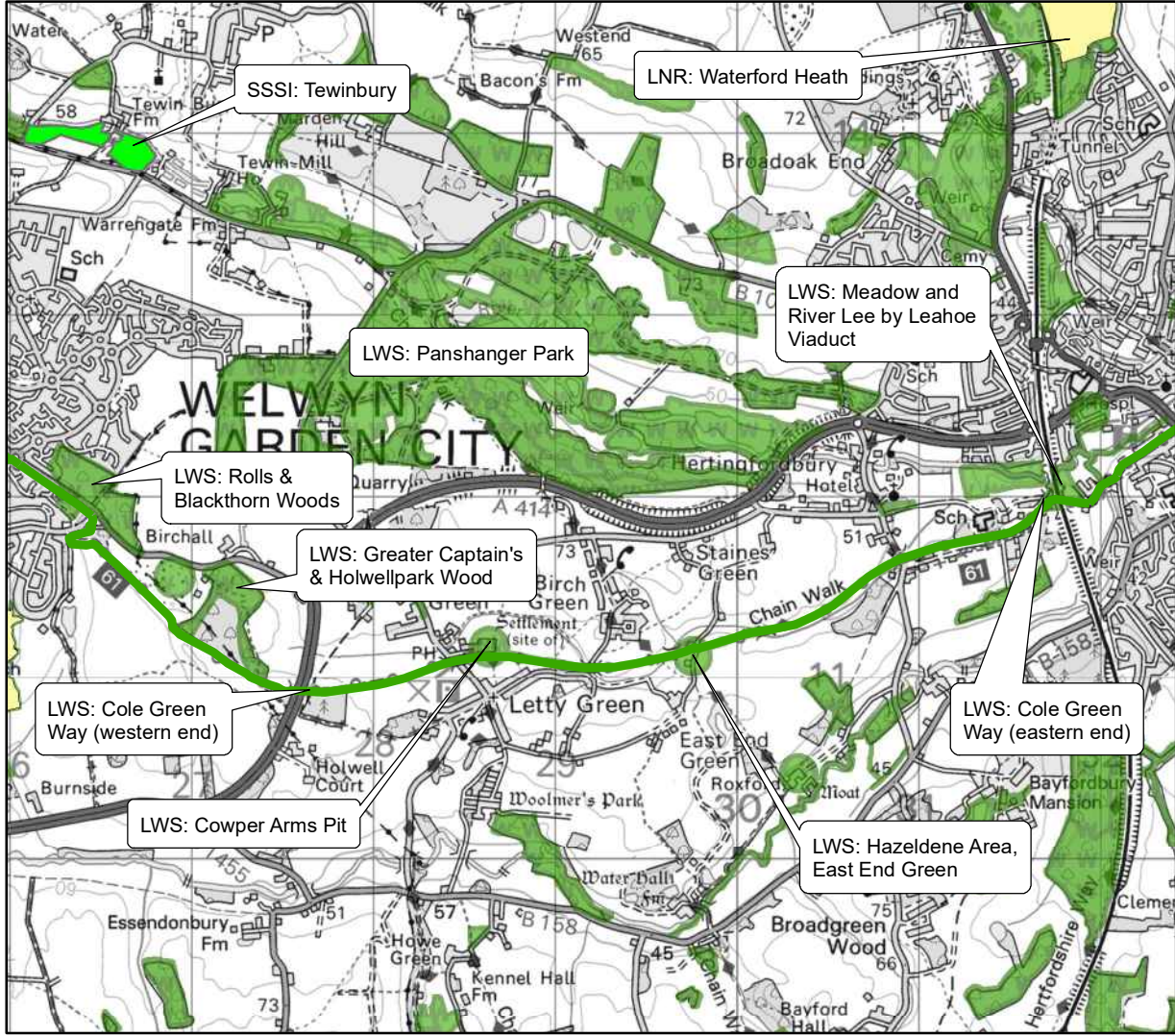
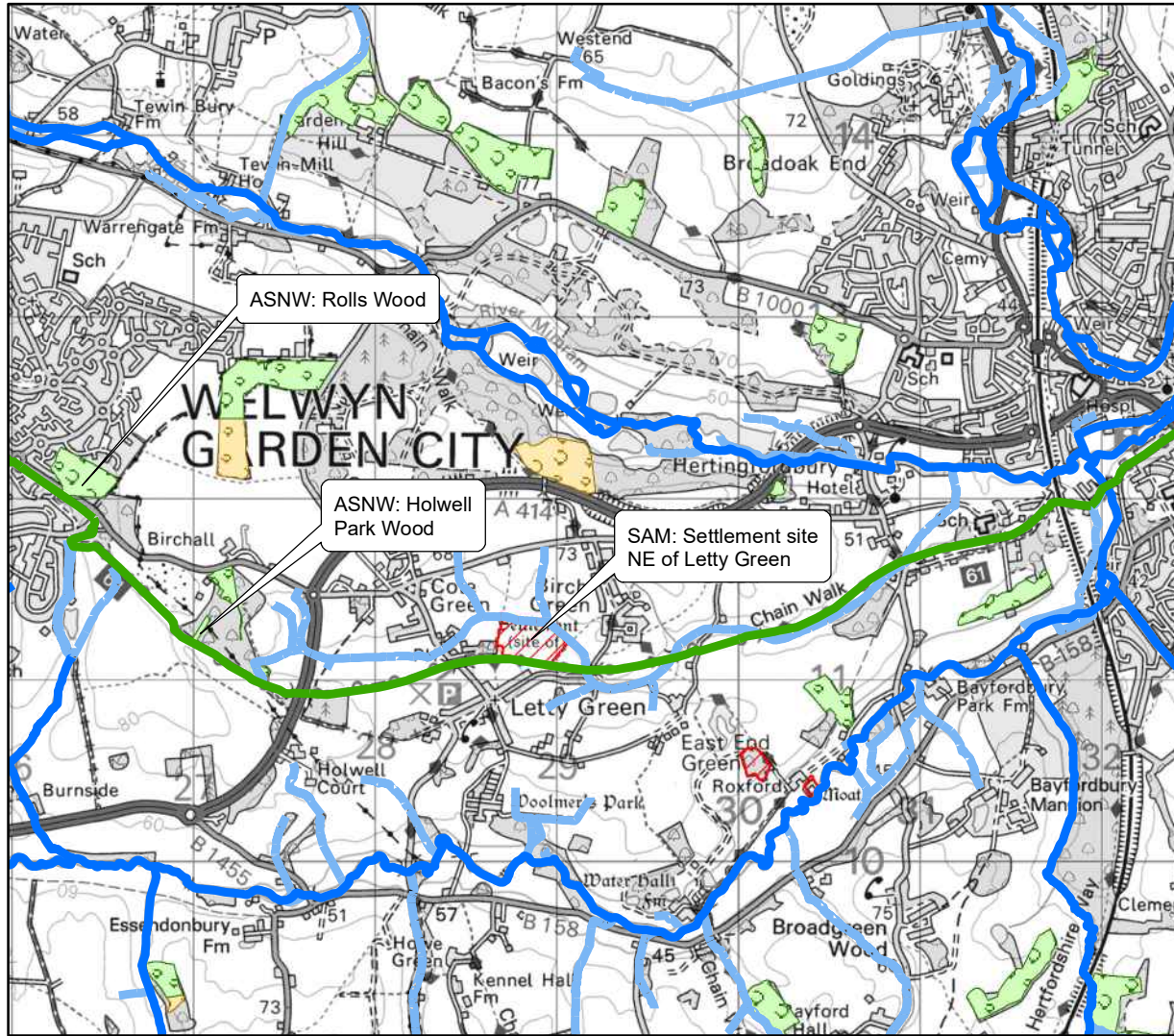
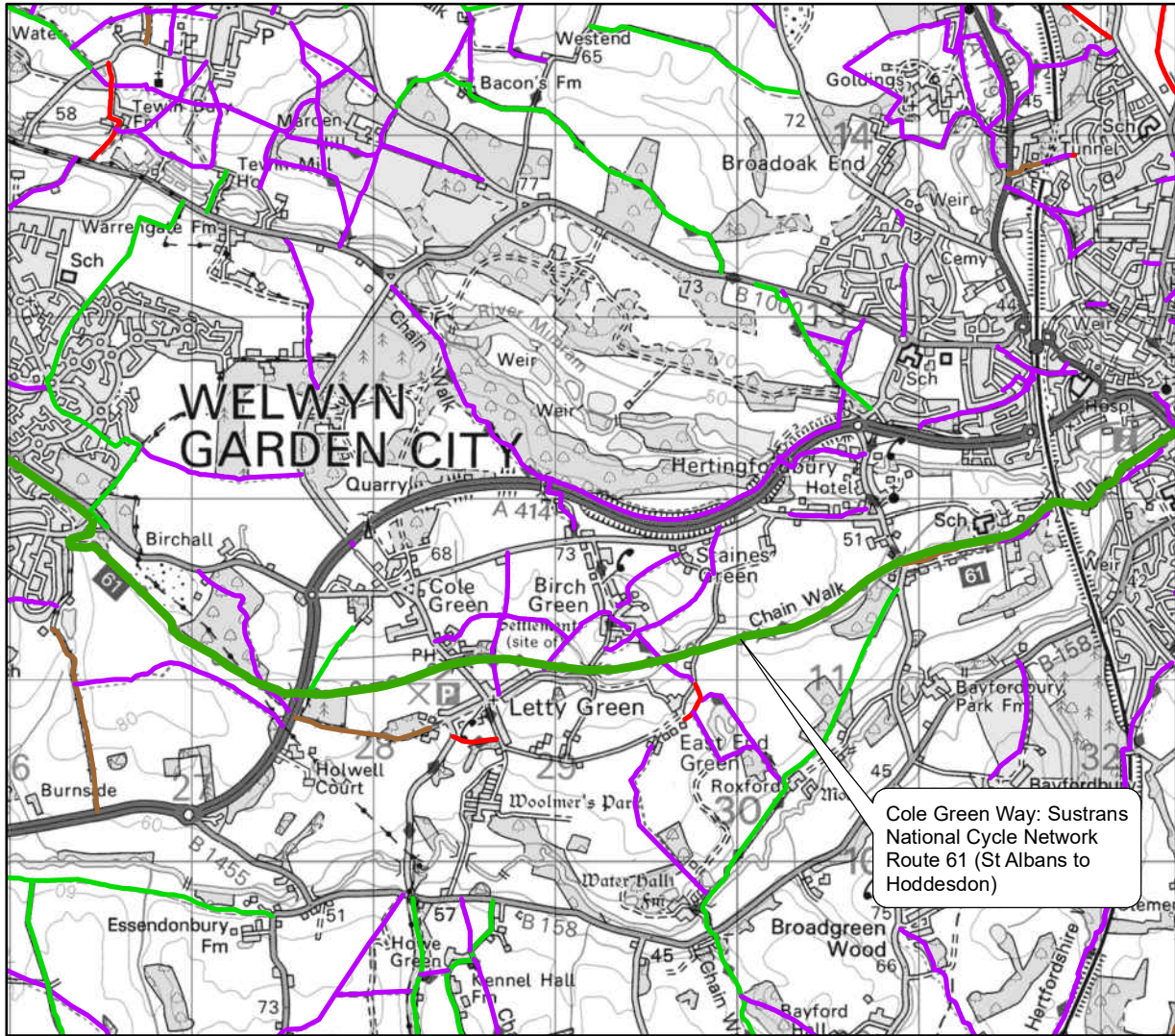


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Cole Green Way Management and Maintenance Plan 2023-33 Constraints Plan

- ### Legend
-  Sustrans National Route
 -  Byway Open to All Traffic
 -  Restricted Byway
 -  Bridleway
 -  Footpath
 -  Main River
 -  Ordinary watercourses
 -  Scheduled Monument
 -  Ancient & Semi-Natural Woodland (ASNW)
 -  Plantations on Ancient Woodland Sites (PAWS)
 -  LNR
 -  SSSI
 -  Wildlife Site
 -  Green Belt
 -  Conservation Areas



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2.2 Strategic context

2.2.1 Active travel

The Cole Green Way should be viewed not as an isolated route but as part of a developing and increasingly important network of strategic non-motorised public transport options.

Our [Local Transport Plan 2018-31](#) (LTP4) places a high emphasis on active travel and is therefore strongly supportive of work to improve the Cole Green Way and access to it. One of its four guiding principles 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 the Cole Green Way as a route for active travel is supported by two policies and two transport proposals in LTP4:

- **Policy 1: Transport User Hierarchy** which considers the needs of pedestrians and cyclists before those of any other transport user group.
- **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.
- **Cycle Infrastructure Improvement Towns** – Welwyn Garden City and Hertford are both identified as towns likely to have the most heavily used cycle routes in the future.
- **Sustainable Travel Towns** – Welwyn Garden City and Hertford are both identified as targets for a comprehensive package of schemes and initiatives designed to achieve a significant modal shift to non-car modes.

Pressure on the A414 corridor is already high, with frequent congestion through Hertford at rush hours. Journey to work data taken from the 2011 census is shown in Table 1 and shows that over 90% of usual work journeys between the towns are taken by car.

Table 1: journey to work trips between Hertford / Ware and Welwyn Garden City

Origin	Destination	Total JTW trips	% bus	% car	% other*
Hertford	WGC	866	4%	92%	4%
Ware	WGC	364	4%	91%	5%
WGC	Hertford	494	3%	91%	6%

*Includes cycle, taxi and other modes. Source: Tables 19 and 20 [TN07 Pattern of Travel Combined 2015-09-30](#)

Mobile phone data from Telefonica was collected as part of the development of the Countywide Transport Model (COMET). This data covers all trip purposes, not just journeys to work, and all time periods. It is shown in Table 2.

Table 2: total trips between Hertford and Welwyn Garden City

	AM peak	PM peak
Hertford to WGC (Westbound)	1381	783
WGC to Hertford (Eastbound)	880	1227

Source: Figure 26 and 27 [TN07 Pattern of Travel Combined 2015-09-30](#)

The Hertfordshire COMET model was published in 2015 and has been used to present estimates of future travel conditions between Welwyn Garden City and Hertford. The forecast year is 2031 and the model assumes that proposed developments within the Local Plans will be built, including several large sites in the vicinity of the Cole Green Way. The increase in the number of trips from 2014 to 2031 between the two towns in the peak hour is estimated to be between 10 and 12%. Applying this to the figures in Table 2 would result in approximately 250 additional two-way vehicle trips in the AM peak hour and over 200 additional two way vehicle trips in the PM peak hour.

The model predicts increases between 7% and 11% in journey time by car (Tables 3 and 4). Cycle journey times remain longer but are comparable to bus journey times and are more consistent as unaffected by congestion. In the context of an increasing number of trips and rising journey time, any means of reducing vehicle traffic is valuable, and enabling and promoting active and sustainable travel between the two towns becomes increasingly important.

Table 3: predicted increase in journey times between Hertford & Welwyn Garden City (2014-31)

	AM peak hour (mins)		PM peak hour (mins)	
Mode of travel	Predicted increase	Predicted journey time*	Predicted increase	Predicted journey time*
Car	11.4% (via A414)	16	7.1% (via A414)	15
Bus	4.8% (via B1000)	30	2.9% (via B1000)	30
Cycle	0%	39	0%	39

*Predicted increase applied to existing journey time

Table 4 – predicted increase in journey times between Welwyn Garden City & Hertford (2014-31)

	AM peak hour (mins)		PM peak hour (mins)	
Mode of travel	Predicted increase	Predicted journey time*	Predicted increase	Predicted journey time*
Car	7.2% (via A414)	15	6.5% (via A414)	16
Bus	5.5% (via B1000)	31	2.5% (via B1000)	27
Cycle	0%	33	0%	33

*Predicted increase applied to existing journey time

The 2011 census data and modelling based on it predates the coronavirus pandemic, and there is significant potential for working and travel patterns to have changed as a result. Future analysis of travel to work data from the 2021 census will provide more information on trends compared with 2011.

The Welwyn Hatfield Local Cycling and Walking Infrastructure Plan (LCWIP) agreed in March 2023 identifies necessary cycling and walking improvements at a local level, including to the National Cycle Network route from the Cole Green Way into Welwyn Garden City. An LCWIP for East Hertfordshire is currently in development.

2.2.2 Transport and health

Growth in active travel and recreation will increase levels of physical activity, with the potential to improve health, promote mental wellbeing, improve quality of life and help promote independence. Our [Public Health Strategy 2022 – 2027](#) highlights the importance of healthy places, including the health benefits that can be obtained by walking and cycling more, on better designed, safer routes, and taking fewer car journeys.

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, 2014](#)). Any modal shift from car to active travel will provide additional health and environmental benefits by reducing air pollution.

Increased use of the Cole Green Way offers potential to improve air quality. Gascoyne Way in Hertford is one of 30 Air Quality Management Areas in Hertfordshire, where national standards of air quality are not being met in relation to nitrogen dioxide.

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).

2.2.4 Development proposals

The Cole Green Way will be a critical piece of strategic green infrastructure for developments proposed in the [East Herts District Plan 2011 – 2033](#), adopted in 2018, and the emerging [Welwyn Hatfield Local Plan](#), which will shape the future of development in the borough until 2032. The most significant potential development is Birchall Garden Suburb, which would have over 2500 homes both to the north and the south of the Cole Green Way. An outline planning application for Birchall Garden Suburb was submitted in East Hertfordshire and Welwyn Hatfield in July 2022.

2.3 Geography, Landscape and Designations

The entirety of the Cole Green Way lies within the Green Belt. It passes through the Hertingfordbury Conservation Area and reaches the edge of the Hertford Conservation Area. The HCC-owned section of the route is a Local Wildlife Site (58/006) and the route passes a number of additional Local Wildlife Sites, shown on the constraints maps in 2.3:

- Rolls and Blackthorn Woods (58/020 – ancient woodland)
- Greater Captain's and Howellpark Wood (58/015 – ancient woodland)
- Cowper Arms Pit (58/011 – protected species)
- Hazeldene Area, East Green (58/033 – protected species)
- Meadow and River Lee by Leahoe Viaduct North-west (59/011 – grassland)

The route lies largely within the [Cole Green and Hertingfordbury Settled Farmland Landscape Character Area](#) (LCA), reaching the [Welwyn Fringes LCA](#) in the west. This is a mainly pastoral area of small, long-established hamlets, notably Cole Green, Letty Green, Birch Green and Hertingfordbury. The urban influence of the larger towns of Welwyn Garden City and Hertford is only apparent at the western and eastern fringes of this area. Despite the presence of the A414 to the north, most of the area feels remote and tranquil.

As a wooded green corridor, the Cole Green Way is a significant feature traversing the landscape. Between Hertingfordbury and Letty Green it follows the valley of a tributary of the river Mimram, and it passes through cuttings and along embankments throughout the HCC-owned section. This provides sections with the potential for open views and sections which are naturally more enclosed.

The section managed by Tarmac Ltd is much more open, passing across a recently disturbed landscape. While the Cole Green Way does follow the route of the former railway line, there is no remaining evidence of that line in the landscape.

2.4 History and Archaeology

The Cole Green Way follows the route of the Hertford North to Welwyn Garden City branch of the Great Northern Railway. This opened in 1858, operated passenger traffic until 1951 and closed to all railway traffic in 1962.

There are several historic features along the route. Primary among these is the former Cole Green station, which is owned by HCC. Cole Green station opened on 1st March 1858 and at its peak had two platforms, both containing timber waiting rooms with wide canopies, and a two-storey brick station building incorporating the booking office and stationmaster's house. As a passenger station it served the villages of Cole Green and Letty Green, while also containing a goods yard, coal yard, and cattle dock and pens. The station was busy enough to support an adjacent pub called the Railway Tavern which survives today as the Cowper Arms. Following closure of the branch line in 1962, the station gradually fell into disrepair with the surrounding land taken over by scrub and secondary woodland. A detailed history of this station, and of the Hertford North to Welwyn Garden City line, can be found [here](#).

Despite the passage of time, the station is still readily identifiable as such. Both platforms have survived, with some original cast iron railings at the rear of each. Part of the northern platform and the former station forecourt are used as a car park, and the goods yard is used as a picnic area. The southern platform is now heavily overgrown with some brickwork from the platform buildings remaining.

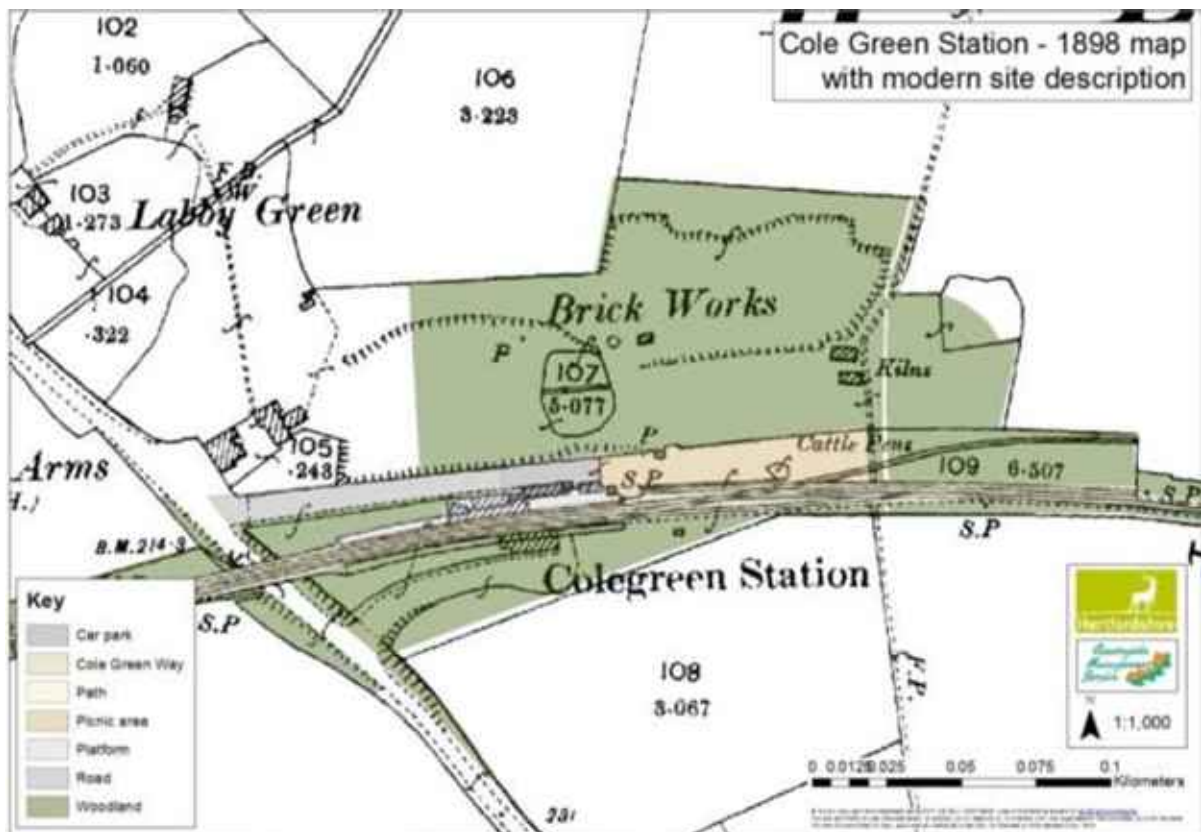


Figure 1. Map of Cole Green station from 1898 overlaid with modern site description.

At Hertingfordbury Station, the single platform and station building survive. The station building has been heavily modified, and both this and the platform are now in private ownership.

Former railway bridges carry the route over roads at St Marys Lane (Hertingfordbury Station Railway Bridge), Birch Green (Birch Green Railway Bridge) and Station Road (Letty Green Bridge). A former bridge at Staines Green has been filled in, and this is the only point at which the Cole Green Way now crosses a road. The only historic bridge which crosses the Cole Green Way is Hertingfordbury Park Bridge, close to St. Joseph's in the Park School, which is disused but still a prominent feature on the route.



Figure 2. Hertingfordbury Park Bridge and Cole Green station platform.

In addition to the railway heritage of the route, it lies adjacent to a Scheduled Ancient Monument: Settlement Site NE of Letty Green.

2.5 Habitats and Wildlife

2.5.1 Habitats

The banks adjoining the old railway line have been naturally colonised by secondary woodland and scrub since the closure of the railway and the cessation of regular, large scale vegetation clearance. This now provides an important continuous linear wildlife corridor. Tree and scrub species along the banks include oak, ash, sycamore, hawthorn, blackthorn and field maple. There is some evidence of old hedgerows which have now developed into mature scrub, for example close to the eastern end. Ash is particularly prominent towards the eastern end, and this area is affected by ash dieback.

In many places, the semi-mature woodland on the embankments and cuttings prevents light from reaching the floor, and results in a poor, shade tolerant ground flora.

Narrow strips of grasses and wildflowers border the central track where sufficient light reaches the ground. In a few places there are larger, more open areas of diverse grassland with species such as cowslip, common bird's-foot-trefoil, common knapweed and field scabious. The Cole Green Way from Hertford to the A414 is a Local Wildlife Site because of this grassland habitat.



Figure 3. Wooded and more open sections of the Cole Green Way, close to the Hertford end and close to the A414.

At Cole Green station the land managed by the Council includes a small woodland. This includes a combination of planted broadleaves, Scots pine and larch, and some secondary semi-natural broadleaved woodland, and trees are a variety of ages from young to mature. The woodland has not been recently thinned, although there is evidence of previous ivy control.

2.5.2 Species

A HERC data search shows that several protected species have been recorded close to the Cole Green Way. However, few records are directly associated with the site. Great crested newt has been recorded from three 1km squares crossed by the Cole Green Way around Cole Green station and may occur in the pond within Cole Green station wood. Reptiles include slow worm, adder and grass snake.

Badgers have been recorded in numerous locations along the route and there may be setts in the embankments or cuttings, although a survey undertaken along parts of the route in 2020 found no active setts. Bats will also use the Cole Green Way as a corridor to feed along, and mature trees have the potential to hold roosting bats. A variety of common birds can be expected to nest in trees and scrub along the route.

The invertebrate fauna is also diverse and includes a variety of common butterflies and a colony of glow worms, which can be found close to Cole Green station.

2.6 Access, Facilities and Infrastructure

2.6.1 Access, circulation and entrances

The Cole Green Way is not a designated Public Right of Way, but access is permitted for walkers, cyclists and horse riders. It forms part of Sustrans National Cycle Network Route 61 between St Albans and Hoddesdon, providing an off-road link between Welwyn Garden City and Hertford. At the Welwyn end it connects directly to the road network via Cole Green Lane, and at the Hertford end there is a further short off-road section along Hertford Footpath 055 then Hertford Byway 054 before the route reaches the road at West Street.

It is accessible from all the roads and rights of way which cross or meet the route:

- Cole Green Lane
- Hertingfordbury Footpath 014 towards Birchall Lane and A414
- Hertingfordbury Footpath 028 towards A414
- Hertingfordbury Bridleway 027 towards The Old Coach Road
- Station Road (Cole Green station)
- Hertingfordbury Footpath 009 towards The Old Coach Road and Chapel Lane
- Hertingfordbury Footpath 007 towards Birch Green and Chapel Lane
- Birch Green
- Hertingfordbury Footpath 004 towards Birch Green and Staines Green
- Staines Green
- St Mary's Lane
- Hertford Byway 056 towards St Mary's Lane and West Street
- Hertford Footpath 055 towards St Mary's Lane and West Street

The Cole Green Way passes over old railway bridges at three of its four road crossings. At Staines Green, the bridge has been lost and the route crosses the road, which is very quiet and does not pose a significant danger to users of the Cole Green Way.

2.6.2 Car parks and vehicular access

There are two car parks, a main car park at the back of the platform for the former Cole Green station and a smaller car park at the entrance from St Mary's Lane. No motor vehicles are allowed on the Cole Green Way apart from contractors authorised by the landowners. The main access for authorised vehicles to the HCC-owned section of the Cole Green Way is at Cole Green station, and the route can also be accessed by vehicles from Hertford Byway 056, St Mary's Lane, Staines Green and Hertingfordbury Bridleway 027.

2.6.3 Path surface

The HCC-owned section of the route between St Mary's Lane and the A414 has an unbound aggregate surface, which was resurfaced between 2019 and 2021. Between St Mary's Lane and Hertford viaduct, the route was resurfaced with asphalt in 2021.

At the western end of HCC ownership, the route passes through an underpass under the A414, which can flood in the winter. This and the section west of the A414 are surfaced with asphalt. The surface west of the A414 in the management of Tarmac Ltd. is now the oldest surfacing on the route and has some tree root damage in the surface.

2.6.4 Destinations accessible from the Cole Green Way

The primary destinations of the Cole Green Way are Welwyn Garden City and Hertford, towns with populations of 48,000 and 26,000 respectively (2011 census) and major employers such as Tesco and Hertfordshire County Council. The neighbouring settlements of Hatfield (39,000) and Ware (19,000) can also be accessed by a combination of on- and off-road routes. The nearest railway stations are Welwyn Garden City (two miles), Hertford East (one mile) and Hertford North (one and a half miles).

The route also provides access to all the villages between Welwyn Garden City and Hertford, including Cole Green, Letty Green, Birch Green and Hertingfordbury. The old Cole Green station, with a picnic area, a small woodland and the Cowper Arms nearby, provides an interesting stopping point.

A significant recreational destination in the area is Panshanger Park. Two public footpaths cross the A414, providing the potential for circular walks incorporating the Cole Green Way and the network of permissive routes which cross the park, but

there is no bridleway connection between the Cole Green Way and Panshanger Park. Woodland walks closer to the Cole Green Way are possible at Maitland Wood, Greater Captain’s Wood and Rolls & Blackthorn Woods. Hertford Town Football Club is based at the eastern end of the route.

There are several new developments planned in both Welwyn Garden City and Hertford. The most significant of these in terms of size and impact on the Cole Green Way is the development referred to as Birchall Garden Suburb, which would create over 2500 new homes on either side of the section of the Cole Green Way managed by Tarmac Ltd.

2.6.5 Usage data

A cycle counter was installed in 2018 close to the Cole Green Lane entrance to the route. Although this monitoring method is restricted to one user group and therefore has obvious limitations, it is a low-cost way to gain information on user numbers and will help understand the impact of improvements to the Cole Green Way over time. Data is summarised below – the main changes in user numbers seen since 2018 were during Covid-19 lockdowns in 2020. Continuing barriers to increased use include the need for safe access to the Cole Green Way via local roads and the darkness of the route at commuting times in the winter.

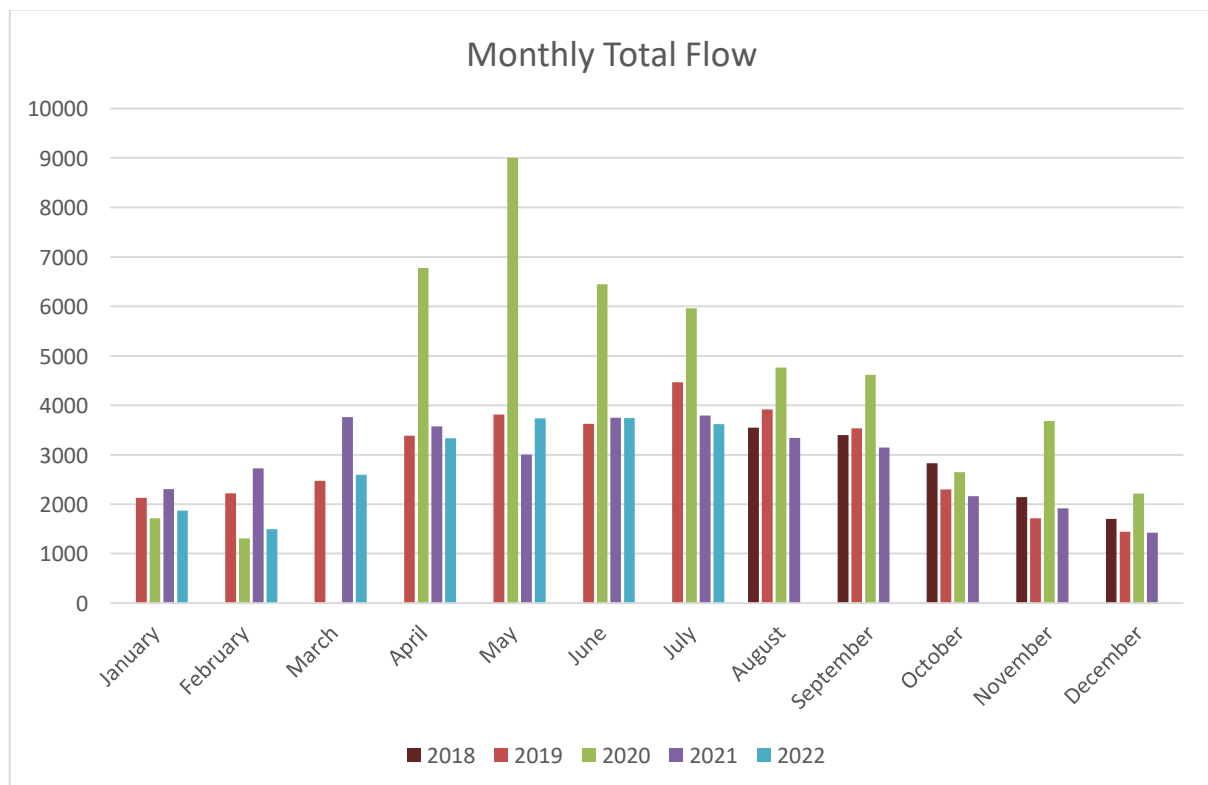
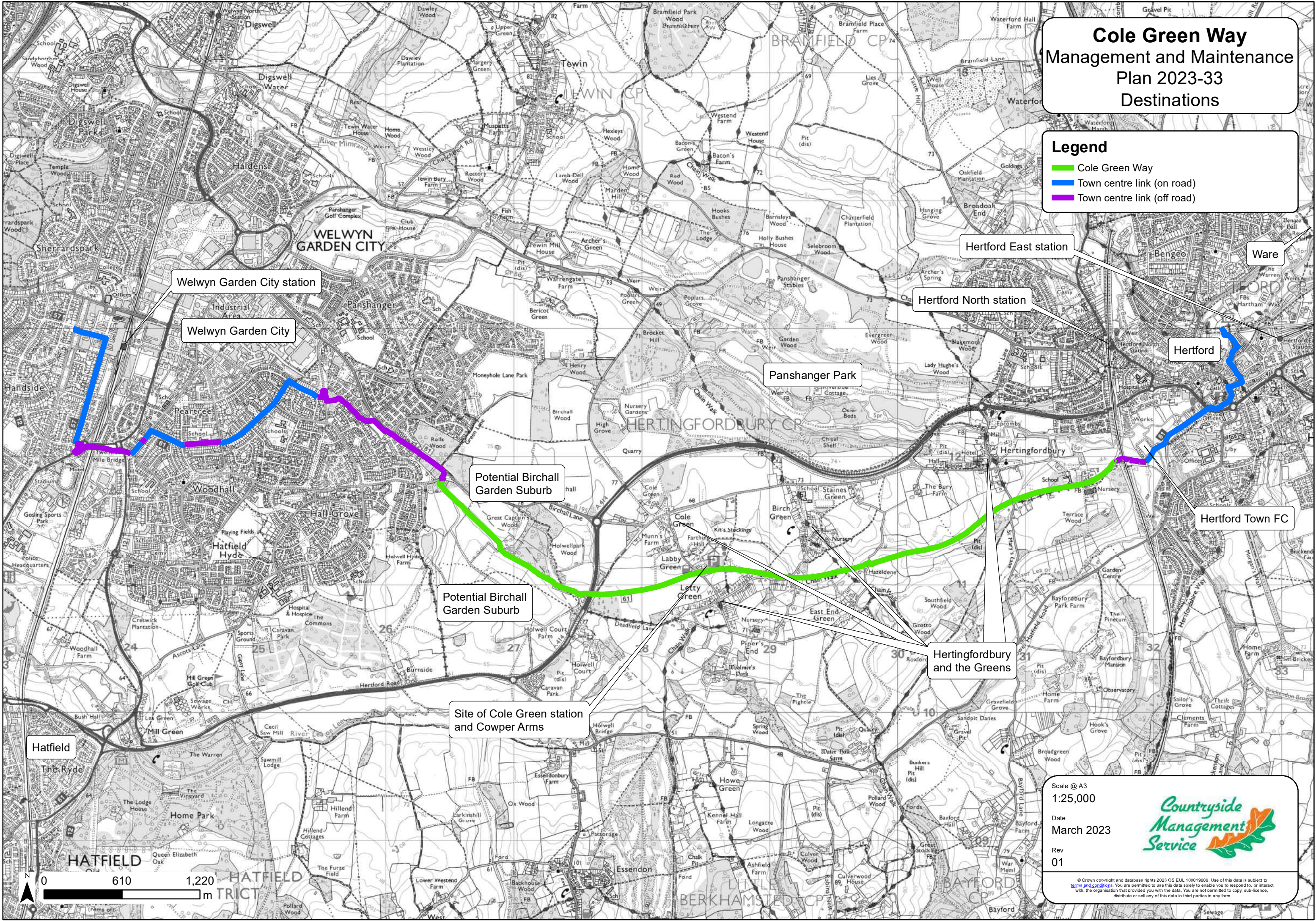


Figure 4. Monthly total flow of cyclists in both directions at Cole Green Lane entrance, Aug 2018-Jul 2022.

Cole Green Way Management and Maintenance Plan 2023-33 Destinations

Legend

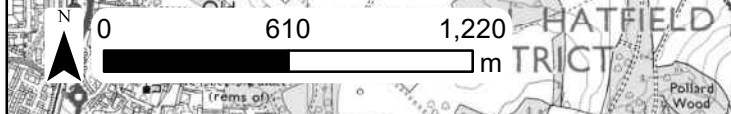
- Cole Green Way
- Town centre link (on road)
- Town centre link (off road)



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2.6.6 Furniture

There are seven benches or seats along the route. Around Cole Green station there are also four platform benches modelled on benches used when the station was active, two benches overlooking a pond on the edge of the wood, two carved seats and four picnic tables. There is a height barrier at the entrance to Cole Green station from Station Road, and a vehicle gate providing access to the picnic area and the Cole Green Way. There are removable bollards at the Hertford end of the route, just west of the viaduct.

Ramps provide access to the Cole Green Way at each of the road crossing points. At St Mary's Lane this is suitable for vehicle access, with removable bollards at the bottom of the ramp. At most access points from rights of way there is either no access furniture or disused access furniture. The exceptions are steps which are used to access Hertford Byway 056 and Hertingfordbury Footpath 004.

2.6.7 Signage, interpretation and leaflets

There are various fingerposts along the route – blue cycle route signs for the National Cycle Network and connecting routes, Rights of Way signs and some additional routed wooden signage. National Cycle Network route 61 is also signed in places with small blue markers on fence posts.



Figure 5. Branded National Cycle Network signage example.

Entrance signage, orientation and interpretation panels are all based on a brand for the route which echoes historic railway signage. There are large metal entrance signs at the main entrances as well as platform signage at Cole Green station. Shared use signage has also been installed at entrance points. There are map-based orientation panels at significant points along the route, and three historic interpretation panels at Cole Green station which are placed in the positions from which historic photos were taken, to help visitors understand how the site has changed.

A [Cole Green Way leaflet](#) details the route alongside the connecting Hertford to Ware towpath, its history and things to see and do along the route. The Cole Green Way is also included on the [Hertfordshire Cycling Map for Recreation and Commuting](#).

2.6.8 Structures

There are six structures along the HCC-owned section of the Cole Green Way:

- A414 underpass – carries the Cole Green Way, owned by HCC, maintained by HCC Highways.
- Letty Green Bridge – carries the Cole Green Way, owned by HCC, maintained by HCC Highways.
- Birch Green Bridge – carries the Cole Green Way, owned by HCC, maintained by HCC Highways.
- St Mary’s Lane Bridge – carries the Cole Green Way, owned by HCC, maintained by HCC Highways.
- Hertingfordbury Park Bridge – disused, owned by HCC, maintained by HCC Rural Estates.
- Hertford Viaduct – carries the mainline railway, owned and maintained by Network Rail.

2.7 Community, management and events

The Cole Green Way has two landowners. The 4.4km section between the railway viaduct close to Hertford Town Football Club and the A414 is owned and managed by HCC as part of its Rural Estate and has been used for active travel and recreation since the closure of the Hertford to Welwyn Garden City railway in 1962.

The remaining 1.8km from the A414 to the edge of Welwyn Garden City at Cole Green Lane is owned by Birchall Gardens LLP and managed by Tarmac Ltd. Vegetation management along this section is carried out by HCC’s Rights of Way team, which does not currently receive regular funding for this work. At the Hertford end, a 400m off road route links to West Street, along a Byway Open to All Traffic. This section is largely in private ownership.

The route is split between East Hertfordshire and Welwyn Hatfield districts, and between three town or parish councils: Hertford, Hertingfordbury and Essendon.

This is the second management plan to be produced for the route, and is being produced in consultation with relevant stakeholders, including:

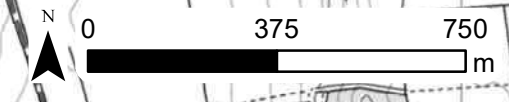
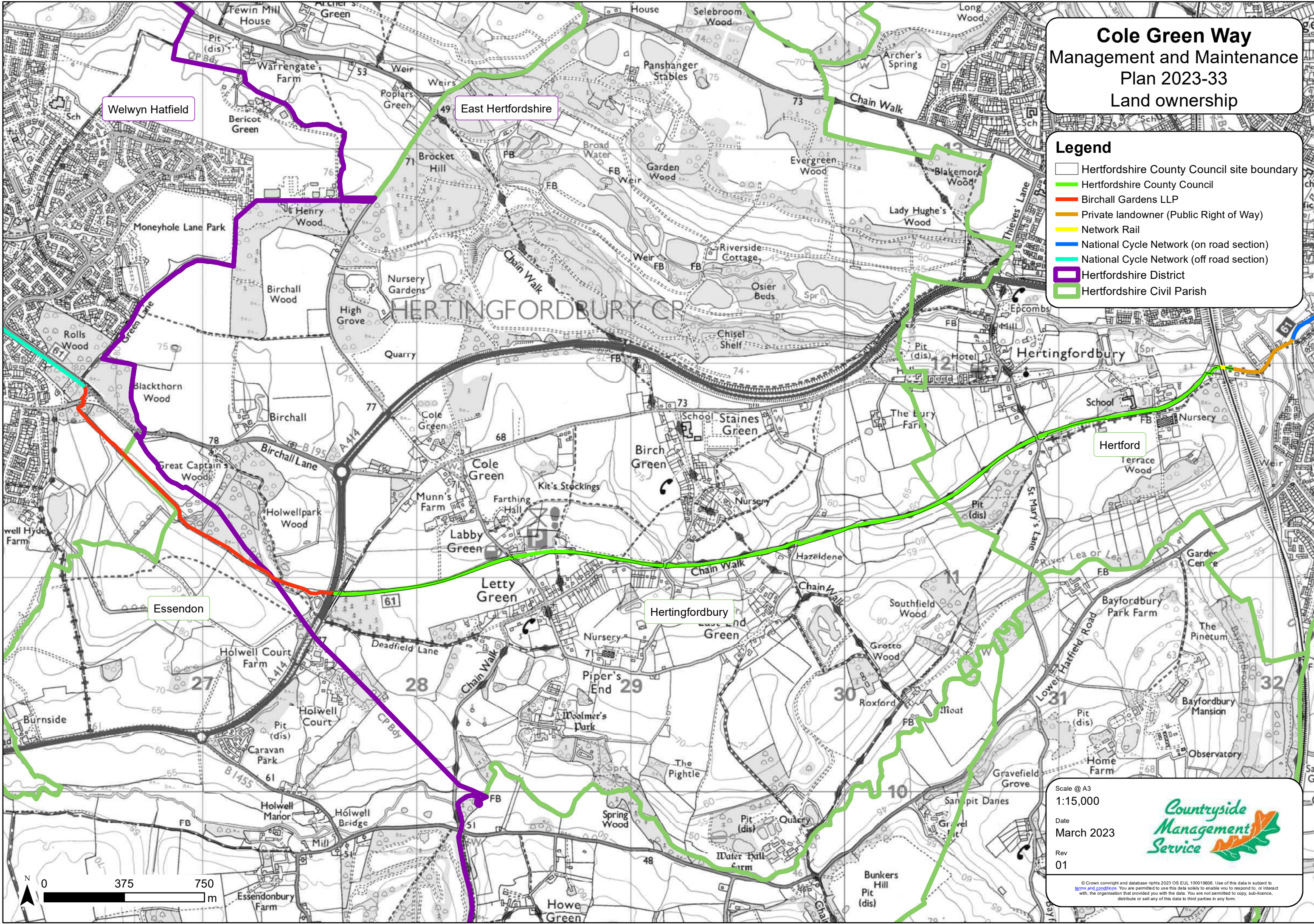
- British Driving Society
- British Horse Society
- Cycle Herts

- East Herts Council
- Essendon Parish Council
- Hertford Town Council
- Hertfordshire County Council
- Hertfordshire & Middlesex Wildlife Trust
- Hertingfordbury Parish Council
- Hertingfordbury Residents' Association
- Hertford Civic Society
- Ramblers Association
- Sustrans
- Tarmac Ltd
- WelHatCycling
- Welwyn Hatfield Borough Council
- Neighbouring landowners and the local community

The Cole Green Way is a popular route, used by various user groups – for walking, running, cycling and horse riding. There is occasional volunteer involvement in its management, including tasks undertaken by practical conservation volunteers managed by the Countryside Management Service, litter picking organised by local parish councils and occasional rides by the Sustrans volunteer group checking vegetation and signage. No regular events are currently held on the route.

Cole Green Way Management and Maintenance Plan 2023-33 Land ownership

- Legend**
- Hertfordshire County Council site boundary
 - Hertfordshire County Council
 - Birchall Gardens LLP
 - Private landowner (Public Right of Way)
 - Network Rail
 - National Cycle Network (on road section)
 - National Cycle Network (off road section)
 - Hertfordshire District
 - Hertfordshire Civil Parish



Scale @ A3
1:15,000

Date
March 2023

Rev
01

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3.0 AIMS & OBJECTIVES

The aims and objectives of the management and maintenance plan are as follows:

A. To maintain the Cole Green Way, as a core component of Hertfordshire's strategic non-motorised transport network.

- A1 Maintain the surface of the route to enable use throughout the year by all user groups.
- A2 Maintain drainage along the route.
- A3 Provide access points which are welcoming and suitable for all users.
- A4 Maintain appropriate and attractive signage to, from, along and at the entrances to the route.
- A5 Establish links to the wider green infrastructure network, businesses and schools, residential areas, public transport, shops, local amenities and local green spaces.
- A6 Remove graffiti and fly-tipping.
- A7 Carry out regular litter picking and small-scale vegetation management.
- A8 Maintain regular vegetation cutting along the margins of the route.

B. To increase use of the Cole Green Way for both active travel and recreation.

- B1 Develop and implement a promotional strategy to increase awareness and usage of the route.
- B2 Provide appropriate and relevant interpretation to enhance the visitor experience.
- B3 Improve provision of seating and maintain seats, benches and picnic tables in a consistent style.
- B4 Distribute the Cole Green Way leaflet widely.
- B5 Use Cole Green Way branding to maintain a recognisable and consistent image for the route.
- B6 Maintain Cole Green station as a recreational destination and entry point to the route.
- B7 Monitor user numbers to assess the impact of any improvements made.

C. To ensure financial sustainability of all management operations on site.

- C1 Ensure ongoing maintenance costs remain financially sustainable.
- C2 Support any further improvements to the route by securing external capital investment.
- C3 Offset vegetation management costs through production and sale of timber where feasible.

D. To protect and enhance the natural environment and heritage of the Cole Green Way

- D1 Restore and celebrate the historic features associated with the former Hertford to Welwyn Garden City branch line.
- D2 Continue proactive rotational woodland and vegetation management along the route to secure the future of high-quality habitats and strengthen the continuity of vegetation.
- D3 Work to enhance key habitats and secure priority species found along the route.

E. To ensure that users of the Cole Green Way feel safe and welcome at all times.

- E1 Ensure that the Cole Green Way provides a safe, high-quality route for all user groups.
- E2 Respond proactively to any misuse of the site.
- E3 Carry out reactive tree works to address safety issues.

F. To develop and maintain an informed, involved and enthusiastic local community.

- F1 Engage the local community in the development of the Management and Maintenance Plan to build understanding and support for the plan, enabling stakeholders to shape and influence the outcomes.
- F2 Enable local community to contribute to the management of the Cole Green Way in a structured and supported way and ensure all involved operate towards achievement of the objectives of this plan.
- F3 Work with relevant private landowners to ensure that the full length of the route is in positive management.

4.0 MANAGEMENT PRESCRIPTIONS

4.1 A functional multi-user route

The section of the Cole Green Way owned by HCC was resurfaced in full between 2019 and 2021, with improvements to drainage particularly in the cuttings, which were previously worst affected by mud and surface water. The route now has a surface suitable for year-round use for active travel and recreation.



Figure 6. Examples of the resurfacing at Hertingfordbury and Maitland Wood.

The condition of the surface and drainage structures should be reviewed annually, and maintenance or repairs undertaken if necessary. This should include inspecting and maintaining the drain at the west end of the underpass under the A414.

The section of the route managed by Tarmac Ltd has an asphalt surface with a width of 2m along its length. This section is not constrained by the width of the former railway cuttings and embankments, and it would be desirable to resurface and widen to at least 3m along its full length in line with LTN1/20 cycle infrastructure design guidelines to allow for safe and functional shared use. This is particularly important in the context of the proposed Birchall Garden Suburb development, which would increase use of this section of the route considerably.

Regular routine maintenance will include a programme of vegetation cutting along the margins of the HCC-owned section of the route, to keep the full width of the path and access points, as well as signage and furniture, free from encroaching vegetation throughout the year. The margins of the path will continue to be cut annually in September.

A path corridor which is at least 4m high and extends 1m to either side of the track should be kept free of vegetation, and small-scale vegetation management should be undertaken when required to maintain this, along with larger scale clearance of encroaching scrub or low branches along the whole route every five years. This clearance should take place in year 1 of this management plan, with a focus on parts of the route where the functional width has already reduced significantly since resurfacing.



Figure 7. Vegetation encroaching on width of surfaced path.

Leaf litter on the asphalt section between Hertingfordbury and Hertford viaduct will be removed annually in late autumn using a mechanised leaf sweeper. Although this is not possible on the crushed concrete section, accumulated mud on this section should be scraped off every ten years, starting in year 6 of this management plan, subject to available funding.

The section of the route managed by Tarmac Ltd is naturally more open, but a lack of regular maintenance causes tall vegetation to fold over in places, reducing its functional width during the summer. Annual verge cutting should be scheduled, along with annual small scale vegetation management focused on cutting back narrower points and maintaining good sight lines.



Figure 8. The section managed by Tarmac Ltd is generally more open, but its width is reduced in places by tall and encroaching vegetation.

Bins are now provided at Cole Green station to manage litter and bagged dog waste in this location. The Council cannot take on the cost of emptying bins elsewhere on the route. The absence of a bin is not a reason to leave bagged dog waste behind; once bagged it should be taken home as with any other form of litter. Regular litter picking should be undertaken around Cole Green station to maintain the appearance of this area, and fly-tipping should be promptly removed when reported.

Signage along the Cole Green Way, including at its access points and off site along the National Cycle Network route, has been upgraded to include the Cole Green Way logo, to fill previous gaps in provision and to improve consistency, and is now fit

for purpose. National Cycle Network signage is supported by map-based orientation panels showing the route of the Cole Green Way and the surrounding area.

Access points have also been improved to provide easy and welcoming access for all users. Bollards or removable bollards have been installed at entrance points including both ends of the route and the entrance from St Mary's Lane, with a minimum gap of 1.5m allowing all legitimate users to access the route. At St Mary's Lane the low steps leading up to the Cole Green Way were replaced by a ramp. While the entrance to the Cole Green Way immediately west of the Hertford viaduct is now much clearer, trees around this entrance should be coppiced to make it more open and welcoming.



Figure 9. Entrances at Hertford viaduct and Hertingfordbury.

Hertford Town Football Club car park is heavily potholed with a smoother but still uneven asphalt surface along the edge, where Hertford Byway 056 runs. This section is often blocked by parked cars, forcing cyclists and walkers to use the potholed section through the centre of the car park. However, public and private access rights through this area are complex. During the previous plan period, this area was considered with a view to securing an unobstructed route with a high-quality surface for users of the route while minimising negative impacts on private landowners, but no solution was identified. This should be reviewed once again with the relevant landowners.

4.2 User experience and promotion

The user experience of the Cole Green Way has been greatly improved in the last five years, most importantly by the improvements to the route itself described in 4.1. A stronger identity has been established for the Cole Green Way, with a logo and consistent branding of new entrance signage and interpretation. Map-based orientation panels along the route help new visitors understand the route of the Cole Green Way and provide information on the historical significance and value to wildlife of the route.



Figure 10. Orientation panel and entrance signage.

Extensive improvements to Cole Green station as part of a heritage-themed project have helped make this more of a recreational destination in its own right, with historical interpretation, platform signage and seating and vegetation management all strengthening links with its past use. New signage links the station with the adjacent Cowper Arms pub and the woodland behind it, highlighting that this wood is also a publicly accessible area.

Much of the wooden furniture along the route was replaced during the period of the previous plan. Furniture provision along the route should be reviewed again, including older furniture which may require replacement and gaps in provision which should be filled. Any new furniture should follow the same consistent style.

The Cole Green Way has also been promoted in the media and through social media, as the improvements described above were implemented and celebrated. Promotion of this and other active travel routes across Hertfordshire should continue through the Council's social media channels. The updated leaflet for the route should be distributed again to relevant tourist offices and libraries and will remain available in digital format online.

4.3 Funding, implementation and financial sustainability

The actions delivered through the previous plan attracted substantial external funding, including from the Department for Transport through Sustrans and S106 funds, and were also supported by capital funding provided by the Council. While this plan has comparatively little requirement for capital funding, where funding opportunities arise for delivery of works identified in the plan, these should continue to be taken. This could include direct contributions through the S106 or Community Infrastructure Levy process from future developments in Welwyn Garden City and Hertford. Those actions identified in the action plan as requiring external funding will only be achievable if this funding can be secured.

Where feasible, the costs of vegetation management along the route should be offset by the sale of timber. This will not be sufficient to make such works cost

neutral but should reduce the total cost of the work. Pre-planning tree works in larger sections will create a more commercially viable product.

Enabling volunteers to contribute to the management of the Cole Green Way wherever possible will reduce the cost implications of some of the actions proposed. Tasks which are well-suited to volunteers include scrub management, hedgerow restoration, installation of signage and furniture, and litter picking.

4.4 Heritage and wildlife conservation

4.4.1 Heritage

A heritage restoration project focused on Cole Green station was delivered alongside improvements to the surface and signage of the Cole Green Way. This delivered most actions identified in the previous plan, revitalising the station and the visitor experience it offers.

Improvements have included: changing the alignment of the car park to prevent cars parking on the platform edge; repairing iron railings at the back of the northern platform; laying railway ballast at the foot of the northern platform to better reflect its previous appearance; repairing holes in the northern platform wall; extensive vegetation management of the platforms and adjacent goods yard to increase light levels, improve the visual connection to the route and reveal features of the old station; platform signage and benches which echo designs used when the station was in use; replacement of picnic tables; new historic interpretation which celebrates the history of the site; and the construction of a replica buffer stop adjacent to the old goods yard.



Figure 11. Cole Green station.

In addition, between Hertingfordbury Park Bridge and Hertford viaduct two further historic features have been restored, a points lever ground frame and signal post both associated with a former siding which led to a leather factory.

We will continue to work with local history groups and knowledgeable individuals on Cole Green station and the remainder of the route to ensure these improvements are

appropriately maintained and any further opportunities to restore or celebrate the heritage of the Cole Green Way are explored and delivered, subject to available funding. The station area will require annual maintenance of vegetation to retain its open feel and the visual connection between the track and the station area.

4.4.2 Wildlife conservation

The primary conservation value of the Cole Green Way is as a wildlife corridor, and this feature of the site should continue to be maintained. A proactive programme of rotational woodland and vegetation management was initiated in the previous plan period and will contribute to the development and maintenance of the secondary woodland and scrub habitats which predominate, encouraging a diverse age structure in vegetation. Habitat management also aims to maintain or enhance light levels along the verges, to help maintain these floristically rich verges which prompted the designation of the Cole Green Way as a Local Wildlife Site. Additional benefits of this work are to maintain the functional width of the path, to improve the user experience and feeling of safety, and to maintain screening of the path from properties which are adjacent to the route.

Thinning of secondary woodland along the route has already been undertaken in the last five years and is not an immediate priority. Woodland regeneration will be reviewed after five years, and consideration given to further light thinning towards the end of this plan period. Rotational coppicing of scrub by volunteers should continue, to retain this valuable and attractive habitat and establish more open and sunny areas along the route.



Figure 12. Scrub coppiced by volunteers.

Thinning the secondary woodland and plantation of Cole Green station wood would be appropriate. In parts of the wood a 20% thin should be undertaken, including some mature larch and Scots pine to move towards a native broadleaved woodland.

All works carried out along the route should consider the requirements of protected and priority species, including bats, badgers, great crested newts and nesting birds. The colony of glow worms around Cole Green Station is of particular interest and

was surveyed in 2018. A follow up survey in 2023 would be beneficial to understand any change in the population in the last five years.

Non-native species are not prominent along the route. Several patches of laurel around Cole Green station were removed and the area now requires follow-up control to prevent seedlings re-establishing.

4.5 Safety and security

The Cole Green Way 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, which is the best option to encourage more considerate, less territorial behaviour by path users. No user group is given priority over another. Shared use signage has been installed along the Cole Green Way to emphasise this point.



Figure 13. Shared use sign design.

The minimum surfaced route along the full length of the route should be 3m, with a 1m verge either side. However, there is little flexibility in the width of the Cole Green Way, and the available surfaced width does fall short of 3m in some locations.

Access controls have been recently updated at most entrances to the Cole Green Way. The primary aim of such controls is to restrict illegitimate use while avoiding any impact on legitimate users. The preferred access control structure is a single row of bollards with a spacing of 1.5m, to prevent access by unauthorised motor vehicles but allow easy access for users such as mobility scooters and horse riders. The Cole Green Way is not formally accessible to vehicles of any kind, including carriage drivers.

While larger motor vehicles can easily be excluded from the route, it is very difficult to physically restrict motorbikes or quadbikes, which are no wider than legitimate users. This is particularly difficult due to the length of the Cole Green Way and the number of potential access points. Illegitimate users should instead continue to be discouraged by signage and reported to the police when observed by calling 101, to

help the police build a log of incidents and respond appropriately. HCC does not have sufficient resources to regularly patrol the route and relies on the communities along the route to report any kind of misuse, either to the County Council or to the police as appropriate.

There are also concerns over misuse of the car park at Cole Green station. The improvements delivered in the last five years should help to address this, by increasing the number of visitors. Again, any misuse observed should be reported to the County Council or the police as appropriate.

The feeling of safety for site users can be affected by factors such as light levels and signage. While artificial lighting would be inappropriate on such a rural route and have a detrimental effect on some of its wildlife, the woodland and vegetation management described in 4.4.2 aims to allow more natural light into the path and create a more welcoming environment. Signage has also been updated to provide clear information on exit points and distances, giving users more confidence that they would be able to leave the route in an emergency.

The A414 underpass is a key point where some users may feel unsafe. The perception of the underpass could be improved by using it as a space for public art, in conjunction with the potential new development to the west.

Tree safety surveys are undertaken every three years on the Cole Green Way, and recommendations implemented. Reactive tree works are undertaken whenever a safety issue is identified.

Oak processionary moth (OPM) is present in oak trees on the Cole Green Way, which sits within the Forestry Commission's Established Zone for OPM, making OPM control the responsibility of the landowner. The Cole Green Way has been zoned as a high priority route for OPM. It will be surveyed annually, and nests removed if identified.

4.6 Community involvement and onward connections

While there is no formal Friends Group for the Cole Green Way, there is significant volunteer involvement in its management, including local Sustrans Rangers. Local practical conservation volunteers have been and will continue to be engaged to work along the route where management objectives can be achieved, for example coppicing scrub or installing benches. We will also continue to engage knowledgeable and enthusiastic local people in the restoration and maintenance of the railway heritage of the Cole Green Way. Cole Green station provides an ideal focal point to celebrate this heritage and should host a guided walk to give people the opportunity to learn about the station's history in greater depth.

While the County Council controls most of the route, to maximise the impact of this plan and ensure that the full length of the route is in positive management it is vital

that Tarmac Ltd and other private landowners are engaged. Tarmac Ltd are supportive of the process and prepared to consider recommendations which emerge from this plan. The short off-road section at the Hertford end of the route follows public rights of way, and therefore engagement with the multiple private landowners here to implement any relevant recommendations should be agreed through the Rights of Way team in the County Council.

Works identified in the action plan below for land outside the control of the County Council are recommendations only.

Whilst this document focuses on the Cole Green Way itself, for the route to be well-used for active travel and recreational cycling it depends on having clearly defined and safe cycle routes into Welwyn Garden City and Hertford. At the Welwyn Garden City end necessary improvements to the route are included in the approved Welwyn Hatfield Local Cycling and Walking Infrastructure Plan (LCWIP) and include improvements to road crossings and segregated routes for active travel. The LCWIP for East Hertfordshire is currently in development and should similarly consider the route from the Cole Green Way into Hertford.

5.0 ACTION PLANS AND MAPS

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, drainage and signage and identify any maintenance requirements	A1, A2, A4	Annual	HCC Rural Estates	HCC Rural Estates	Site maintenance budget			
0.2	Inspect and maintain drain at west end of A414 underpass	A2	Annual	HCC Rural Estates	HCC Rural Estates	Site maintenance budget			
0.3	Remove graffiti or fly tipping when reported	A6	Ongoing	HCC Rural Estates	HCC Rural Estates	Site maintenance budget			
0.4	Carry out small scale vegetation management as required	A7	Ongoing	HCC Rural Estates	HCC Rural Estates	Site maintenance budget			
0.5	Carry out regular litter picking around Cole Green station	A7	Ongoing	HCC Rural Estates	HCC Rural Estates	Site maintenance budget			
0.6	Maintain vegetation around Cole Green station to retain open character	D1	Annual, Sep-Feb	HCC CRoW	Volunteers	Volunteers			
0.7	Control laurel regeneration at Cole Green station	D3	Annual, Sep-Feb	HCC CRoW	Volunteers	Volunteers			
0.8	Undertake annual vegetation cutting along verges between Cole Green Lane and A414	A8, F3	Annual, Sep	Tarmac Ltd/HCC CRoW	Contractor				
0.9	Undertake annual vegetation cutting along verges between A414 and Hertford	A8	Annual, Sep	HCC Rural Estates	HCC Rural Estates	Site maintenance budget			

Ref no.	Action	Obj. Ref	When	Lead	Delivery	Funding	Est. Cost	Spec. Ref.	Status
0.10	Undertake annual leaf sweep of asphalt surface between Hertingfordbury and Hertford	A1	Annual, Dec	HCC Rural Estates	Contractor	Site maintenance budget			
0.11	Promote the Cole Green Way using social media and promotional events/press releases	B1	Ongoing	HCC CRoW	HCC CRoW	Officer time			
0.12	Maintain seats and benches and replace if necessary	B3	Ongoing	HCC Rural Estates	HCC Rural Estates	Site maintenance budget			
0.13	Seek external funding to implement plan	C2	Ongoing	HCC CRoW	HCC CRoW	External			
0.14	Maintain 'no motor vehicle' signage at all main entrances	A4	Ongoing	HCC Rural Estates	HCC Rural Estates	Site maintenance budget			
0.14	Undertake annual oak processionary moth survey and remove nests if identified	E1	Annual, May-Aug	HCC Rural Estates	Contractor	Site maintenance budget			
0.15	Carry out reactive tree works to address any safety issues	E3	Ongoing	HCC Rural Estates	Contractor	Site maintenance budget			
0.16	Engage volunteers in delivery of management plan where appropriate	F2	Ongoing	HCC CRoW	Volunteers	Volunteers			
0.17	Coppice scrub in widely spaced 25m blocks between A414 and Birch Green	D2	Annual, Oct-Feb	HCC CRoW	Volunteers	Volunteers		1	

5.2 Years 1-10 2023-2033

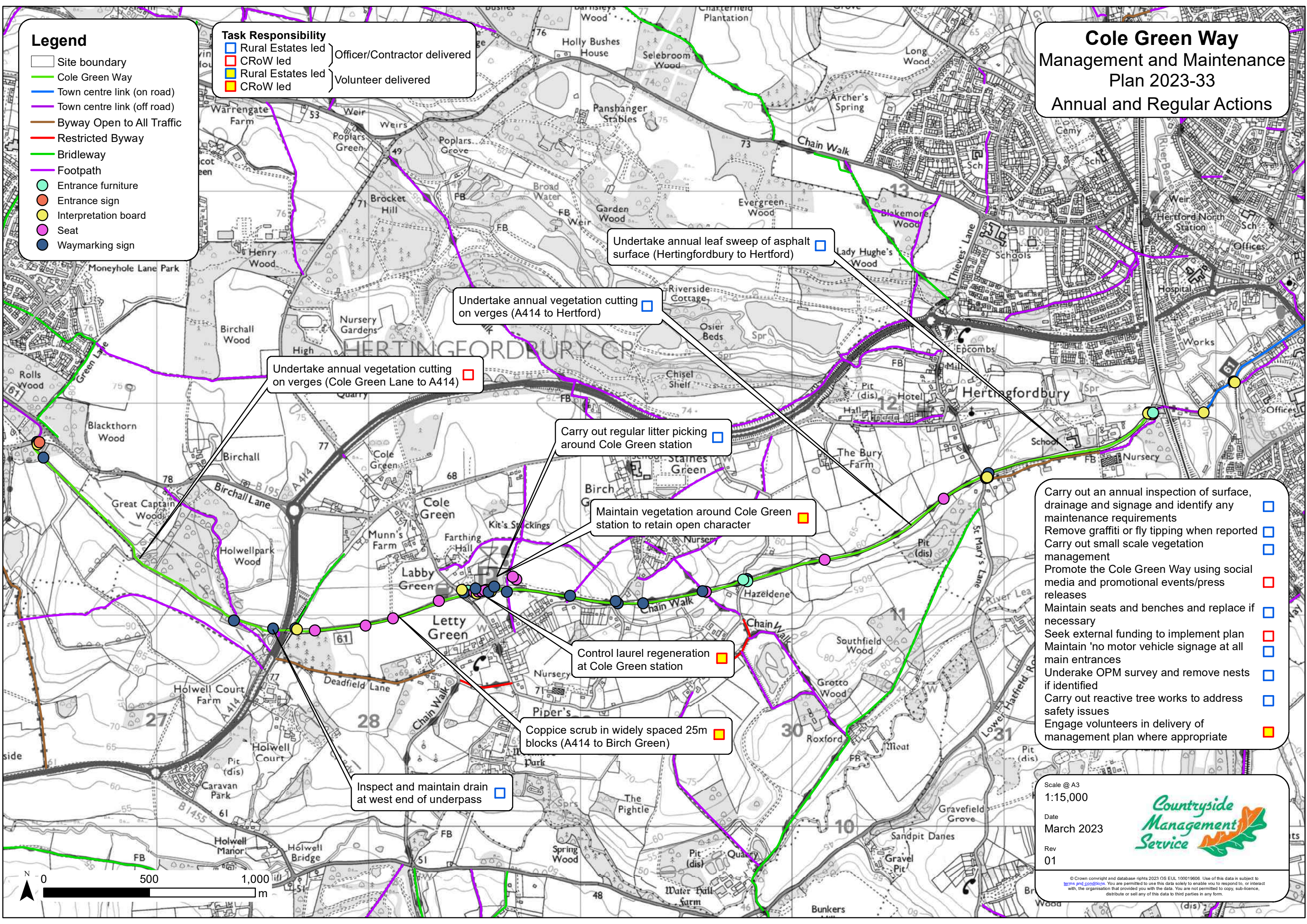
Ref no.	Action	Obj. Ref	When	Lead	Delivery	Funding	Est. Cost	Spec. Ref.	Status
1.1	Re-distribute site leaflet as widely as possible	B4	Apr 2023	HCC CRoW	HCC CRoW	Officer time			
1.2	Clear ivy from Hertingfordbury Park bridge	D1	Sep 2028	HCC CRoW	Volunteers	Volunteers			
1.3	Work with private landowners to resolve access issues around Hertford Town FC car park	A1, F3	Apr-Sep 2023	HCC CRoW/ Private landowners	HCC CRoW/ Private landowner	Officer time			
1.4	Create a public art installation in the A414 underpass	E1	TBC	HCC CRoW/HCC Highways	HCC Highways/ Contractor	Officer time/ external			
1.5	Carry out glow worm survey	D3	Jul 2023	HCC CRoW	Volunteers	Officer time/ volunteers			
1.6	Undertake 20% thin in parts of Cole Green station wood	C3, D2	Oct-Feb 2023/24	HCC CRoW	Contractor	External	£3000	3	
1.7	Clear encroaching trees and scrub to 1m either side of surfaced path and 4m high.	A1	Oct-Feb 2023/24	HCC CRoW	Contractor	External	£5000	2	
1.8	Clear encroaching trees and scrub to 1m either side of surfaced path and 4m high.	A1	Oct-Feb 2028/29	HCC CRoW	Contractor	External	£5000	2	
1.9	Scrape off accumulated mud from crushed concrete surface	A1	Oct-Feb 2028/29	HCC CRoW	Contractor	External	£10000	4	
1.10	Review woodland regeneration and consider further thinning within secondary woodland	D2	Apr 2028	HCC CRoW	Contractor	External			

Ref no.	Action	Obj. Ref	When	Lead	Delivery	Funding	Est. Cost	Spec. Ref.	Status
1.11	Resurface and widen the asphalt surface between WGC and the A414 from 2m to 3m	A1, F3	TBC	Tarmac Ltd/HCC CRoW	Contractor	External	£200000		
1.12	Install new and replacement seats at key points along route	B3	Sep 2023	HCC CRoW	Volunteers	External	£2000	5	

Cole Green Way Management and Maintenance Plan 2023-33 Annual and Regular Actions

- ### Legend
- Site boundary
 - Cole Green Way
 - Town centre link (on road)
 - Town centre link (off road)
 - Byway Open to All Traffic
 - Restricted Byway
 - Bridleway
 - Footpath
 - Entrance furniture
 - Entrance sign
 - Interpretation board
 - Seat
 - Waymarking sign

- ### Task Responsibility
- | | | |
|--|-------------------|--------------------------------|
| | Rural Estates led | } Officer/Contractor delivered |
| | CRoW led | |
| | Rural Estates led | } Volunteer delivered |
| | CRoW led | |



Undertake annual leaf sweep of asphalt surface (Hertingfordbury to Hertford)

Undertake annual vegetation cutting on verges (A414 to Hertford)

Undertake annual vegetation cutting on verges (Cole Green Lane to A414)

Carry out regular litter picking around Cole Green station

Maintain vegetation around Cole Green station to retain open character

Control laurel regeneration at Cole Green station

Coppice scrub in widely spaced 25m blocks (A414 to Birch Green)

Inspect and maintain drain at west end of underpass

- Carry out an annual inspection of surface, drainage and signage and identify any maintenance requirements
- Remove graffiti or fly tipping when reported
- Carry out small scale vegetation management
- Promote the Cole Green Way using social media and promotional events/press releases
- Maintain seats and benches and replace if necessary
- Seek external funding to implement plan
- Maintain 'no motor vehicle signage at all main entrances
- Undertake OPM survey and remove nests if identified
- Carry out reactive tree works to address safety issues
- Engage volunteers in delivery of management plan where appropriate

Scale @ A3
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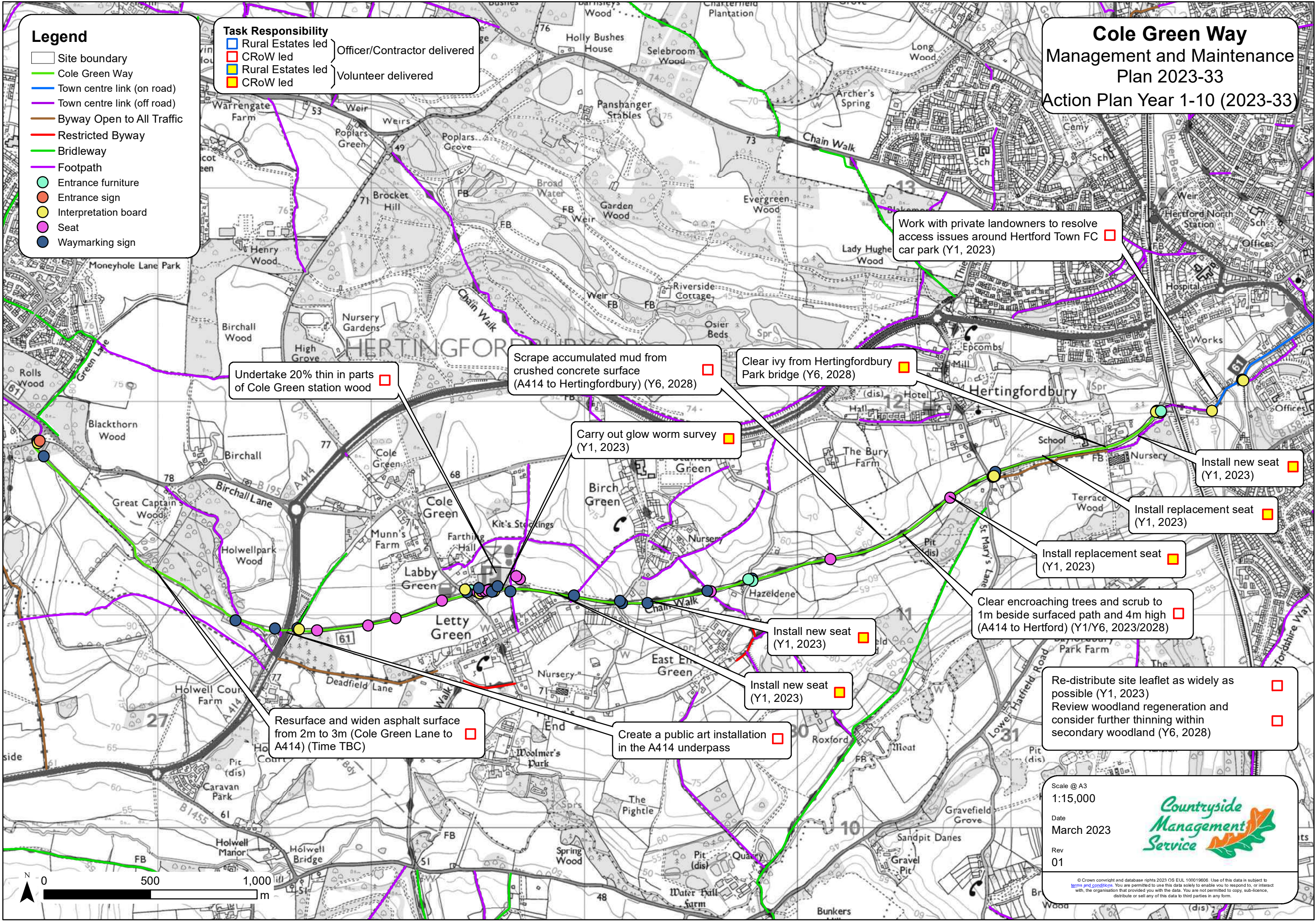
Cole Green Way Management and Maintenance Plan 2023-33 Action Plan Year 1-10 (2023-33)

Legend

- Site boundary
- Cole Green Way
- Town centre link (on road)
- Town centre link (off road)
- Byway Open to All Traffic
- Restricted Byway
- Bridleway
- Footpath
- Entrance furniture
- Entrance sign
- Interpretation board
- Seat
- Waymarking sign

Task Responsibility

Rural Estates led	} Officer/Contractor delivered
CRoW led	
Rural Estates led	} Volunteer delivered
CRoW led	



Undertake 20% thin in parts of Cole Green station wood

Scrape accumulated mud from crushed concrete surface (A414 to Hertingfordbury) (Y6, 2028)

Clear ivy from Hertingfordbury Park bridge (Y6, 2028)

Work with private landowners to resolve access issues around Hertford Town FC car park (Y1, 2023)

Carry out glow worm survey (Y1, 2023)

Install new seat (Y1, 2023)

Install replacement seat (Y1, 2023)

Install replacement seat (Y1, 2023)

Clear encroaching trees and scrub to 1m beside surfaced path and 4m high (A414 to Hertford) (Y1/Y6, 2023/2028)

Install new seat (Y1, 2023)

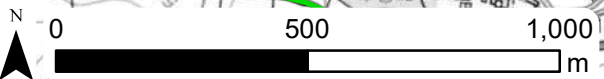
Install new seat (Y1, 2023)

Re-distribute site leaflet as widely as possible (Y1, 2023)
Review woodland regeneration and consider further thinning within secondary woodland (Y6, 2028)

Resurface and widen asphalt surface from 2m to 3m (Cole Green Lane to A414) (Time TBC)

Create a public art installation in the A414 underpass

Scale @ A3
1:15,000
Date
March 2023
Rev
01



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6.0 SPECIFICATIONS

1. Coppice scrub
 - a. Coppice scrub in widely-spaced 25m blocks, alternating between the north and south sides of the route.
 - b. Aim for a period of rotation of 25 years to maintain this habitat.
 - c. All cut material to be removed from the site.
 - d. All scrub work to be undertaken between October and February to avoid the bird nesting season.
2. Clear encroaching trees and scrub
 - a. Re-establish a universal minimum standard of maintenance along the Cole Green Way 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.

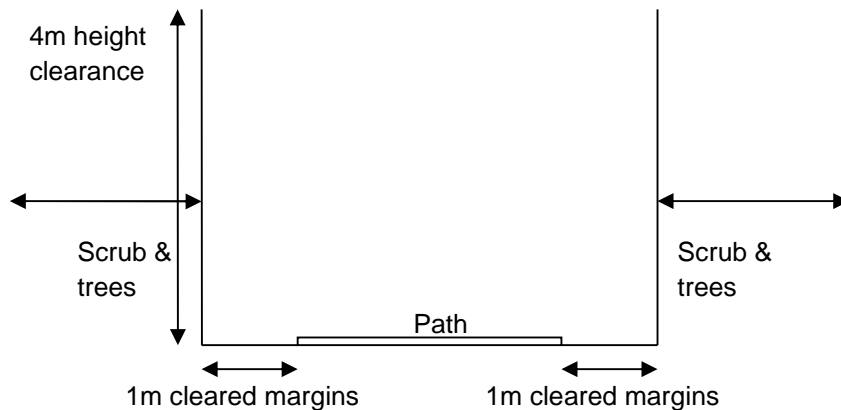


Diagram: Minimum standard of maintenance along the route.

3. Glade creation, thinning and removal of overhanging branches
 - a. Carry out light thinning (maximum 20%) in areas of heavy shade within Cole Green station wood and along the route if required, 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. All of the cut material to be removed from the site.
 - d. All tree work to be undertaken between October and February to avoid the bird nesting season.
4. Removal of soil and leaf litter
- a. Works to take place along the full length of the Cole Green Way owned by Hertfordshire County Council, between the A414 and Hertford. However, note that accumulation of soil is not consistent along the route; some sections will require only very limited work.
 - b. Scrape off accumulated soil, leaf litter and other organic debris to take path back to the original surfaced width or to the grass verge, whichever is narrower. Take care to minimise damage to that surface.
 - c. In cuttings, collect spoil and remove it from the site, disposing of it in a safe, appropriate and legal manner.
 - d. Along flat sections and on embankments, spoil may be spread evenly on either side of the path. Take care not to deposit spoil on the grass verges, in locations where it is likely to wash back onto the track, or on banks where it is likely to wash out onto other land holdings.
 - e. Regrade and roll existing surface material as necessary to leave an even and firm finish.
5. New and replacement seats
- a. Follow a consistent seat design based on recycled plastic for all new and replacement seats. Use this or similar equivalent product, in Quartz Brown: [Go Plastic - Paris Bench](#)