

# COLNEY HEATH PARISH COUNCIL

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Land to the Rear of 42-100 Tollgate Road & 42 Tollgate Road, Colney Heath

**CD 9.18**

date	Issue version	
22 Aug 2023	1	Issue to Planning Inspectorate

## Colney Heath Walking Routes Assessments

Colney Heath Parish Council Rule 6 Party

Planning Inquiry

PINS Ref : APP/B1930/W/23/3323099

LPA REF: [5/2022/1988](#)

## 1.00 Colney Heath Pavement Assessments

### Summary

These Assessments have been completed by residents assisting under the direction of the Parish Council using the walking route assessment tool (WEAT) has been prepared by the Welsh Active Travel Design Guidance.

A score of 28 or 70% should normally be regarded as minimum level of provision overall (max score of 40 equates to 100%).

Route	Road/s	Score	
Route 1	Tollgate Road (within the village)	13	21%
Route 2	High Street - Queens Head to Colney Heath school	23	57.5%
Route 3	Bullen Green to Hilltop Hatfield via A1(M) subway	17	42.5%
Route 4	Bullen Green Lane to Roehyde via A1(M) subway	23	57.5%
Route 5	Roestock Lane	21	52.5%
Route 6	High Street Crooked Billet to A414	18	45%
Route 7	A414 Colney Heath Lane to Smallford Lane	27	67.5%
Route 8	Colney Heath Lane	18	45%
Route 9	Smallford Lane - Station Road	17	42.5%

All the routes strategic routes within the village and those leading to vital facilities have therefore failed to meet the required standard to encourage walking.

## 1.02 WALKABILITY

The route to London Colney involves walking approximately 3.4km down Coursers Road which has no pedestrian pavement at all. This is a busy single carriage way each way road governed by the national speed limit and extremely dangerous to walk, bordered by ditches and hedgerows so has no refuges for pedestrians. Coursers Road has two high volume waste processing sites Tyttenhanger Landfill and Coursers Farm Biodigester and a large builder's merchants all accessed via this road.

1.03 The route to Hatfield involves walking through the village to the A414 and along the pathway to Hatfield some 5.8km or accessing Hatfield through the underpass 4.0km miles.

See Fear of Crime in Highways and Active travel CD 9.15

1.04 Walking to either London Colney or Hatfield and carrying heavy shopping back is not a feasible option and it is naïve to suggest that either of these are a sustainable shopping route.

1.05 Walking routes to other bus routes on Hatfield Road to gain access to hospitals, doctors, dentists, a pharmacy etc. involve a route through the village and up either Smallford Lane or Colney Heath Lane to Hatfield Road.

1.06 One route is accessed by walking from the proposed site, through the village, across the footbridge over the A414 and up Smallford Lane to Hatfield Road some 2.9km and takes 37minutes.

1.07 The alternative route is through the village, across the footbridge over the A414 and up Colney Heath Lane to Hatfield Road. a distance of 3.5km and takes 45 minutes.

1.08 All journeys researched on Thursday 3 August for shopping or hospital visits only, there are no evening or leisure opportunities researched as the last bus leaves St. Albans at 17.20pm Monday to Saturdays. With the exception of the 305 buses, it is necessary to walk 33 mins. to Smallford or 28 mins. to South Hatfield.

## 1.09 Desirable or acceptable walking distances

**The Institution for Highways and Transportation** Providing journeys on foot 2000

	Town Centre	Commuting or school	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred maximum	800m	2000m	1200m

1.10 Sustrans Walking Neighborhoods 16 May 2022

800m, or approximately half a mile, is generally considered a standard walkable distance as it typically takes approximately 10 minutes to walk, and a 20-minute walking trip (1,600m total) has been found to be the longest distance a majority of people are willing to walk to meet their daily needs.

1.11 The Town and Country Planning Association, 2021 20 Minute Neighborhoods' Page 7, Ref. 8

#### Birmingham Local Plan

10 mins (800m) walk to both public transport and primary school.

15 mins (1200m) walk to GP surgery and local shops with a good range of food items.

20 mins (1600m) walk to secondary schools.

## 2.1 Colney Heath Pavement Assessment

The Welsh Active Travel Design Guidance have prepared this walking route assessment tool (WRAT) to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40 100%).

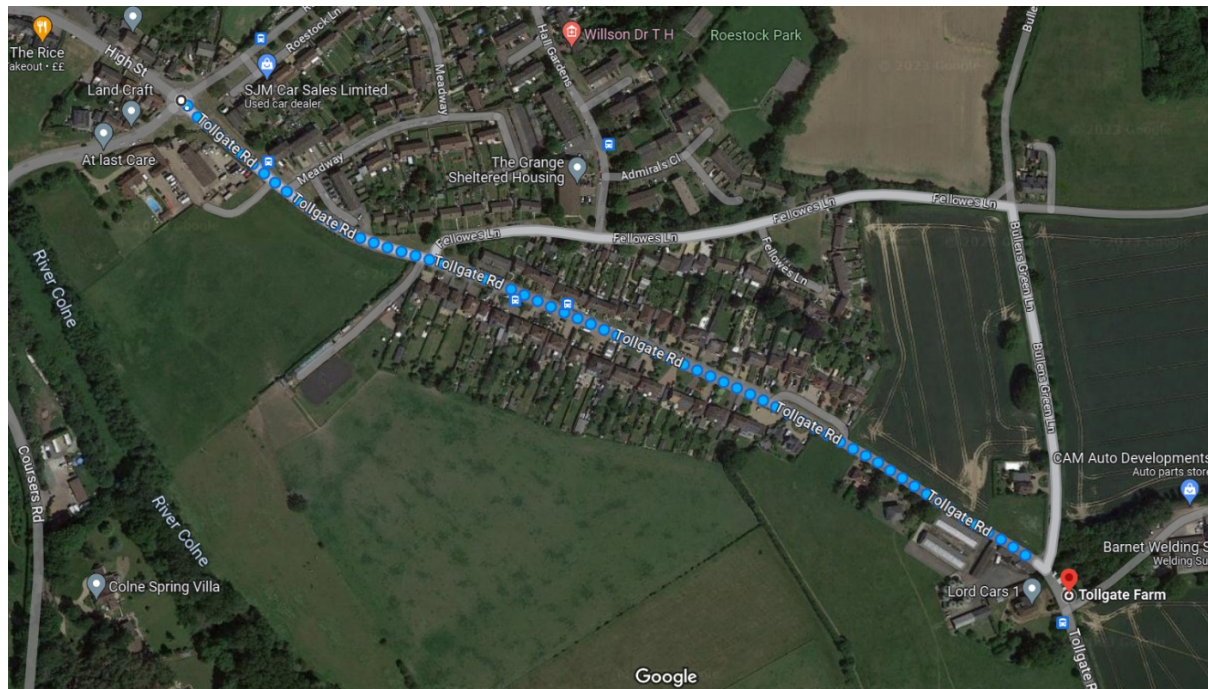
### Route 1

Road / route name Tollgate Road

From Tollgate Road/High Street Roundabout to Bullens Green Lane

length of route 700m

Height difference 4m (Google Earth)



Map of Route

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation Street furniture falling into disrepair e.g., paint peeling	Littering and/or dog mess present Seriously overgrown vegetation Street furniture falling into disrepair	<b>0</b>	Dangerous overgrowth at towards Sinclairs Farm end of Tollgate even numbers
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	<b>2</b>	
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	<b>0</b>	Road rage incidents, skidding of tyres, blowing of horns, shouting by car drivers.
\$ Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins Excessive use of guardrails or bollards			<b>2</b>	
Attractiveness					
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	<b>0</b>	Surface old and crumbly in places. Surfaces worn away to leave trip sized depressions. Drop down kerbs means surface undulates on

		crossovers resulting in uneven surface.			even numbered side. See photos
6 Comfort Footway width	Able to accommodate all users without give and take or walking on the road over 2m wide	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	0	Pavement width range 60cm to 1m along the many parts of the route. See photos
7 Comfort Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	0	Island too narrow for wheelchair at Courser Road crossing
8 Comfort Footway parking	No instances of vehicles parking on footways noted Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road due to footway parking, some deviation from desire lines.	Clearance widths of less than 1.5m Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays Footway parking caused significant deviation from desired line.	0	Cars regularly mount the pavement via drop down kerbs and drive along the pavement in order to avoid oncoming vehicles. (See photo)
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	
10 Comfort other	Example of other comfort issues include Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			0	Many properties have fences of walls directly onto narrow pavements meaning no escape route for pedestrians

Comfort					
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	2	Design considered satisfactory
12 Directness Location of Crossing in relation to Desire lines	Crossing follows the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	
13 Directness Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	0	No safe crossing. Danger of pedestrians hit by cars mounting the pavement in busy periods
14 Directness Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	N/A	
15 Directness Greenman time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	N/A	n/a
16 Directness Other	Examples of could include Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout			2	
Directness					
17 Safety Traffic volume	Traffic volume low, or pedestrians can keep a distance from moderate traffic volume.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	0	Pavement width in places means pedestrians are in close proximity to HGVs




18 Safety Traffic speed	Traffic volume low, or pedestrians can keep a distance from moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	<b>0</b>	Average speed of traffic measured at 37.2MPH
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility likely to result in collisions	<b>1</b>	Parking line of vehicles in road at opposite 44 Tollgate Road causes traffic tailback and reduced visibility for pedestrians
Safety					
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	<b>0</b>	No tactile paving junction of Meadway
Coherence					
<b>Total Score</b>				<b>13</b>	<b>21% therefore below satisfactory standard</b>

Date of assessment 7<sup>th</sup> July 2023

Initials of the person undertaking the study JR & LS

Any tactile paving should be photographed, and measurements made so they can be checked against the current standards as per **Guidance on the use of Tactile Paving Surfaces.**

Tactile paving information

Location	Meadway				
Width	None	None	None	None	1600mm
Length	None	None	None	None	1600mm
Slope	None	None	None	none	level
If ribbed direction of rids in relation to walking route.	Flat no raised kerb				Dots
Photo					Yes

**Traffic Speed**

Average speed along Tollgate Road is 37.2MPH

Van driving along the pavement within a metre of the bus stop  
in Tollgate Road January 2023



Cast iron sewer pipe reduces pavement width to 70 cm



HGV passing pedestrian: no escape by fence



HGVs passing in quick succession



Poor pavement surface and extreme narrowing of width



Effect on pedestrian (Note car pulling out of drive).



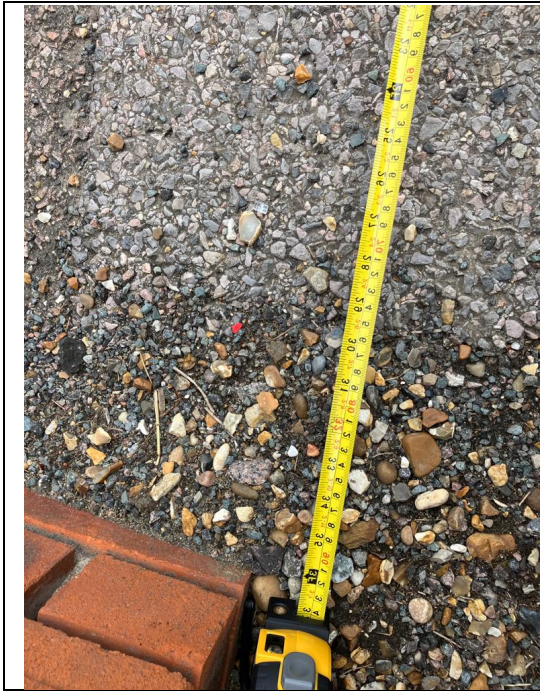
Pavement width 70 cm surface depression 4cm



60 cm width from brick wall to kerbside (see also White HGV below)



Old and crumbling surface



Wall kerbside and HGV danger (no escape for pedestrians)



HGV approaching number 42 Tollgate Road





HGV passing cast iron sewer path (70cm from kerbside)



HGV queuing opposite number 42 Tollgate Road



## 2.2 Colney Heath Pavement Assessment

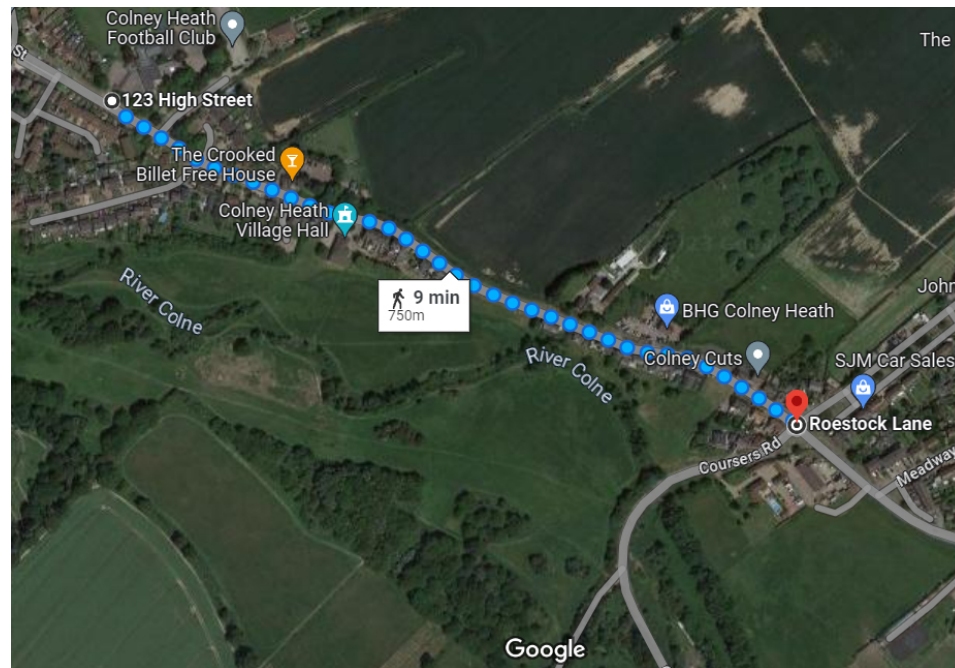
The Welsh Active Travel Design Guidance have prepared this walking route assessment tool (WRAT) to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40 100%).

### Route 2

Road / route name **High Street Colney Heath**

From opp. Queens Head High Street to Colney Heath JMI school High Street CH length of route 750m

Height difference 3m (Google Earth)



Route map

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation Street furniture falling into disrepair e.g., paint peeling	Littering and/or dog mess present Seriously overgrown vegetation Street furniture falling into disrepair	<b>1</b>	Hedges overgrowing the path particularly in narrow sections of the path near the older cottages
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	<b>2</b>	
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	<b>1</b>	Very close to road with high volumes of traffic including HGVs
\$ Attractiveness Other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins Excessive use of guardrails or bollards			<b>1</b>	Bins on pavement
Attractiveness					
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	<b>0</b>	Number of crossovers resulting in uneven surface, significant uneven patching.

		crossovers resulting in uneven surface.			
6 Comfort Footway width	Able to accommodate all users without give and take or walking on the road over 2m wide	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	<b>0</b>	More than 50% of the route is below 1.5m wide near - No.41 1350mm No.81 1200mm Nr. Park Lane 900mm
7 Comfort Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	<b>2</b>	
8 Comfort Footway parking	No instances of vehicles parking on footways noted Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road due to footway parking, some deviation from desire lines.	Clearance widths of less than 1.5m Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays Footway parking caused significant deviation from desired line.	<b>2</b>	1 car was parked on the pavement on day of study however this is unusual.
9 Comfort Gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	<b>2</b>	
10 Comfort Other	Example of other comfort issues include Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			<b>0</b>	Roadway flooding resulting in wet slippery pathway and frequent splashing of pedestrians.

Comfort					
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	<b>2</b>	
12 Directness Location of Crossing in relation to Desire lines	Crossing follows the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	<b>2</b>	
13 Directness Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	<b>1</b>	Due to traffic not stopping.
14 Directness Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10sin pedestrian island	<b>2</b>	n/a
15 Directness Greenman time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	<b>2</b>	n/a
16 Directness Other	Examples of could include Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout			<b>2</b>	
Directness					
17 Safety Traffic volume	Traffic volume low, or pedestrians can keep a distance form moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	<b>0</b>	High traffic volumes at peak time in close proximity to pedestrians

18 Safety Traffic speed	Traffic volume low, or pedestrians can keep a distance from moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	<b>0</b>	Traffic often over speed limit on narrow section of the route
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	<b>0</b>	Near shops due to parking
Safety					
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	<b>0</b>	None at Park Lane
Coherence					
<b>Total Score</b>				<b>23</b>	<b>57.5% therefore below a satisfactory standard</b>

Date of assessment 19<sup>th</sup> April 2023

Initials of the person undertaking the study - MFR, JR

Any tactile paving should be photographed, and measurements made so they can be checked against the current standards as per **Guidance on the use of Tactile Paving Surfaces.**

Tactile paving information

Location	Roestock Lane	Crossing by The Cook	By the shops	Park Lane	Near Colney Heath School
Width	1600mm	2400mm	1200mm	None	1600mm
Length	800mm	1200mm	1100mm	None	800mm
Slope	slight	Slight	Slight	None	Slight

If ribbed direction of rids in relation to walking route.	Dots	Dots	Dots		Dots
Photo	Yes	Yes	Yes	Yes	Yes

### Traffic Speed

Traffic speeds are not fully defined in the Active Travel Design Guidance so the following scoring should be used.

Pavement width	Traffic speed - unrestricted	Traffic speed - 40mph	Traffic speed - 30mph
Pavement >2m wide with min 500mm verge width	2	2	2
Pavement >2m wide no verge	1	2	2
Pavement 1.5-2m wide with min 500mm verge	0	1	2
Pavement 1.5-2m wide no verge	0	0	1
Pavement <1.5m wide	0	0	0



Junction of High Street and Park Lane – an example of the problem due to the width of the pavement



## 2.3 Colney Heath Pavement Assessment

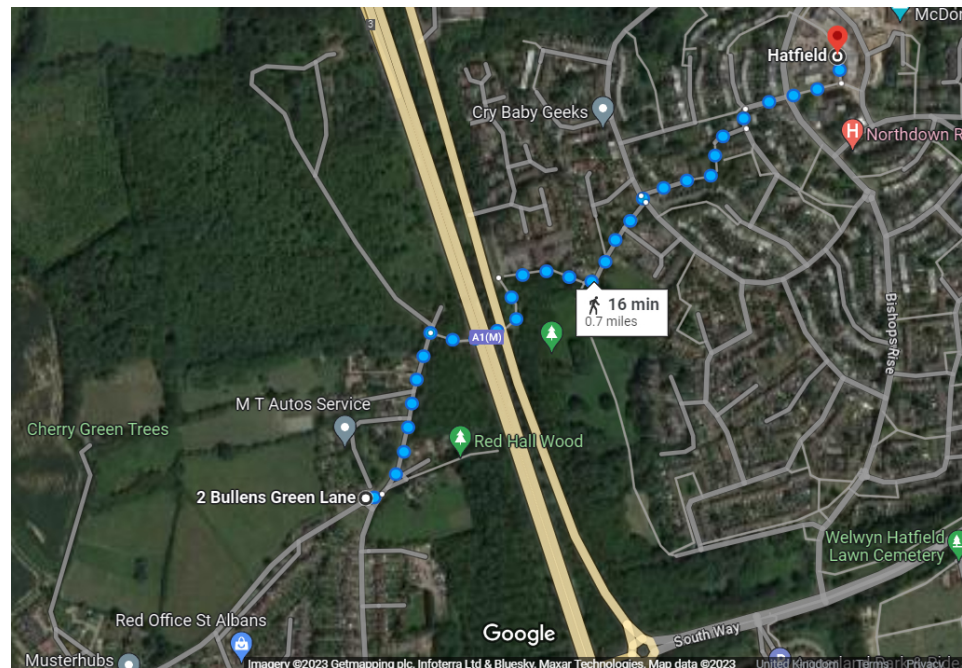
The Welsh Active Travel Design Guidance have prepared this walking route assessment tool (WRAT) to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40 100%).

### Route 3

Road / route name **Bullens Green to Hatfield Hilltop**

From Bullens Green Lane to Hilltop Hatfield length of route 1.1km

Height difference 30m (Google Earth)



Route map

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation Street furniture falling into disrepair e.g., paint peeling	Littering and/or dog mess present Seriously overgrown vegetation Street furniture falling into disrepair	<b>0</b>	A1(M) subway & its approach and rural parts of route are all below standard, in need of major roadwork repair on slip road
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	<b>0</b>	In A1(M) subway vandalism and ASB Parish Councillor violently robbed in Lane End 100m north of subway. Police crime number
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	<b>2</b>	Passes under A1M
\$ Attractiveness Other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins Excessive use of guardrails or bollards			<b>0</b>	Rural parts no street lighting, overgrown and/or mud on path
Attractiveness					
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	<b>0</b>	Pathway in bad condition in many places. A1(M) subway prone to flooding and closure, meaning no access to shops for long periods.

		crossovers resulting in uneven surface.			
6 Comfort Footway width	Able to accommodate all users without give and take or walking on the road over 2m wide	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	<b>0</b>	Less than 1m wide in many places, narrowest record was 600mm wide.
7 Comfort Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	<b>0</b>	Less than 1m wide in many places, narrowest record was 800mm, some area impossible for wheelchair users.
8 Comfort Footway parking	No instances of vehicles parking on footways noted Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road due to footway parking, some deviation from desire lines.	Clearance widths of less than 1.5m Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays Footway parking caused significant deviation from desired line.	<b>0</b>	Parking on pavement in Lane End
9 Comfort Gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	<b>0</b>	Mostly satisfactory but 2 lengths are steep
10 Comfort Other	Example of other comfort issues include Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			<b>0</b>	Slip hazard due to mud on path. Overhanging brambles and roses are a potential

					scratch and eyesight risk
Comfort					
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	<b>2</b>	Design considered satisfactory.
12 Directness Location of Crossing in relation to Desire lines	Crossing follows the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	<b>2</b>	Design considered satisfactory as it reduced some the steepest slopes
13 Directness Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	<b>1</b>	Bishops Rise is a busy road and the natural (unmarked) crossing point is on a slight bend with traffic approaching uphill.
14 Directness Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	<b>2</b>	n/a
15 Directness Greenman time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	<b>2</b>	n/a
16 Directness Other	Examples of could include Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout			<b>0</b>	Steps on only access to the shops
Directness					

17 Safety Traffic volume	Traffic volume low, or pedestrians can keep a distance form moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	<b>2</b>	See Bishops Rise comments
18 Safety Traffic speed	Traffic volume low, or pedestrians can keep a distance form moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	<b>2</b>	
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility likely to result in collisions	<b>2</b>	See Bishops Rise comments
Safety					
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	<b>0</b>	Some crossing had no dropped curbs and/or tactile paving see below
Coherence					
<b>Total Score</b>				<b>17</b>	<b>42.5% Therefore below satisfactory standard</b>

Date of assessment 16<sup>th</sup> April 2023

Initials of the person undertaking the study MFR, JR

Any tactile paving should be photographed, and measurements made so they can be checked against the current standards as per **Guidance on the use of Tactile Paving Surfaces.**

### Tactile paving information

Location	Corry's End	Fairholm	The Grange	Bullens Green Lane	Lane End south
Width	None	None	None	None	1600mm
Length	None	None	None	None	1600mm
Slope	None	None	None	none	level
If ribbed direction of rids in relation to walking route.	Flat no raised kerb				Dots
Photo					Yes

Location	Lane End / Hazel Grove	Lane End / Willow Way	Willow Way Bishops Rise		
Width	1600mm	None	None		
Length	2000mm	None	None		
Slope	level	None	None		
If ribbed direction of rids in relation to walking route.					
Photo	Yes		yes		

### Traffic Speed

Traffic speeds are not fully defined in the Active Travel Design Guidance so the following scoring should be used.

Pavement width	Traffic speed - unrestricted	Traffic speed - 40mph	Traffic speed - 30mph
Pavement >2m wide with min 500mm verge width	2	2	2

Pavement >2m wide no verge	1	2	2
Pavement 1.5-2m wide with min 500mm verge	0	1	2
Pavement 1.5-2m wide no verge	0	0	1
Pavement <1.5m wide	0	0	0



A1(M) subway Bullen Green Lane to South Hatfield flooding January 2023



## 2.4 Colney Heath Pavement Assessment

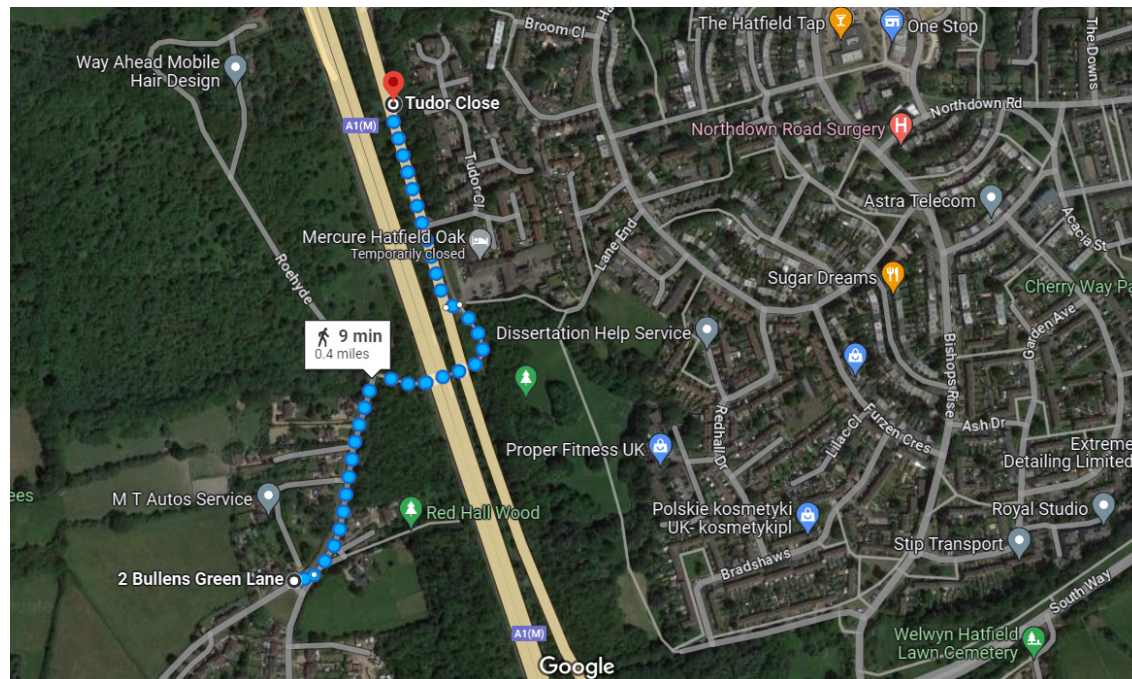
The Welsh Active Travel Design Guidance have prepared this walking route assessment tool (WRAT) to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40 100%).

### Route 4

Road / route name **Colney Heath to Roehyde**

From Bullens Green Lane/ Roestock Lane to Roehyde bus stops length of route 650m

Height difference 3m (Google Earth)



Map of Route

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation Street furniture falling into disrepair e.g., paint peeling	Littering and/or dog mess present Seriously overgrown vegetation Street furniture falling into disrepair	<b>0</b>	A1(M) subway & its approach and rural parts of route are all below standard, in need of major roadwork repair on slip road
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	<b>0</b>	In A1(M) subway vandalism and ASB Parish Councillor violently robbed in Lane End 100m north of subway. Police crime number
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	<b>2</b>	Passes under A1M
\$ Attractiveness Other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins Excessive use of guardrails or bollards			<b>2</b>	
Attractiveness					
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	<b>0</b>	Surface damaged A1(M) subway prone to flooding and closure, meaning no access to shops for long periods. .

		crossovers resulting in uneven surface.			
6 Comfort Footway width	Able to accommodate all users without give and take or walking on the road over 2m wide	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	<b>1</b>	Pavement width in Bullens Green Lane
7 Comfort Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	<b>2</b>	
8 Comfort Footway parking	No instances of vehicles parking on footways noted Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road due to footway parking, some deviation from desire lines.	Clearance widths of less than 1.5m Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays Footway parking caused significant deviation from desired line.	<b>2</b>	
9 Comfort Gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	<b>1</b>	From subway to Lane End
10 Comfort Other	Example of other comfort issues include Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			<b>0</b>	Surface flooded and mud on walkway

Comfort					
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	<b>2</b>	Design considered satisfactory
12 Directness Location of Crossing in relation to Desire lines	Crossing follows the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	<b>2</b>	Design considered satisfactory as it reduces the angle of slopes
13 Directness Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	<b>1</b>	variable
14 Directness Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10s on pedestrian island	<b>2</b>	n/a
15 Directness Greenman time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	<b>2</b>	n/a
16 Directness Other	Examples of could include Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout			<b>2</b>	
Directness					
17 Safety Traffic volume	Traffic volume low, or pedestrians can keep a distance from moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	<b>2</b>	

18 Safety Traffic speed	Traffic volume low, or pedestrians can keep a distance from moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	<b>2</b>	
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility likely to result in collisions	<b>0</b>	Parking in road at Tudor Close, very reduced pedestrian visibility to vehicles approaching the crossing.
Safety					
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	<b>0</b>	See below
Coherence					
<b>Total Score</b>				<b>23</b>	<b>57.5% therefore below satisfactory standard</b>

Date of assessment 19<sup>th</sup> April 2023

Initials of the person undertaking the study MFR. JR

Any tactile paving should be photographed, and measurements made so they can be checked against the current standards as per **Guidance on the use of Tactile Paving Surfaces.**

### Tactile paving information

Location	Corry's End	Fairholm	The Grange	Bullens Green Lane	Lane End south
Width	None	None	None	None	1600mm
Length	None	None	None	None	1600mm
Slope	None	None	None	none	level
If ribbed direction of rids in relation to walking route.	Flat no raised kerb				Dots
Photo					Yes

Location	Tudor Close	Roehyde Way Cycleway crossing	Roehyde Way To bus stop		
Width	1200mm	2000mm	1800mm		
Length	2400mm	1600mm	1600mm		
Slope	level	Level	Slight slope to roadway		
If ribbed direction of rids in relation to walking route.	Dots	Cross the direction of travel but weed covered			
Photo	Yes	Yes	Yes		

### Traffic Speed

Traffic speeds are not fully defined in the Active Travel Design Guidance so the following scoring should be used.

<b>Pavement width</b>	<b>Traffic speed - unrestricted</b>	<b>Traffic speed - 40mph</b>	<b>Traffic speed - 30mph</b>
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Pavement >2m wide with min 500mm verge width	2	2	2
Pavement >2m wide no verge	1	2	2
Pavement 1.5-2m wide with min 500mm verge	0	1	2
Pavement 1.5-2m wide no verge	0	0	1
Pavement <1.5m wide	0	0	0

## 2.5 Colney Heath Pavement Assessment

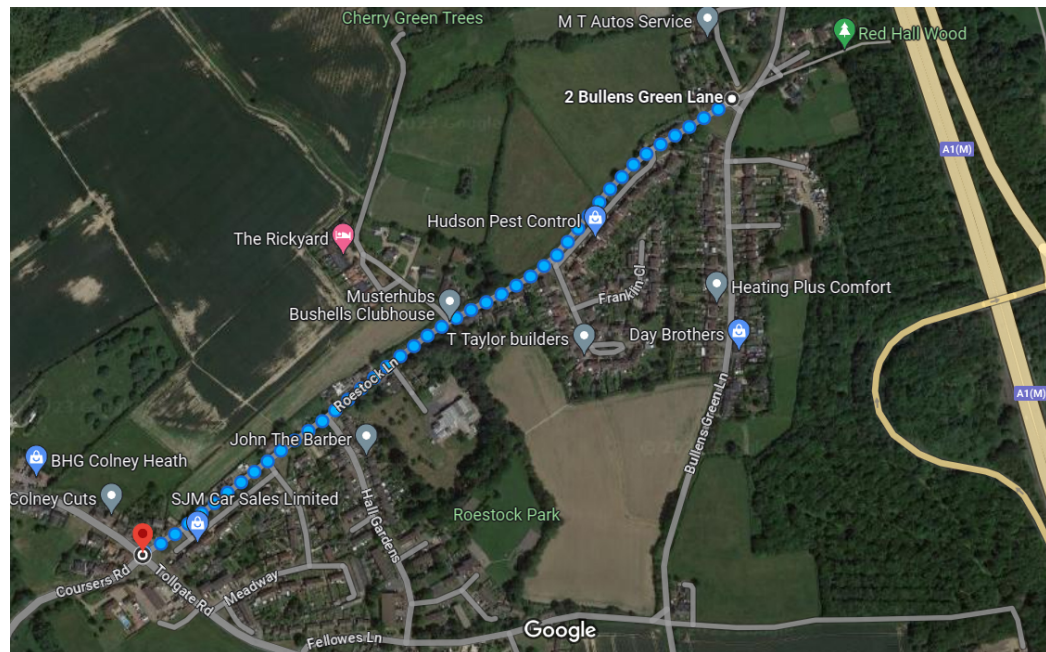
The Welsh Active Travel Design Guidance have prepared this walking route assessment tool (WRAT) to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40 100%).

### Route 5

Road / route name **Roestock Lane**

From Bullens Green Lane to High Street Colney Heath length of route 900m

Height difference 2m (Google Earth)



Map of route



Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation Street furniture falling into disrepair e.g., paint peeling	Littering and/or dog mess present Seriously overgrown vegetation Street furniture falling into disrepair	<b>0</b>	Pathway narrow and overgrown either side of water works
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	<b>2</b>	
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	<b>2</b>	
§ Attractiveness Other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins Excessive use of guardrails or bollards			<b>0</b>	Waste bins on pathway
Attractiveness					
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	<b>0</b>	Surface poor or very poor with many trip hazards along much of the route
6 Comfort Footway width	Able to accommodate all users without give and take	Footway widths between approximately 1.5 and 2m	Footway widths of less than 1.5m (i.e., standard	<b>0</b>	Narrow below 1.5m along much of the

	or walking on the road over 2m wide	Occasional need for give and take between users and walking on the road.	wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.		route and only 600mm wide opposite The Granary
7 Comfort Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	<b>2</b>	
8 Comfort Footway parking	No instances of vehicles parking on footways noted Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road due to footway parking, some deviation from desire lines.	Clearance widths of less than 1.5m Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays Footway parking caused significant deviation from desired line.	<b>1</b>	On walkway parking
9 Comfort Gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	<b>2</b>	Broadly level
10 Comfort Other	Example of other comfort issues include Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			<b>0</b>	Pathway flooded and muddy in places, slip hazard.
Comfort					
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	<b>1</b>	Near Tollgate Road diversion from preferred line and

					no pathway link to the pavement in Bullens Green Lane
12 Directness Location of Crossing in relation to Desire lines	Crossing follows the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	n/a
13 Directness Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	2	
14 Directness Impact of controlled crossings	Crossings are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10s on pedestrian island	2	n/a
15 Directness Greenman time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	n/a
16 Directness Other	Examples of could include Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout			0	No link to Bullens Green Lane East pavement.
Directness					
17 Safety Traffic volume	Traffic volume low, or pedestrians can keep a distance from moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	2	
18 Safety Traffic speed	Traffic volume low, or pedestrians can keep a distance from moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	2	

19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	<b>1</b>	Parking in Hall Gardens and Meadway, so reduced visibility.
Safety					
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	<b>0</b>	No dropped kerb or tactile paving on many of the road crossings
Coherence					
<b>Total Score</b>				<b>21</b>	<b>52.5% therefore below satisfactory standard</b>

Date of assessment 19<sup>th</sup> April 2023

Initials of the person undertaking the study MFR, JR

Any tactile paving should be photographed, and measurements made so they can be checked against the current standards as per **Guidance on the use of Tactile Paving Surfaces.**

### Tactile paving information

Location	Near Invicta Cottages	Roestock Gardens	Water works	Hall Gardens	Meadway
Width	None	None	None	None	None
Length	None	None	None	None	None
Slope	None	None	None	None	None
If ribbed direction of rids in relation to walking route.					
Photo taken	Yes	Yes	Yes	Yes	Yes

Location	Roestock Lane service Road	Near High Street			
Width	None	1600mm			
Length	None	800mm			
Slope	None	yes			
If ribbed direction of rids in relation to walking route.					
Photo taken	Yes	Yes			

### Traffic Speed

Traffic speeds are not fully defined in the Active Travel Design Guidance so the following scoring should be used.

<b>Pavement width</b>	<b>Traffic speed - unrestricted</b>	<b>Traffic speed - 40mph</b>	<b>Traffic speed - 30mph</b>
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Pavement >2m wide with min 500mm verge width	2	2	2
Pavement >2m wide no verge	1	2	2
Pavement 1.5-2m wide with min 500mm verge	0	1	2
Pavement 1.5-2m wide no verge	0	0	1
Pavement <1.5m wide	0	0	0

## 2.6 Colney Heath Pavement Assessment

The Welsh Active Travel Design Guidance have prepared this walking route assessment tool (WRAT) to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40 100%).

### Route 6

Road / route name High **Street, Colney Heath**

From Crooked Billet PH to A414 North Orbital Road length of route 0.4 Miles

Height difference 3m



Route map (google maps)

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation Street furniture falling into disrepair e.g., paint peeling	Littering and/or dog mess present Seriously overgrown vegetation Street furniture falling into disrepair	1	Minor littering Some broken edges of path
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	2	
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	1	Speed of vehicles could be reduced
\$ Attractiveness Other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins Excessive use of guardrails or bollards				
Attractiveness					
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	1	
6 Comfort Footway width	Able to accommodate all users without give and take	Footway widths between approximately 1.5 and 2m	Footway widths of less than 1.5m (i.e., standard	1	Examples of grass verge growing over paved area



	or walking on the road over 2m wide	Occasional need for give and take between users and walking on the road.	wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.		
7 Comfort Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	1	
8 Comfort Footway parking	No instances of vehicles parking on footways noted Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road due to footway parking, some deviation from desire lines.	Clearance widths of less than 1.5m Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays Footway parking caused significant deviation from desired line.	1	Authorised footway parking at Wistlea Crescent slightly narrows pavement
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	1	Slight gradient from bridge over stream at junction Church La and entrance to Football Club
10 Comfort Other	Example of other comfort issues include Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces			1	Bus shelter, bus stop and telegraph pole in footway on south side by Wistlea Crescent No significant obstructions No gates opening onto footway

					Barriers in vicinity of pedestrian crossing appropriate. No standing water
Comfort					
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	2	Most facilities in village accessed via High Street
12 Directness Location of Crossing in relation to Desire lines	Crossing follows the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	Crossing outside school appropriate
13 Directness Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	1	Dependent on time of day. Peak hours few gaps in traffic
14 Directness Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10sin pedestrian island	1	Outside school single phase
15 Directness Greenman time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	NA	
16 Directness Other	Examples of could include Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout			0	No crossing for bus stops at Wistlea Crescent.

Directness					
17 Safety Traffic volume	Traffic volume low, or pedestrians can keep a distance form moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	0	Hi volumes during peak hours Pavements generally adjacent to carriageway.
18 Safety Traffic speed	Traffic volume low, or pedestrians can keep a distance form moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	1	Similar road, i.e., Tollgate Road assessed as 85 percentile of 37 mph
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	
Safety					
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	0	Junctions at Park Lane, Cutmore Drive, Wistlea Crescent, Church Lane, cul de sac at 96 High Street and entrance to Football Club do not have both dropped kerbs and tactile paving.
Coherence					
<b>Total Score</b>				<b>18</b>	<b>48% therefore below satisfactory standard</b>

Date of assessment:

8August 2023

Initials of the person undertaking the study:

IPS

Any tactile paving should be photographed, and measurements made so they can be checked against the current standards as per **Guidance on the use of Tactile Paving Surfaces**.

Tactile paving information

Location	High Street kerbside outside school southside	High Street kerbside outside school northside
Width	240 cm	240 cm
Length	40cm	40 cm
Slope	Yes	Yes
If ribbed direction of rids in relation to walking route.	40x40cm stippled tiles	40x40cm stippled tiles
Photo		

### Traffic Speed

Traffic speeds are not fully defined in the Active Travel Design Guidance so the following scoring should be used.

<b>Pavement width</b>	<b>Traffic speed - unrestricted</b>	<b>Traffic speed - 40mph</b>	<b>Traffic speed - 30mph</b>
Pavement >2m wide with min 500mm verge width	2	2	2
Pavement >2m wide no verge	1	2	2
Pavement 1.5-2m wide with min 500mm verge	0	1	2
Pavement 1.5-2m wide no verge	0	0	1
Pavement <1.5m wide	0	0	0

## 2.7 Colney Heath Pavement Assessment

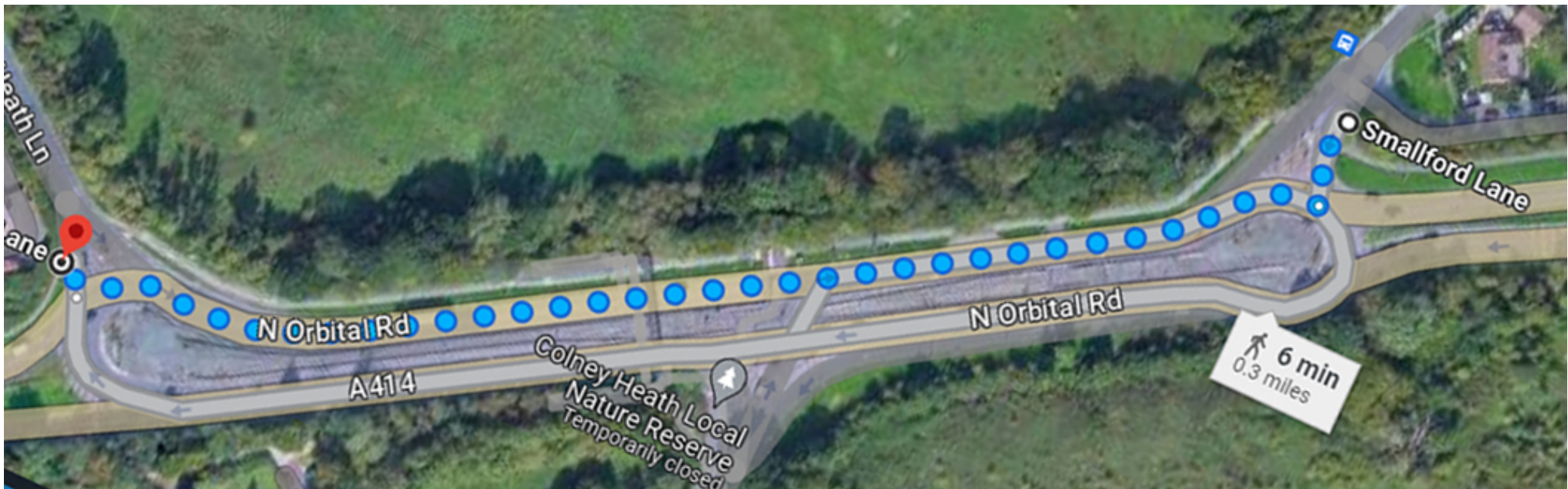
The Welsh Active Travel Design Guidance have prepared this walking route assessment tool (WRAT) to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40 100%).

### Route 7

Road / route name **A414 North Orbital Road**

From Smallford Lane to Colney Heath Lane length of route 0.3 Miles

Height difference 1m



Route map (Google Maps)

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation Street furniture falling into disrepair e.g., paint peeling	Littering and/or dog mess present Seriously overgrown vegetation Street furniture falling into disrepair	2	Minor littering
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	2	
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	0	
\$ Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins Excessive use of guardrails or bollards				
Attractiveness					
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	2	

6 Comfort Footway width	Able to accommodate all users without give and take or walking on the road over 2m wide	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	1	Hybrid cycle and pedestrian path. Pedestrian path 1.5 metre
7 Comfort Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	2	
8 Comfort Footway parking	No instances of vehicles parking on footways noted Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road due to footway parking, some deviation from desire lines.	Clearance widths of less than 1.5m Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays Footway parking caused significant deviation from desired line.	2	
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	2	
10 Comfort other	Example of other comfort issues include Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces				
Comfort					



11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	2	
12 Directness Location of Crossing in relation to Desire lines	Crossing follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	
13 Directness Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	1	Signal controlled crossing. Pedestrian bridge available
14 Directness Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10sin pedestrian island	1	
15 Directness Greenman time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	
16 Directness Other	Examples of could include Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout				
Directness					
17 Safety Traffic volume	Traffic volume low, or pedestrians can keep a distance form moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	1	

18 Safety Traffic speed	Traffic volume low, or pedestrians can keep a distance from moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	1	
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	
Safety					
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	2	
Coherence					
<b>Total Score</b>				27	<b>67.5% therefore below satisfactory standard</b>




Date of assessment: 8 August 2023



Initials of the person undertaking the study: IPS

Any tactile paving should be photographed, and measurements made so they can be checked against the current standards as per **Guidance on the use of Tactile Paving Surfaces.**

Tactile paving information

Location	A414 across High Street	A414 across westbound carriageway	A414 across eastbound carriageway
Width	400 cm	400 cm	400 cm
Length	80 cm	80 cm	80 cm
Slope	Yes	Yes	Yes

<p>If ribbed direction of rids in relation to walking route.</p>	<p>40x40cm stippled tiles</p>	<p>40x40cm stippled tiles</p>	<p>40x40cm stippled tiles</p>
<p>Photo</p>			

Location	A414 junction Colney Heath Lane	A414 junction Smallford Lane
Width	200 cm	160 cm
Length	80 cm	80 cm
Slope	Yes	Yes
If ribbed direction of rids in relation to walking route.	40x40cm stippled tiles	40x40cm stippled tiles
Photo		

### Traffic Speed

Traffic speeds are not fully defined in the Active Travel Design Guidance so the following scoring should be used.

Pavement width	Traffic speed - unrestricted	Traffic speed - 40mph	Traffic speed - 30mph
Pavement >2m wide with min 500mm verge width	2	2	2

Pavement >2m wide no verge	1	2	2
Pavement 1.5-2m wide with min 500mm verge	0	1	2
Pavement 1.5-2m wide no verge	0	0	1
Pavement <1.5m wide	0	0	0

## 2.08 Colney Heath Pavement Assessment

The Welsh Active Travel Design Guidance have prepared this walking route assessment tool (WRAT) to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40 100%).

### Route 8

Road / route name **Colney Heath Lane**

From A414 North Orbital Road to Hatfield Road length of route 1.2 Miles

Height difference 18m



Route map (Google Maps)

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation Street furniture falling into disrepair e.g., paint peeling	Littering and/or dog mess present Seriously overgrown vegetation Street furniture falling into disrepair	1	West footway overgrown with some littering
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not	1	Lack of active surveillance from A414 to 30 limit sign.

		surveillance (e.g., House set back or onto street)	subject to any natural surveillance Include where sight lines are inadequate.		
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	2	30 mph limit in vicinity of most residential properties. Others set back
\$ Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins Excessive use of guardrails or bollards			0	Lighting between Barley Mow Lane and 30 limit sign obscured by trees leaving pooled illumination
Attractiveness					
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	1	
6 Comfort Footway width	Able to accommodate all users without give and take or walking on the road over 2m wide	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e. standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	0	Westside pavement narrow width too close to 40 mph traffic on narrow carriageway
7 Comfort Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently,	0	Less than 1.5m in places between Barley Mow La and 30 limit sign.

			walk on roads and/or results in crowding.		Pedestrians must wait to pass or walk into narrow 40 mph road
8 Comfort Footway parking	No instances of vehicles parking on footways noted Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road due to footway parking, some deviation from desire lines.	Clearance widths of less than 1.5m Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays Footway parking caused significant deviation from desired line.	2	No footway parking observed
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	1	There is a long slope from Barley Mow Lane NB School and a more strenuous gradient in both directions to top of bridge.
10 Comfort other	Example of other comfort issues include Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces				
Comfort					
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	2	
12 Directness Location of Crossing in relation to Desire lines	Crossing follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	No crossings



13 Directness Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	2	Crossing to and from NB School and associated bus stops
14 Directness Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	NA	No controlled crossings
15 Directness Greenman time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	NA	No Greenman
16 Directness Other	Examples of could include Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout				
Directness					
17 Safety Traffic volume	Traffic volume low, or pedestrians can keep a distance form moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	1	No separation of carriageway and pavement for most of the route.
18 Safety Traffic speed	Traffic volume low, or pedestrians can keep a distance form moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	1	Less than 1.5m in 40 limit
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	

Safety					
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	0	The following junctions do NOT have both dropped kerb and tactile paving: Barley Mow Lane Boissy Close Swans Close Hobbs Close Firwood Avenue
Coherence					
<b>Total Score</b>				18	<b>45% therefore below satisfactory standard</b>

Date of assessment: 8August 2023

Initials of the person undertaking the study: IPS

Any tactile paving should be photographed, and measurements made so they can be checked against the current standards as per **Guidance on the use of Tactile Paving Surfaces.**

Tactile paving information

Location					
Width					
Length					
Slope					
If ribbed direction of rids in relation to walking route.					
Photo					

## Traffic Speed

Traffic speeds are not fully defined in the Active Travel Design Guidance so the following scoring should be used.

<b>Pavement width</b>	<b>Traffic speed - unrestricted</b>	<b>Traffic speed - 40mph</b>	<b>Traffic speed - 30mph</b>
Pavement >2m wide with min 500mm verge width	2	2	2
Pavement >2m wide no verge	1	2	2
Pavement 1.5-2m wide with min 500mm verge	0	1	2
Pavement 1.5-2m wide no verge	0	0	1
Pavement <1.5m wide	0	0	0

## 2.09 Colney Heath Pavement Assessment

The Welsh Active Travel Design Guidance have prepared this walking route assessment tool (WRAT) to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40 100%).

### Route 9

Road / route name: **Smallford Lane and Station Road**

From A414 North Orbital Road to Hatfield Road

length of route 0.9 Miles

Height difference 5m



Route Map (Google Maps)

Audit categories	2 Green	1 Amber	0 Red	Score	Comments
1 Attractiveness Maintenance	Footway well maintained with no significant issues	Minor littering. Overgrown vegetation Street furniture falling into disrepair e.g., paint peeling	Littering and/or dog mess present Seriously overgrown vegetation Street furniture falling into disrepair	1	Minor littering Overgrown vegetation on the Smallford Bridge "bypass (Peggy's Path) (southside) and path between bridge and Sleapshyde La.
2 Attractiveness Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., House set back or onto street)	Major or prevalent vandalism Evidence of criminal/antisocial activity. Route isolated, not subject to any natural surveillance Include where sight lines are inadequate.	2	No evidence of vandalism. Road overlooked except for Smallford Bridge "bypass across Alban Way and between Wilkins Green Lane and Sleapshyde Lane
3 Attractiveness Traffic noise & pollution	Traffic noise & pollution do not affect attractiveness	Level of traffic noise and/or pollution could be improved	Severe traffic pollution and or traffic noise.	1	40 mph roads Limited action to improve
\$ Attractiveness other	Example of other attractiveness Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins Excessive use of guardrails or bollards				Lighting functional
Attractiveness					
5 Comfort Condition	Footways level and in good condition with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such cracked but level pavers). Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	1	Minor broken surfaces and edges. No clear trip hazards

		crossovers resulting in uneven surface.			
6 Comfort Footway width	Able to accommodate all users without give and take or walking on the road over 2m wide	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	0	Bridge bypass southside overgrown down to 1.0 m in places. Very narrow footpath over Smallford bridge. Not generally used in favour of bypass
7 Comfort Width on stagger crossings Pedestrian Islands/refuges	Able to accommodate all users without give and take or walking on the road over 2m wide to accommodate wheelchair users	Footway widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road.	Footway widths of less than 1.5m (i.e., standard wheelchair width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.	NA	No crossing
8 Comfort Footway parking	No instances of vehicles parking on footways noted Clearance widths generally over 2m between permanent objects	Clearance widths between approximately 1.5 and 2m Occasional need for give and take between users and walking on the road due to footway parking, some deviation from desire lines.	Clearance widths of less than 1.5m Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delays Footway parking caused significant deviation from desired line.	2	No examples of footway parking One example of parking on verge
9 Comfort gradient	There are no slopes on footway	Slopes exist but not exceeding 8 per cent (1 in 12)	Gradients exceed 8 per cent (1 in 12)	1	The is a gradient both ways up to Smallford Bridge but not generally used as a footpath.
10 Comfort other	Example of other comfort issues include Temporary obstructions restricting clearance width for pedestrians e.g., Driveway gates opening on footway Barriers or gates restricting access			1	Where the bridge bypass crosses the Alban Way, there are examples of impassible flooding

	Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces				resulting of the use of the very narrow path over the bridge.
Comfort					
11 Directness Footway provision	Footways are provided to cater for pedestrian desire lines e.g., adjacent to roads	Footway provision could be improved to better cater for pedestrian desire lines.	Footway not provided to cater for the desire lines.	2	The route is a direct route
12 Directness Location of Crossing in relation to Desire lines	Crossing follow the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	NA	No crossings
13 Directness Gaps in traffic (where no controlled crossings present or likely to be present)	Crossing of roads is easy, direct, and comfortable and without delay (<5s average)	Crossing the road direct but associated with some delay (up to average 15s)	Crossings of road associated indirect, or associated with a significant delay (>15s)	2	There are no controlled crossings. The route is east side of the road only. Generally, the crossings are to northbound bus stops. Generally, it is only peak hours is there likely to be a delay.
14 Directness Impact of controlled crossings	Crossing are single phase pelican or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s on island.	Staggered crossings add significantly to journey time. Likely to wait >10sin pedestrian island	NA	No controlled crossing
15 Directness Greenman time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from longer green man time but unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	NA	No Greenman
16 Directness Other	Examples of could include Routes to and from bus stops not accommodated Steps restricting access to all users				Bridge bypass is an unsegregated cycle and pedestrian pathway

	Confusing layout				resulting in potential conflict between pedestrians and cyclists
Directness					
17 Safety Traffic volume	Traffic volume low, or pedestrians can keep a distance form moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	1	Traffic heavy during peak times. Pedestrians close to carriageway between Wilkins Green La and Sleafshyde La.
18 Safety Traffic speed	Traffic volume low, or pedestrians can keep a distance form moderate traffic speeds.	Traffic levels moderate and pedestrians in close proximity.	High traffic speeds with pedestrians unable to keep their distance	1	40 mph limit Pedestrians close to carriageway between Wilkins Green La and Sleafshyde La.
19 Safety Visibility	Good visibility for all users	Visibility could be somewhat improved but unlikely to deter users.	Poor visibility like to result in collisions	2	Visibility for pedestrians is generally good except for going over bridge that is unlikely.
Safety					
20 Coherence Dropped kerbs & tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerb and tactile paving provided but not up to current standards	Dropped kerbs and tactile paving absent or incorrect	0	There are dropped kerbs with tactile tiles at junctions with Wilkins Green Lane and North Orbital Road. The following junction do not have both a dropped kerb and tactile tiles: Sleafshyde La Sleafscross Gardens.



Coherence					
<b>Total Score</b>				17	<b>42.5% therefore below satisfactory standard</b>


Date of assessment: 8August 2023

Initials of the person undertaking the study: IPS

Any tactile paving should be photographed, and measurements made so they can be checked against the current standards as per **Guidance on the use of Tactile Paving Surfaces.**

Tactile paving information

Location	Station Road junction Wilkins Green Lane
Width	160 cm
Length	200 cm curved
Slope	Yes
If ribbed direction of rids in relation to walking route.	40x40cm stippled tiles

Photo	
Comment	4x4 tiles across path forming L

### Traffic Speed

Traffic speeds are not fully defined in the Active Travel Design Guidance so the following scoring should be used.

Pavement width	Traffic speed – unrestricted	Traffic speed - 40mph	Traffic speed - 30mph
Pavement >2m wide with min 500mm verge width	2	2	2
Pavement >2m wide no verge	1	2	2
Pavement 1.5-2m wide with min 500mm verge	0	1	2
Pavement 1.5-2m wide no verge	0	0	1
Pavement <1.5m wide	0	0	0

