

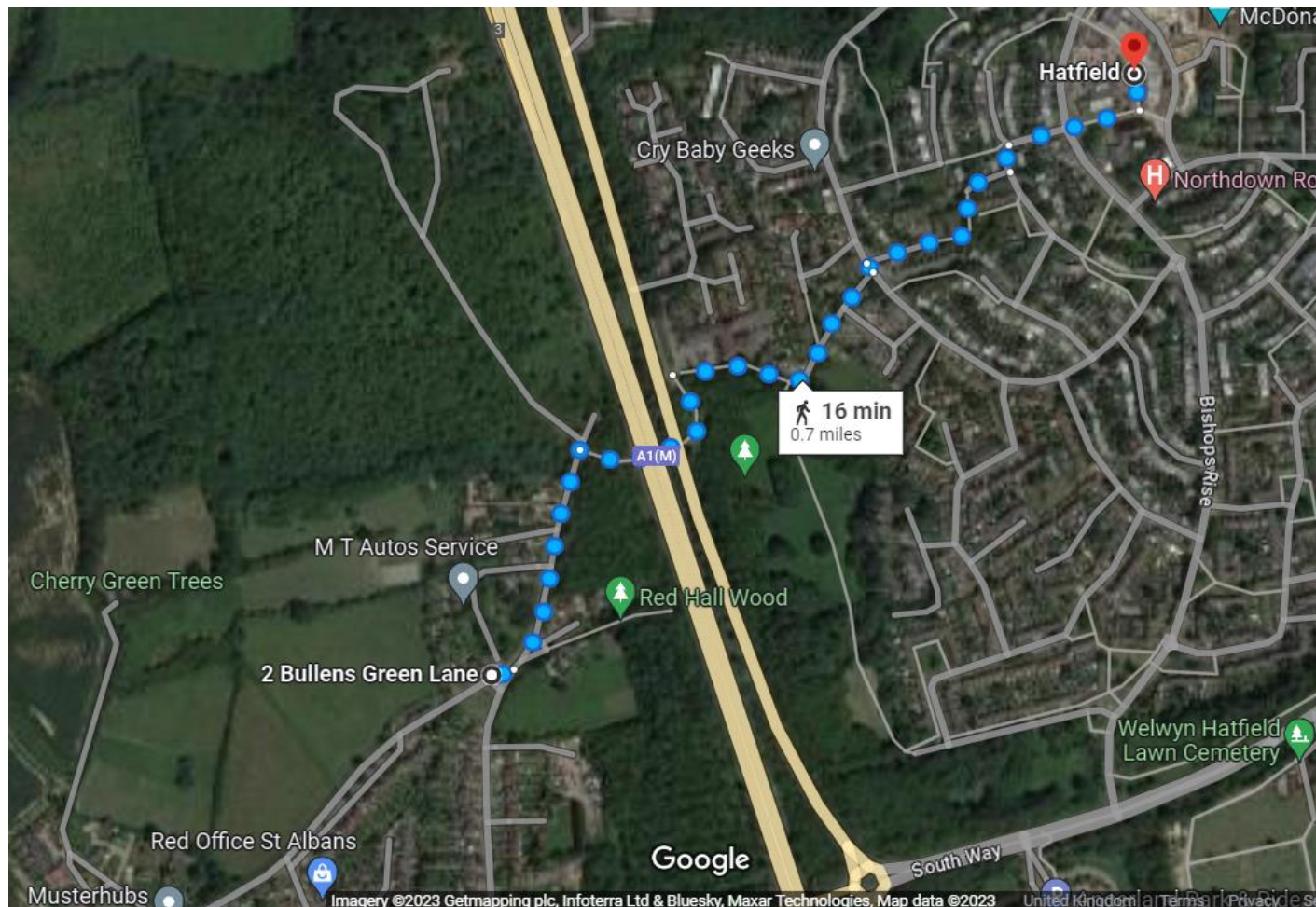
Colney Heath Pavement Assessment

This walking route assessment tool (WRAT) has been prepared by the Welsh Active Travel Design Guidance 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%).

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	0	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.	0	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.	2	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			0	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 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.	0	Pathway in bad condition in many places. A1(M) subway prone to flooding and closure, meaning no access to shops for long periods.
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	Footway widths of less than 1.5m (i.e. standard wheelchair width) Limited footway width requires users to give and take	0	Less than 1m wide in many places, narrowest record was 600mm wide.

		road.	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.	0	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.	0	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)	0	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			0	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.	2	Design considered satisfactory.
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	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 od 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	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 >10sin 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	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	2	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	2	
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	2	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	0	Some crossing had no dropped curbs and/or tactile paving see below
Coherence					
Total Score				17	42.5% Therefore below satisfactory standard

Date of assessment 16th 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) flooding January 2023

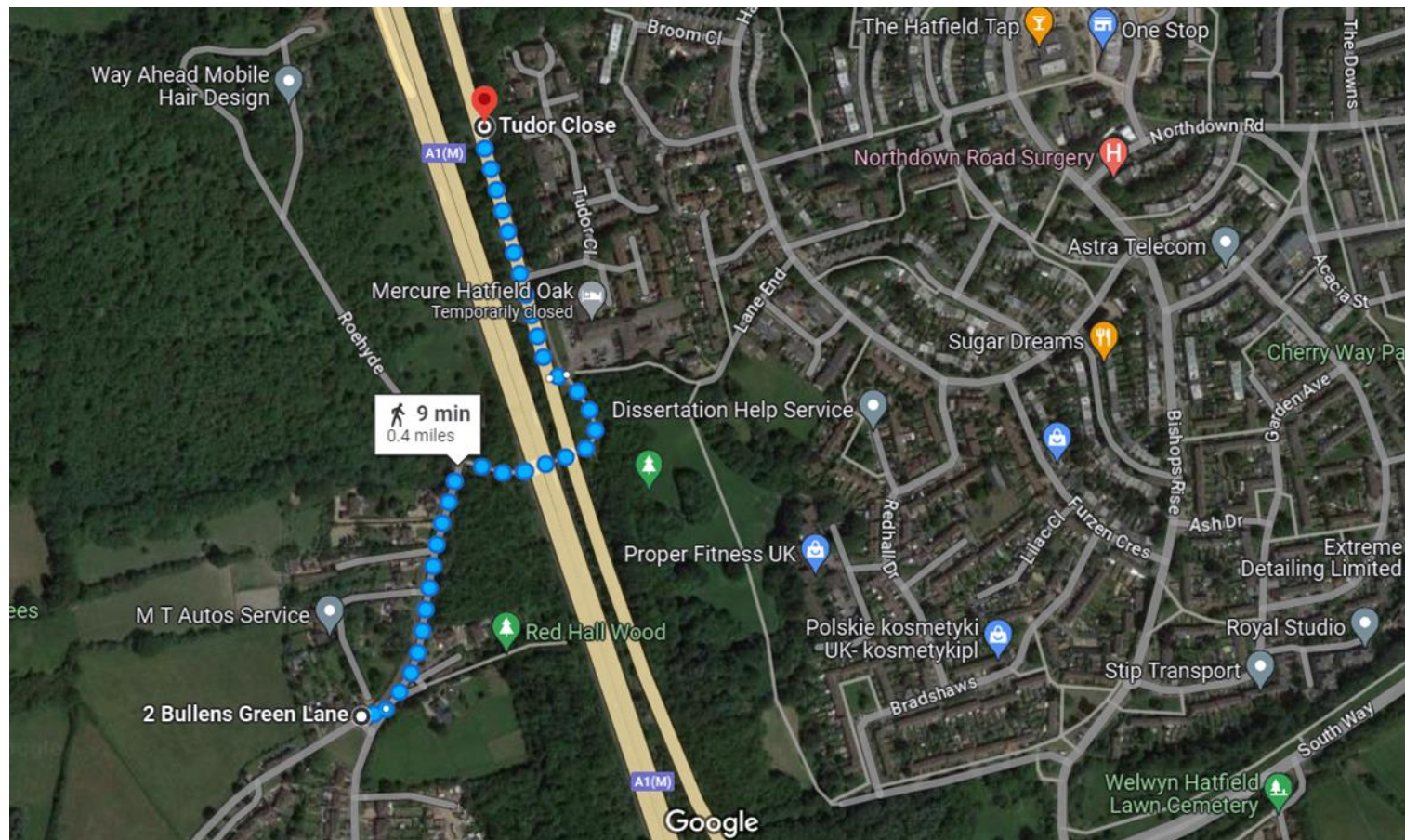
Colney Heath Pavement Assessment

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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)



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	0	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.	0	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.	2	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			2	
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.	0	Surface damaged A1(M) subway prone to flooding and closure, meaning no access to shops for long periods. .
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	Footway widths of less than 1.5m (i.e. standard wheelchair width) Limited footway width requires users to give and take	1	Pavement width in Bullens Green Lane

		road.	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 wheel chair 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)	1	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			0	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.	2	Design considered satisfactory
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	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 od 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	variable
14 Directness	Crossing are single phase	Crossings are staggered but do not	Staggered crossings add	2	n/a

Impact of controlled crossings	pelican or zebra crossings.	add significantly to journey time. Unlikely to wait >5s on island.	significantly to journey time. Likely to wait >10sin pedestrian island		
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			2	
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	2	
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	2	
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	0	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	0	See below
Coherence					
Total Score				23	57.5% therefore below satisfactory standard

Date of assessment 19th 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.

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



Flooding in A1(M) subway January 2023

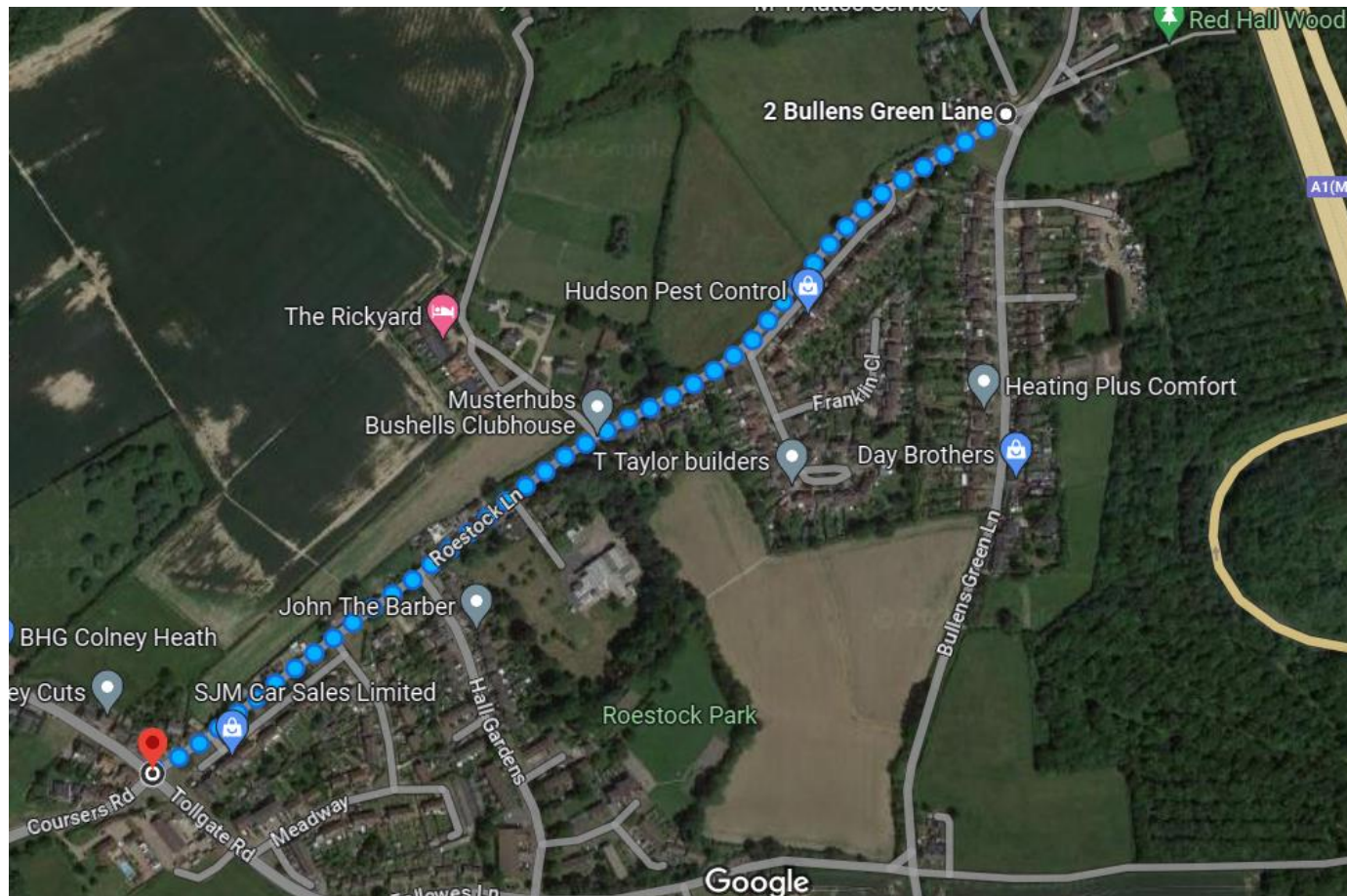
Colney Heath Pavement Assessment

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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

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	0	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.	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.	2		
\$ 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	Waste bins on pathway	
Attractiveness						
5 Comfort Condition	Audit categories	2 Green	1 Amber	0 Red	Score	Comments
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	Narrow below 1.5m along much of the 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.	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	1	On walkway parking	

			parking caused significant deviation from desired line.		
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	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			0	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.	1	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	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	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	1	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	0	No dropped kerb or tactile paving on many of the road crossings
Coherence					
Total Score				21	52.5% therefore below satisfactory standard

Date of assessment 19th 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.

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

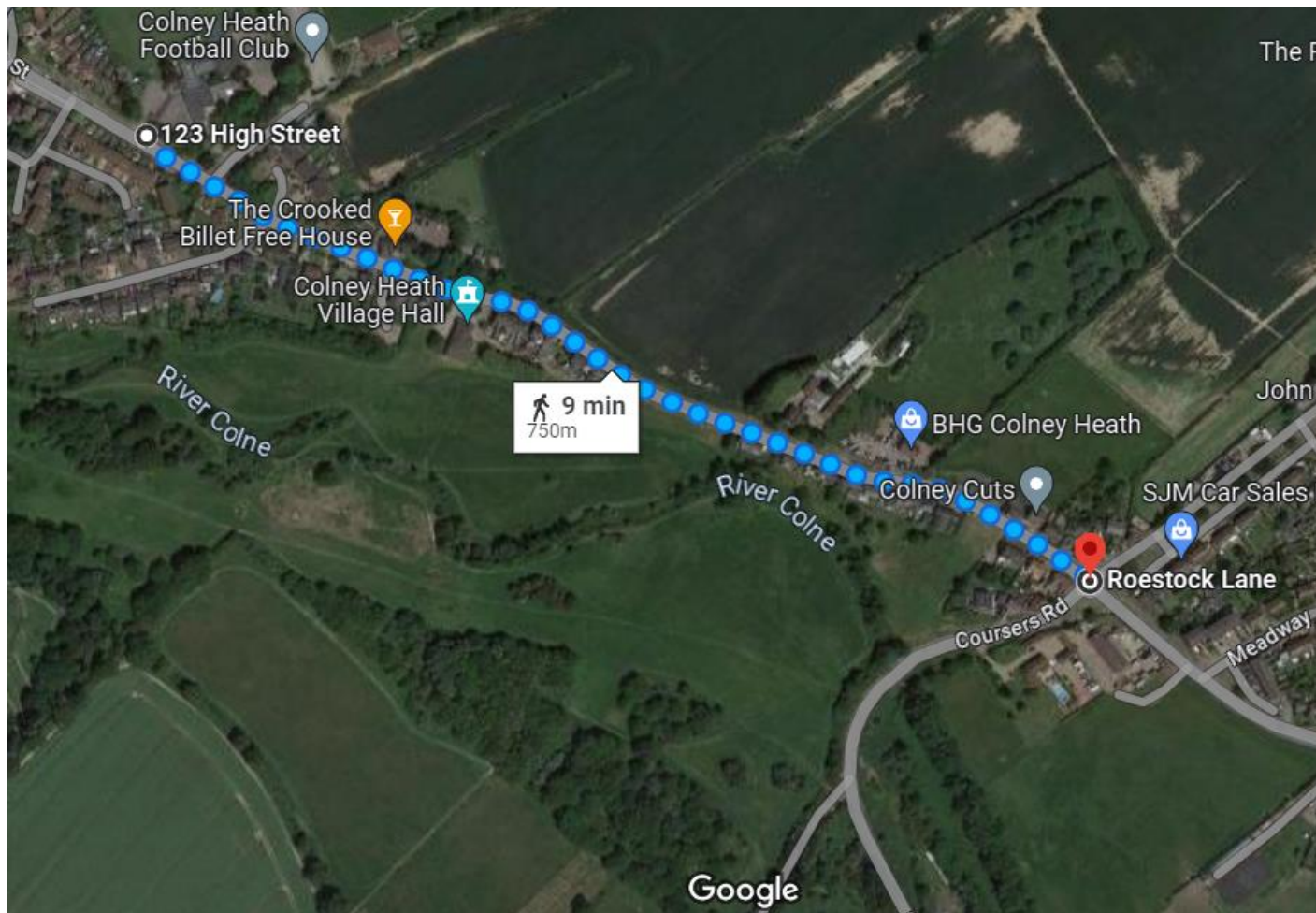
Colney Heath Pavement Assessment

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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	1	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.	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	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			1	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 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.	0	Number of crossovers resulting in uneven surface, significant uneven patching.
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	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	Able to accommodate all users without give and take or walking	Footway widths between approximately 1.5 and 2m	Footway widths of less than 1.5m (i.e. standard wheelchair	2	

crossings Pedestrian Islands/refuges	on the road over 2m wide to accommodate wheelchair users	Occasional need for give and take between users and walking on the road.	width) Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding.		
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	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)	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	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.	2	
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)	1	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 >10s in pedestrian island	2	n/a
15 Directness	Green man time is of sufficient	Pedestrians would benefit from	Green man time would not	2	n/a

Greenman time	length to cross comfortably.	longer green man time but unlikely to deter users.	give vulnerable users sufficient time to cross comfortably.		
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 form moderate traffic volumes.	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	0	High traffic volumes at peak time in close proximity to pedestrians
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	0	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	0	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	0	None at Park Lane
Coherence					
Total Score				23	57.5% therefore below a satisfactory standard

Date of assessment 19th 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