

COLNEY HEATH PARISH COUNCIL

✉ **Address:** Highfield Park Visitor Centre, Hill End Lane AL4 0RA
☎ **Telephone:** (01727) 825 314
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APPENDIX 3

Assessment of walking routes

Colney Heath Pavement Assessment

This walking route assessment tool (WEAT) has been prepared by 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 (maximum score 40, equivalent to 100%).

Road / route name **Public footpath No.11, from Alban Way to Hatfield Road**

From: Alban Way to Hatfield Road bus stops Length of route 420m (Google Maps)
Height difference start to finish: less than 2m

Assessor's notes

While undertaking this assessment the assessor met a group from one of the local businesses undertaking work to improve the area to assist them in the recruitment and retention of employees. They provided the following information:

- the road in the Business Park has not been adopted
- the company that developed the estate has gone bankrupt so the road is now Crown property
- the road and street lighting suffer from poor maintenance
- no general parking enforcement across the Business Park, however some businesses do enforce parking control on their land
- they were trying to clear an overgrown area
- they expressed concerns over HGVs, including speeding and reversing in the road

The HCC Highways Gazetteer also confirms that the Alban Park road has not been adopted. A possible sub-route (1a) through the Business Park would avoid walking along part of the secluded route; however, the road crossing remains difficult with extended crossing routes. This sub-route would require additional walking distance and time to reach the bus stops.

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Map

Route map (Google Earth)



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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	Sign on Alban Way incorrectly indicating the route; the route is overgrown in places.
2 Attractiveness: Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses 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	Other than a short length where the route crosses the road, the path is heavily screened with no or limited lighting; the few streetlights in the area are not working. Path makes many twists and turns, so visibility is limited to short lengths at any one time.
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	
4 Attractiveness: Other	Examples of other attractiveness factors: Evidence of lighting not present or deficient Temporary features affecting the attractiveness waste bins Excessive use of guardrails or bollards			0	The road crossing within the Business Park has no working streetlights. The high industrial fencing makes the route unattractive to users.
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).	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	1	

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
		Defects which are unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some 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.	1	Variable, some short lengths are less than 1m with the narrowest only 400mm 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 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.	0	Two areas of concern: the extended crossing with the Business Park and Hatfield Road; the traffic island on the Hatfield Road is not designed for pedestrians.
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 desired 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:			2	

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
	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 desired lines e.g. adjacent to roads	Footway provision could be improved to better cater for pedestrian desired lines.	Footway not provided to cater for the desired lines.	2	
12 Directness: Location of Crossing in relation to Desire lines	Crossings follow the desired lines	Crossings partly divert pedestrians away from desired lines	Crossing deviates significantly from desired lines.	1	To use the traffic island requires 155m diversion to reach the eastbound bus stop; this scores 0 but an overall average of 1
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	Scores 2 for westbound buses. Scores 0 for eastbound buses, hence average of 1.
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	0	No controlled crossing for eastbound buses.
15 Directness: Green man 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.	0	No controlled crossing, significant safety concerns in crossing Hatfield Road for eastbound traffic
16 Directness: Other	Examples could include routes to and from bus stops not accommodated			1	

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
	Steps restricting access to all users Confusing layout				
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	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 likely to result in collisions	1	Crossing in business park due to cars parking and no parking enforcement.
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 tactile paving, some dropped kerbs on <50% of crossings.
Coherence					
Total Score				19	47.5 % Failed

Date of assessment: several lists were made, with the final visit on 28th November 2023

Initials of the person undertaking the study: MFR

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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 width	0	0	0

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Bus stops in Hatfield Road. The crossing to the eastbound stop has a dropped kerb but not tactile paving; the traffic island is approximately 100m to the east.

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Colney Heath Pavement Assessment

This walking route assessment tool (WEAT) has been prepared by 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 (maximum score 40, equivalent to 100%).

Road / route name **Public footpath No.11, from Alban Way to Hatfield Road, sub-route past Homebase**

From: Alban Way to Hatfield Road bus stops

Length of route 430m (Google Maps)

Height difference start to finish: less than 2m

Assessor's notes

While undertaking this assessment the assessor met a group from one of the local businesses undertaking work to improve the area to assist them in the recruitment and retention of employees. They provided the following information:

- the roads in the Business Park are not adopted.
- the company which developed the estate has gone bankrupt so the road is now Crown property.
- the road and street lighting suffer from poor maintenance.
- no general parking enforcement across the Business Park, however some businesses do enforce parking control on their land.
- they were trying to clear an overgrown area.
- they expressed concerns over HGVs including speeding and reversing in the road.

This sub-route provides a higher level of surveillance on part of the route.

The HCC Highways Gazetteer confirms this road is not adopted.

Much of the road within the Business Park has double yellow lines to restrict parking, however no parking enforcement notices were observed on this route.

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Map

Route map (Google Earth)



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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	Sign on Alban Way incorrectly indicating route; path overgrown in places. Streetlight damaged
2 Attractiveness: Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g., houses 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.	1	The section of the route from Alban Way to the Business Park Road is screened with no or limited lighting in the area; they are not working until near Homebase.
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	
4 Attractiveness: Other	Examples of other attractiveness: Evidence of lighting not present or deficient Temporary features affecting the attractiveness e.g. waste bins Excessive use of guardrails or bollards			0	The road crossing within the Business Park and at the southern end of the Business Park has streetlights not working. The industrial fencing could make the route unattractive to users.
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	Large number of crossovers resulting in uneven surface, subsided or fretted pavement or significant uneven patching.	1	Pavements in the Business Park are in a poor state of repair.

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
		unlikely to result in a trip hazard or difficulty for prams or wheelchairs etc. Some 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.	1	Variable short lengths are less than 1m with the narrowest only 400mm 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 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.	0	Two areas of concern: the extended crossing within the Business Park and Hatfield Road; the traffic island on the Hatfield Road is not designed for pedestrians.
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 desired 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:	Example of other comfort issues include:			2	

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
Other	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 desired lines e.g. adjacent to roads	Footway provision could be improved to better cater for pedestrian desired lines.	Footway not provided to cater for the desired lines.	1	
12 Directness: Location of Crossing in relation to Desire lines	Crossing follow the desired lines	Crossings partly divert pedestrians away from desired lines	Crossing deviates significantly from desired 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	Scores 2 for westbound buses; scores 0 for eastbound buses, so scored average of 1.
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	0	No controlled crossing for eastbound buses
15 Directness: Green man 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.	0	No controlled crossing; significant safety concerns in crossing Hatfield Road for eastbound traffic
16 Directness: Other	Examples could include: Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout			2	

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
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	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 likely to result in collisions	1	Crossing in Business Park due to cars parking and no parking enforcement.
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 kerbs or tactile paving.
Coherence					
Total Score				21	52.5% Failed

Date of assessment: serval lists were made, with the final visit on 28th November 2023

Initials of the person undertaking the study: MFR

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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

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Pavement near Homebase.

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Pavement at the southern end of Alban Park near Homebase delivery area.

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Road / route name **Alban Way to Hatfield Road via the Business Park**

From: Alban Way to Hatfield Road bus stop

Length of route 575m

Height difference less than 2m

Assessor's notes

This is an informal route without any signage through the Business Park. Other access points from Alban Way through the Business Park have been blocked but for this route someone has constructed steps into the Business Park using old sleepers. It would appear to have a level of usage, possibly by people working in the Business Park.

Car parking is a very significant issue on this route during the working week, with cars parked on the pavements and with cars multi-width parked in the roadway in the central area of the route.

The HCC Highways Gazetteer confirms this road has not been adopted.

Much of the road within the Business Park has double yellow lines to restrict parking, however no parking enforcement notices were observed on this route.

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Map



Route map (Google Earth)

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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	Concern over the status of the wooden sleeper steps; they are reclaimed and show levels of rotting.
2 Attractiveness: Fear of Crime	No evidence of vandalism with appropriate surveillance	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses 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.	1	Limited surveillance on the first part of the route from Alban Way until well into the Business Park due the type of usage of the premises.
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 e.g. 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 as 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	

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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	Significant levels of on-street parking, including parking on the pavement, particularly near the car sales and car parts businesses.
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	The traffic island in Hatfield Road required to access east bound buses is not designed for pedestrians.
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 desired 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	High level of parking on pavement. Parking near the car sales and car parts businesses.
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			2	
Comfort					

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
11 Directness: Footway provision	Footways are provided to cater for pedestrian desired lines e.g. adjacent to roads	Footway provision could be improved to better cater for pedestrian desired lines.	Footway not provided to cater for the desired lines.	2	
12 Directness: Location of Crossing in relation to Desire lines	Crossings follow the desired lines	Crossings partly divert pedestrians away from desired lines	Crossing deviate significantly from desired 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)	Crossing of road associated indirect, or associated with a significant delay (>15s)	0	Significant delays in crossing Hatfield Road for eastbound buses.
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 in pedestrian island	0	No controlled crossings, delays on traffic island in Hatfield Road.
15 Directness: Green man 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.	0	No controlled crossing
16 Directness: Other	Examples of could include: Routes to and from bus stops not accommodated Steps restricting access to all users Confusing layout			1	The steps are quite steep and have greater step height than normal, not suitable for wheelchairs or pushchairs.
Directness					
17 Safety: Traffic volume	Traffic volume low, or pedestrians can keep a distance	Traffic levels moderate and pedestrians in close proximity.	High volumes of traffic with pedestrians unable to keep their distance	1	

COLNEY HEATH PARISH COUNCIL

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
	from moderate traffic volumes.				
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	0	
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 curbs
Coherence					
Total Score				19	47.5 % failure

Date of assessment: completed on 28th November 2023

Initials of the person undertaking the study: MFR

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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

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Traffic island in Hatfield Road.