

COLNEY HEATH PARISH COUNCIL

✉ **Address:** Highfield Park Visitor Centre, Hill End Lane AL4 0RA
☎ **Telephone:** (01727) 825 314
💻 **Website:** <https://colneyheathparishcouncil.gov.uk>
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Response to St Albans District Council Planning Application 5/2023/2100 LAND AT THE JUNCTION OF ROESTOCK LANE AND BULLENS GREEN LANE, COLNEY HEATH, ST ALBANS, HERTFORDSHIRE

Colney Heath Parish Council (CHPC) registers their objection to St Albans District Council (SADC) in relation to application 5/2023/2100 for the construction of nine new houses. There are several grounds for the objection; these are detailed below.

Of particular concern to CHPC in its consideration of this application is the potential cumulative effect of already approved proposals and other proposals which are at various stages of the application process; these are as set out below.

- **Land at Round House Farm, Bullens Green Lane, Colney Heath (ref: 5/2020/2464, 5/2020/1992): 100 homes approved and under construction**
- **Land to Rear of 96 to 106 High Street Colney Heath (ref: 5/2022/0599): 45 homes, to be determined by appeal**
- **Land to the Rear of 42 – 100 and 42 Tollgate Road, Colney Heath (ref: 5/2022/1988): 150 new homes still to be determined (appeal decision awaited)**
- **Land at Round House Farm, Roestock Lane, Colney Heath (ref: 5/2022/2736): 150 dwellings, to be determined**
- **Land Rear of Round House Farm, Roestock Lane, Colney Heath (ref: 5/2023/0405): 110 dwellings, to be determined**

CHPC contends that these developments are expected to result in substantial harm to the Green Belt. CHPC strongly emphasise that Colney Heath is not a sustainable location for developments due to the lack of public transport, appropriate infrastructure and amenities for residents. The construction of further homes within the village of Colney Heath would exacerbate the existing problems in the following areas:

1. Green Belt

The entire village of Colney Heath is within the Green Belt, hence very special circumstances would need to be demonstrated for approval of the nine proposed houses to be granted. CHPC contends that the applicant has not demonstrated the necessary very special circumstances (VSC) and, in fact, asserts that such circumstances do not exist.

The site which forms the basis of this particular application is not identified as one for development in SADC's draft Local Plan, nor indeed are any of the other possible sites

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listed above. In the absence of an up-to-date approved Local Plan a number of policies saved from the 1994 plan become relevant. CHPC believes that the proposed development would be contrary to SADC saved policy 1 relating to the Green Belt and saved policy 2 relating to Green Belt settlements.

CHPC vehemently contends that characterising the application as limited infill within the Green Belt, as stipulated in paragraph 149e of the National Planning Policy Framework (NPPF), is untenable. This assertion is grounded in the necessity to examine the proposal in conjunction with the already sanctioned development of 100 homes in Bullens Green Lane and the potential construction of numerous additional dwellings, as previously mentioned. The cumulative impact of these applications could lead to a drastic and unwarranted expansion of this historically submerged village, nearly doubling its current size and inflicting substantial harm upon the integrity of the Green Belt. Such an extensive transformation poses a clear threat to the preservation of the area's essential character and environmental balance.

It is also the case that the application site relates poorly to the Colney Heath settlement envelopes as set out in the '2023 Arup Green Belt Review': 'Washed Over Villages Study' conducted on behalf of SADC. In this review the land in the part of Roestock Lane furthest from the centre of the village was excluded from the settlement envelope. The application site is within this parcel of land i.e. it is not within the existing settlement envelope and its development for housing would represent an incursion into the Green Belt. CHPC asserts that this would result in detriment to the objectives of the Green Belt, as outlined in paragraph 138 of the National Planning Policy Framework (NPPF).

CHPC expresses apprehension regarding the potential for additional development on the storage yards beyond the designated application site, given the site's location and proposed access. Such a scenario could lead to ribbon development behind the houses, posing a substantial risk of causing further harm and erosion to the Green Belt.

2. Land use

The land in question is categorized as grade 3 agricultural land. While a comprehensive assessment has not been conducted, it is probable that the land falls under grade 3a, consistent with the majority of the farmland in the vicinity of the village. Grade 3a land benefits from protection under NPPF paragraph 174b and SADC saved Policy 102 – Loss of Agricultural Land. Consequently, the proposed development would entail the loss of valuable agricultural land.

3. Visual Impact

The planning statement (paragraph 2.3.1) submitted by the applicant recognises that Colney Heath village is made up of three distinct housing clusters. This

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acknowledgment implies an understanding that the village is not a uniform, developed area but rather a collection of dwellings separated by gaps, constituting the village's unique character. However, the current condition of existing hedges and trees raises concerns, with noticeable dieback and a significant presence of ivy on many hedgerow shrubs, posing a threat to their future growth and well-being. As these trees and hedgerows lack formal protection through Tree Preservation Orders (TPOs), there exists the possibility that developers could remove them in the future. Consequently, CHPC strongly asserts that any development on this site would have detrimental effects on the village's distinctive character.

4. Sustainability

The National Planning Policy Framework (NPPF) recommends prioritising development proposals that are not only well-connected with public transport but also promote walking and cycling. Unfortunately, Colney Heath does not fulfil either of these criteria. Consequently, residents heavily rely on cars for the majority of their journeys. If the proposed site were developed, residents would continue to be heavily dependent on cars for their daily transportation needs.

a. Public Transport

The sole form of public transport in Colney Heath is the bus service. However, in reality, these bus services primarily cater to travel to schools in the St Albans area and serve shoppers. Importantly, all bus stops are situated beyond the recommended walking distance of 400 meters from the site. Additionally, the village pavement assessments, as detailed in Appendix 2, reveal that the condition of the pavements is deemed unsatisfactory.

The closest bus stop is located in Hall Gardens, situated 600 meters away from the site. However, there are only three buses from this stop each weekday, none of which aligns with convenient times for school or workplace commuting. Additionally, two mid-morning buses cater to shoppers, each operating on one specific day per week.

Buses are accessible on Roehyde Way, with stops approximately 600 meters away from the site. Nevertheless, reaching these stops involves utilising the A1(M) underpass, which is prone to frequent flooding (refer to appendix 2). Moreover, the underpass is recognised for its association with anti-social behaviour, deterring many residents from considering its use.

CHPC contends that the transportation details included in this application contain several inaccuracies.:

- the 200 service is said to operate once daily between Essendon Mill and Colney Fields Retail Park; the service is in fact once weekly

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- The 305 service does not align with the provided information. The daytime service exclusively runs between Colney Heath and St Albans. The extended service from Potters Bar to St Albans operates solely in the early mornings, with the return service available in the late afternoon. Contrary to the stated details, these buses can be accessed only from the bus stops in Tollgate Road and High Street, not in Hall Gardens as indicated.
- the 312 service from Bell Bar to Hatfield operates once a week, with a single journey in each direction; this is not made explicit in the application
- the 230 service also operates only once each week, with one journey in each direction between Welwyn Garden City and St Albans

Full bus timetables are included in Appendix 1.

The closest railway station, Welham Green, is 3.5km from the site. The sole bus service from Colney Heath to the station, available only in the late afternoon, is generally impractical. Cycling is a potential option, but the most direct route via Tollgate Road is deemed unsafe for cyclists, as highlighted in CHPC's Tollgate Road appeal submission (ref: 5/2022/1988). An alternative route, although significantly longer, is considered non-coherent and, therefore, unsuitable.

St Albans City station is 6.8km from the site. There is an early morning bus to the station from Colney Heath, and this could be of use to some travellers; however, the last bus each evening leaves the station at around 5.20pm, which would be too early for most commuters.

b. Active Transport

Colney Heath village is served by three narrow and busy roads for traffic flow. Evidence presented during the Tollgate Road appeal conducted detailed assessments of key cycling routes in the area, revealing that none meet satisfactory safety standards. These routes are unequivocally hazardous for most cyclists, discouraging the use of this mode of transport.

While walking is often recommended for short journeys, it is only practical when routes are safe, convenient, and free of hazards—conditions not met in Colney Heath. This especially applies to the application site, as there is no uninterrupted pavement connecting the site to Roestock Lane, the route to the village bus stops and the centre of the village. At the Bullens Green Lane junction, pedestrians must either walk in the road, posing a safety hazard, or traverse muddy grass in winter to access the pavement on Roestock Lane.

More widely, the walking routes in the village suffer from a range of hazards. Many pavements are narrow and/or overgrown with vegetation and many are in poor

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physical condition due to uneven surfaces, cracks etc. These defects can give rise to trip hazards, presenting a particular risk to the elderly, and also create difficulties for wheelchair users and adults with young children in buggies.

CHPC has carried out detailed assessments of walking routes which would be likely to be used by residents of the proposed site; these can be found in Appendix 2. The assessments show that none of these routes meets a satisfactory standard.

5. Education

The village primary school is currently at or near capacity, and upon completion of the larger Bullens Green Lane site, it is anticipated to exceed its capacity. The school is situated 1.8km from the site, well beyond the recommended walking distance and accessible through substandard pavements (refer to Appendix 2).

Given the absence of local secondary schools, all children must commute outside the village. Several secondary schools in St Albans are accessible via the early morning bus, while others are not conveniently located along the bus route. Although St Albans schools are generally preferred by parents, most are oversubscribed, posing challenges in securing placements. Some children attend schools in Hatfield, necessitating walks through the underpass (as mentioned earlier) or, more commonly, travel by car due to the lack of bus services. For students attending schools in Potters Bar or other towns, transportation by car is also required due to the distance and the absence of direct bus connections.

6. Amenities

The village features a convenience store/Post Office, a hairdresser, and an Indian takeaway, all located approximately 1000m from the application site—beyond the recommended walking distance of 400m. Furthermore, the walk entails substandard pavements.

Shops are available at Hilltop, South Hatfield, but reaching them on foot involves using the underpass, which many residents avoid, and navigating unsuitable pavements (refer to Appendix 2). These shops are approximately 1050m from the application site, surpassing the recommended walking distance and potentially posing challenges for carrying heavy shopping home. The closest supermarkets, Morrisons in St Albans and Asda in Hatfield, require bus or car travel, respectively. Colney Heath lacks doctors, dentists, and pharmacies. The nearest doctors' surgeries are in Hatfield, necessitating car travel due to the absence of a direct bus route. There is a pharmacy and dental surgery in Welham Green, accessible by car.

In conclusion, CHPC asserts that Colney Heath is not a sustainable location for development. The bus service falls short of residents' needs, cycling poses hazards, and the pavement conditions discourage walking. Essential amenities and services

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are deficient, realistically accessible only by car. Introducing additional housing in the village would only compound these challenges.

CHPC objects to this application and believes that it should be refused.

COLNEY HEATH PARISH COUNCIL
19TH DECEMBER 2023

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APPENDIX 1 FULL BUS TIMETABLES

Centrebus

Essendon Mill – Colney Fields Retail Park

200

MONDAYS ONLY

from 3rd October 2022

Notes:		Notes:	
Essendon Mill, Low Rd, Millgreen Cottages	0951	Colney Fields Retail Park, Stop B	1235
Essendon, High Rd, opp War Memorial	0953	Colney Heath, High St, Roestock Lane	1240
Essendon, Glebe Cottages	0955	Colney Heath, Hall Gardens, opp Admirals Cl	1241
Wildhill, Woodside Place, The Woodman PH	0958	Welham Green, Huggins Lane	1249
Bell Bar, Woodside Lane, The Firs	1003	Welham Green, Dixons Hill Rd, Stop E	1253
Bell Bar, opp Cock o' The North PH	1004	Brookmans Park, Blue Bridge Rd, Bradmore Grn	1257
Brookmans Park, Gt North Rd, Kentish Ln	1006	Brookmans Park, Moffats Lane	1259
Brookmans Park, Moffats Lane	1008	Brookmans Park, Gt Nth Rd, opp Kentish Ln	1301
Brookmans Pk, Blue Bridge Rd, opp Bradmore Grn	1010	Bell Bar, Cock o' The North PH	1303
Welham Green, Huggins Lane	1015	Bell Bar, Woodside Lane, opp The Firs	1304
Welham Green, Dixons Hill Rd, Stop D	1019	Wildhill, Woodside Place, opp The Woodman PH	1309
Colney Heath, Hall Gdns, Admirals Cl	1023	Essendon, Glebe Cottages	1312
Colney Fields Retail Park	1030	Essendon, High Rd, War Memorial	1314
		Essendon Mill, Low Rd, opp Millgreen Cottages	1316

NOTES: ⚡ - Near Railway Station

OPERATOR: Centrebus Customer Care: 0116 410 5050

THIS SERVICE OPERATES AS HAIL & RIDE IN SCHOOL LANE, EAST VIEW AND GLEBE COTTAGES, BETWEEN THE WOODMAN AND THE FIRS AND BETWEEN DIXONS HILL ROAD AND HUGGINS LANE

NO SERVICE ON OTHER DAYS OR PUBLIC HOLIDAYS

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Centrebus

Welwyn Garden City – St Albans

230

WEDNESDAYS ONLY

from 3rd October 2022

Notes:		Notes:	
Welwyn Garden City, Bus Station, Stop F	1032	St Albans, St Peter's Street, Stop 1	1400
W G City, Ludwick Way, Verulam Close	1036	St Albans Railway Station, Stop A	1406
Welwyn Garden City, New QEII Hospital, Stop A	1044	Fleerville, Hatfield Rd, opp Morrisons	1411
Hatfield Railway Station, Stop 2	1052	Oaklands, opp Nicholas Breakspear School	1417
Hatfield, Town Centre, Stop W	1056	Colney Heath, High St, Roestock Lane	1423
Oxlease, Travellers Lane, Oxlease Drive	1058	Welham Green, Huggins Lane	1430
South Hatfield, Travellers Lane, Millwards	1100	Welham Green, Dixons Hill Rd, Stop C	1434
Welham Green Railway Station, Stop B	1103	Welham Green Railway Station, Stop A	1435
Welham Green, Huggins Lane	1105	South Hatfield, Travellers Ln, opp Millwards	1438
Welham Green, Dixons Hill Rd, Stop D	1109	Oxlease, Travellers Lane, opp Oxlease Drive	1440
Colney Heath, High St, opp Roestock Lane	1114	Hatfield, Town Centre, Stop V	1442
Oaklands, Nicholas Breakspear School	1120	Hatfield Railway Station, Stop 6	1446
Oaklands, Hatfield Rd, Colney Heath Lane	1122	Welwyn Garden City, New QEII Hospital, Stop B	1454
Fleerville, Hatfield Rd, Morrisons	1126	Welwyn G C, Ludwick Way, Knella Rd	1500
St Albans Railway Station, Stop D	1131	W G City, Ludwick Way, opp Verulam Close	1501
St Albans, St Peter's Street	1137	Welwyn Garden City, Bus Station	1505

NOTES: = Near Railway Station

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Metroline

Potters Bar/Colney Heath – St Albans/Sandridge **305**

MONDAYS TO FRIDAYS

from 27th March 2021

Notes:	Sch	NSch				
Potters Bar, High Street, Bus Garage	0714	0721				
Brookmans Pk, opp Bradmore Green	0721	0728				1632
Welham Green, Dixons Hill Rd, Stop D	0726	0733				1637
Colney Heath, Hall Gardens, Admirals Cl			1010	1235	1455	
Colney Heath, High St, opp Roestock Lane	0733	0740	1012	1237	1457	1644
Smallford, Station Rd, opp Wilkin's Grn Lane	0741	0747	1018	1243	1503	1650
Hill End, Hill End Lane, Russet Drive	0749	0754	1024	1249	1509	1656
Tyttenhanger Green, The Plough PH			0851	1111	1336	
Fleetville, Hatfield Rd, Morrisons	0755	0759	0858	1028	1118	1253 1343 1513 1701
St Albans City Railway Stn, Stop D	0806	0809	0903	1033	1123	1258 1348 1518 1706
St Albans, St Peter's Street, Stop 13	0812	0814	0910	1039	1130	1304 1355 1524 1712
St Albans, Sandridge Rd, opp Lancaster Rd			0915	1135	1400	
St Albans, Firbank Road, Beech Road				1138	1403	
New Greens, High Oaks Terminus	0820					
Sandridge, Langley Grove, Lyndon Mead		0923	1147	1412		

SATURDAYS

from 27th March 2021

Notes:						
Potters Bar, High Street, Bus Garage	0737					
Brookmans Pk, opp Bradmore Green	0744					
Welham Green, Dixons Hill Rd, Stop D	0749					
Colney Heath, Hall Gardens, Admirals Cl	0757	1010	1235	1500	1620	
Colney Heath, High St, opp Roestock Lane	0759	1012	1237	1502	1622	
Smallford, Station Rd, opp Wilkin's Grn Lane	0805	1018	1243	1508	1628	
Hill End, Hill End Lane, Russet Drive	0811	1024	1249	1514	1634	
Tyttenhanger Green, The Plough PH		0851	1111	1336		
Fleetville, Hatfield Rd, Morrisons	0815	0858	1028	1118	1253	1343 1518 1638
St Albans City Railway Stn, Stop D	0820	0903	1033	1123	1258	1348 1523 1643
St Albans, St Peter's Street, Stop 13	0825	0910	1039	1130	1304	1355 1529 1650
St Albans, Sandridge Rd, opp Lancaster Rd	0915	1135	1400	1655		
St Albans, Firbank Road, Beech Road		1138	1403	1658		
Sandridge, Langley Grove, Lyndon Mead	0923	1147	1412	1707		

NOTES: = Near Railway Station Sch - Schooldays only NSch - Non Schooldays only

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Metroline

Sandridge/St Albans – Colney Heath/Potters Bar **305**

MONDAYS TO FRIDAYS

from 27th March 2021

Notes:		Sch		NSch	
Sandridge, Langley Grove, Lyndon Mead	0923	1147	1412		
Sandridge, nr St Leonard's Church	0925	1149	1414		
New Greens Estate, Townsend School				1540	
St Albans, Firbank Road, Beech Road	0930	1154			
St Albans, Sandridge Rd, Lancaster Rd	0934	1158	1419		
St Albans, St Peter's Street, Stop 1	0940	1045	1205	1310	1425 1550 1550 1720
St Albans City Railway Stn, Stop A	0946	1051	1211	1316	1431 1556 1556 1726
Fleetville, Hatfield Rd, opp Morrisons	0951	1056	1216	1321	1436 1601 1601 1731
Tyttenhanger Green, The Plough PH		1104		1329	
Hill End, Hill End Ln, opp Russet Drive	0955	1220	1440	1605	1605 1735
Smallford, Station Rd, Wilkin's Green Lane	1001	1226	1446	1612	1612 1742
Colney Heath, Hall Gardens, Admirals Cl	1008	1233	1455		
Colney Heath, High St, Roestock Lane				1617	1617 1747
Welham Green, Dixons Hill Rd, Stop E				1622	1622 1752
Brookmans Park, Bradmore Green				1626	1626 1756
Potters Bar, High Street, Bus Garage					1803

SATURDAYS

from 27th March 2021

Notes:		Sch		NSch	
Sandridge, Langley Grove, Lyndon Mead	0923	1147	1412	1707	
Sandridge, nr St Leonard's Church	0925	1149	1414	1709	
St Albans, Firbank Road, Beech Road	0930	1154	1419		
St Albans, Sandridge Rd, Lancaster Rd	0934	1158	1423	1714	
St Albans, St Peter's Street, Stop 1	0830	0940	1045	1205	1310 1425 1550 1720
St Albans City Railway Stn, Stop A	0835	0946	1051	1211	1316 1431 1556 1726
Fleetville, Hatfield Rd, opp Morrisons	0840	0951	1056	1216	1321 1436 1601 1731
Tyttenhanger Green, The Plough PH	0848		1104		1329
Hill End, Hill End Ln, opp Russet Drive	0955	1220	1440	1605	1735
Smallford, Station Rd, Wilkin's Green Lane	1001	1226	1446	1611	1742
Colney Heath, Hall Gardens, Admirals Cl	1008	1233	1455	1618	
Colney Heath, High St, Roestock Lane					1747
Welham Green, Dixons Hill Rd, Stop E					1752
Brookmans Park, Bradmore Green					1756
Potters Bar, High Street, Bus Garage					1803

NOTES: ➡ - Near Railway Station Sch - Schooldays only NSch - Non Schooldays only

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Centrebus

Bell Bar – Hatfield

312

WEDNESDAYS ONLY from 3rd October 2022

Notes:		Notes:	
Bell Bar , Woodside Lane, The Firs	0945	Hatfield , Great North Rd, Tesco	1205
Welham Green Railway Station , Stop B ➡	0949	Hatfield , The Ryde, Fawn Court	1209
Welham Green , Huggins Lane	0951	Hatfield , Town Centre, Stop U	1212
Welham Green , Dixons Hill Rd, Stop D	0955	Hatfield , Hillcrest	1214
Colney Heath , Hall Gdns, opp Admirals Cl	1001	Hatfield , The Galleria, Stop B ⬅	1218
Colney Heath , High St, opp Roestock Lane	1003	Colney Heath , Roestock Ln, High St	1224
Hatfield , The Galleria, Stop C ⬅	1010	Colney Heath , Hall Gardens, Admirals Cl	1226
Hatfield , Hillcrest	1014	Welham Green , Huggins Lane	1233
Hatfield , Town Centre, Stop V	1016	Welham Green , Dixons Hill Rd, Stop C	1237
Hatfield , The Ryde, Fawn Court	1018	Welham Green Railway Station , Stop A ➡	1238
Hatfield , Great North Rd, Tesco	1021	Bell Bar , Woodside Lane, opp The Firs	1242

NOTES: ➡ - Near Railway Station ⬅ - Interchange with Express Coaches

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APPENDIX 2

Colney Heath Pavement Assessment

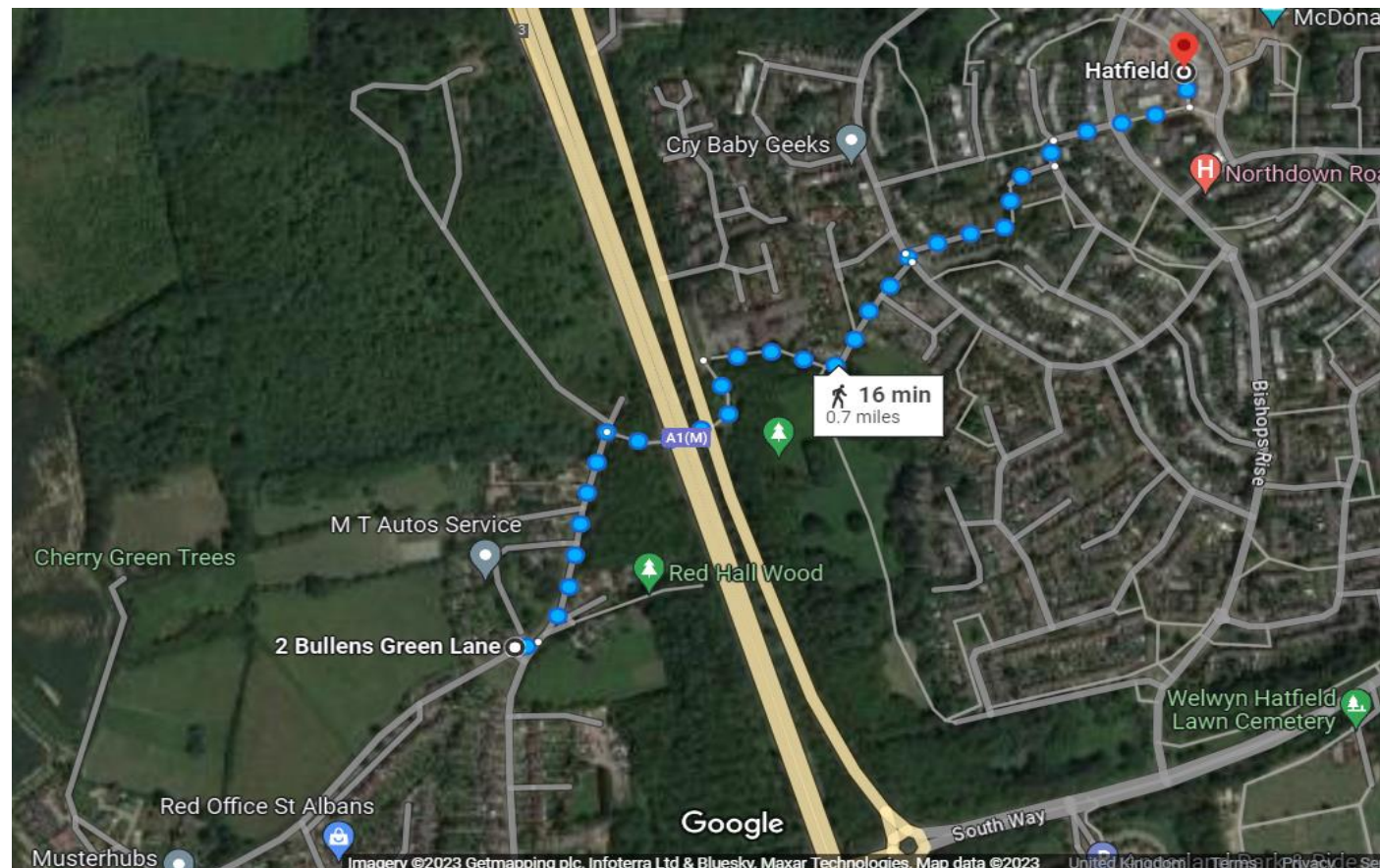
This walking route assessment tool (WRAT) has been prepared by Welsh Active Travel Design Guidance to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40, equivalent to 100%).

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



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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	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
4 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	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

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
		difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.			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 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 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.	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			0	Slip hazard due to mud on path. Overhanging brambles and roses

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
	Barriers or gates restricting access Bus shelters restricting clearance Poorly drained footway resulting in noticeable ponding issues or slippery surfaces				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

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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	2	See Bishops Rise comments
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 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

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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		

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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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Photograph: A1(M) Roestock Lane underpass

Flooding - January 2023



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Colney Heath Pavement Assessment

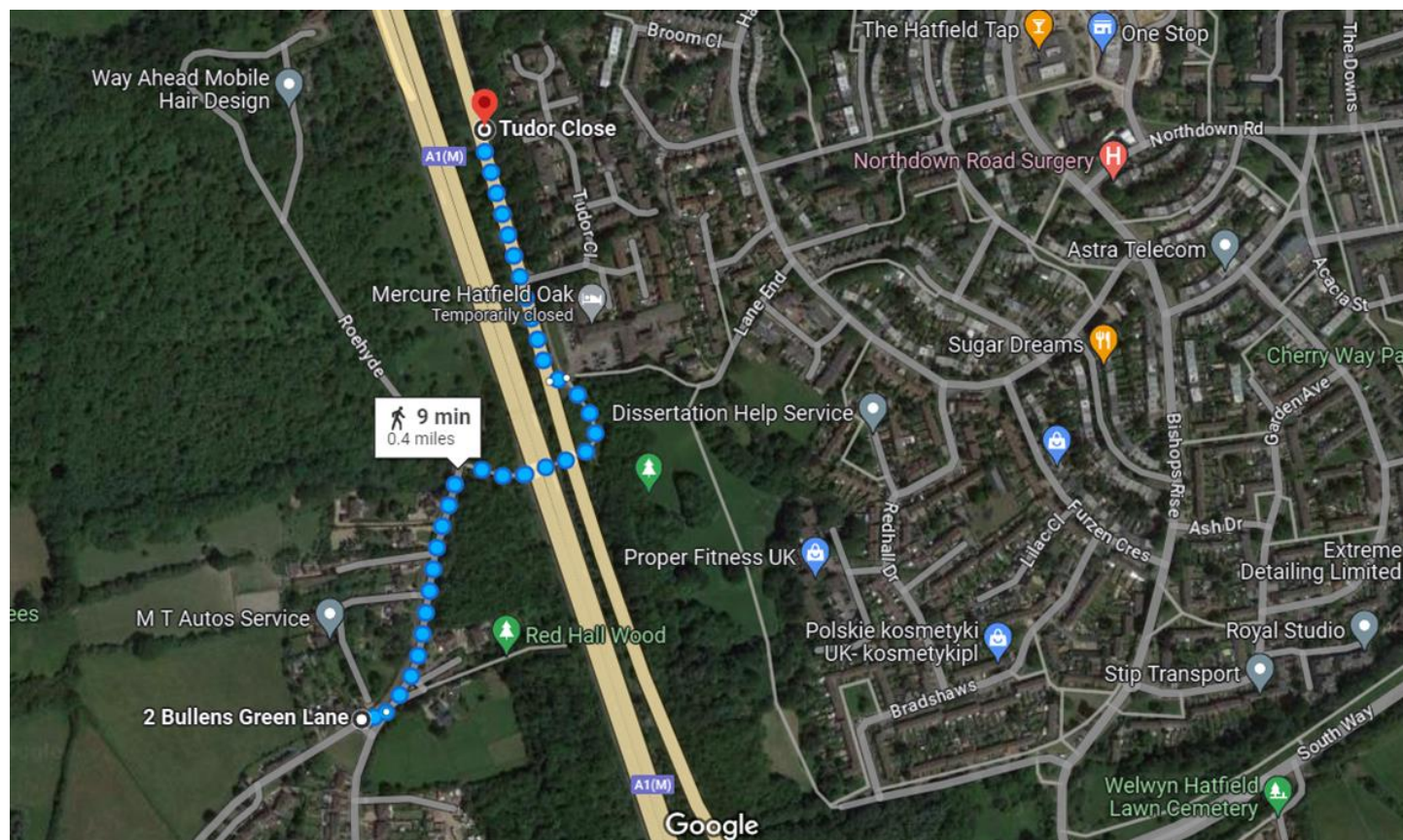
This walking route assessment tool (WRAT) has been prepared by Welsh Active Travel Design Guidance to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40, equivalent to 100%).

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



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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	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	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

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
		difficulty for prams or wheelchairs etc. Some crossovers resulting in uneven surface.			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 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	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 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			0	Surface flooded and mud on walkway

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
	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	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 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			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	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 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

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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		

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Traffic Speed

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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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Photograph: A1(M) Roestock Lane underpass

Flooding - January 2023



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Colney Heath Pavement Assessment

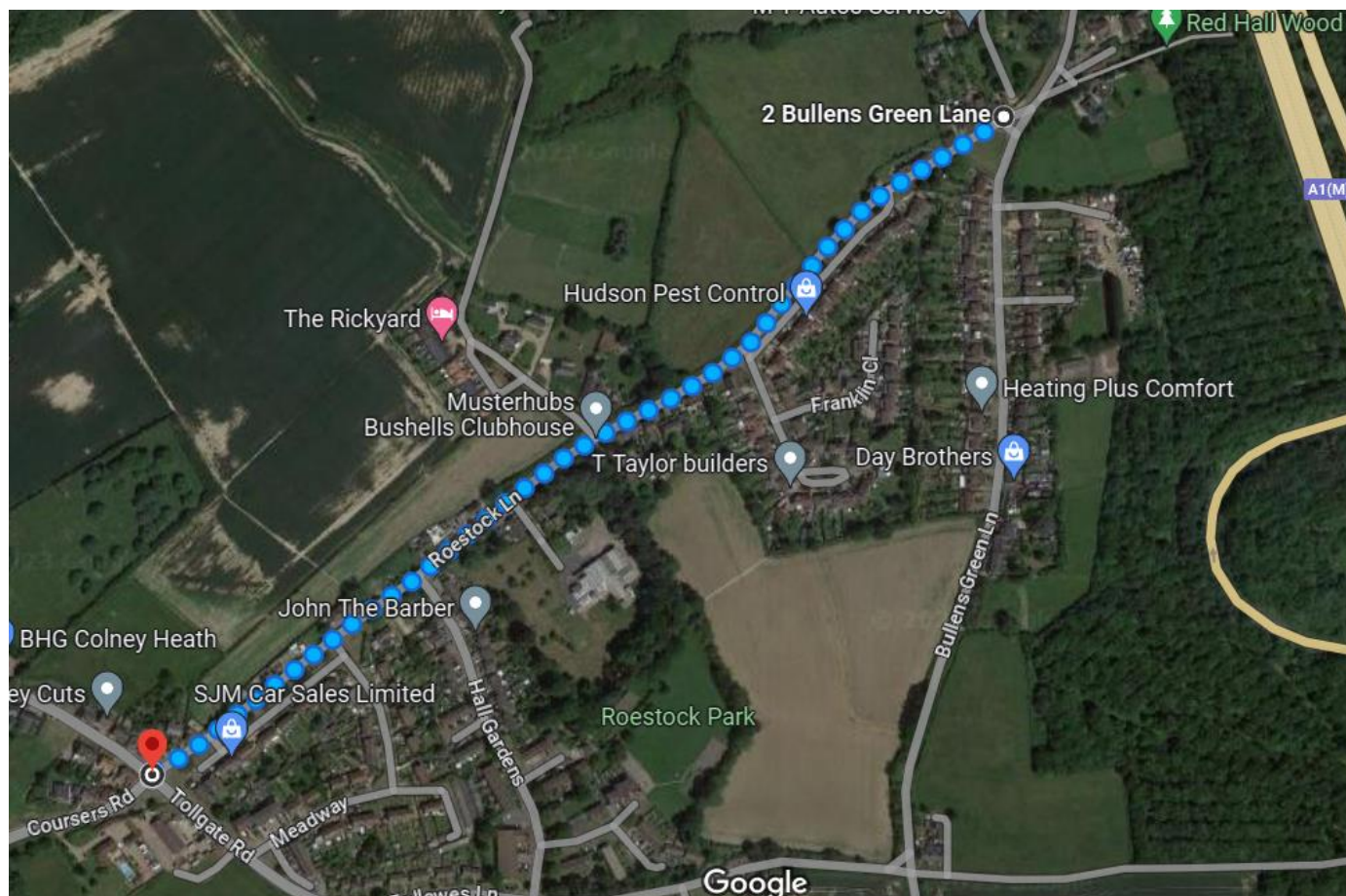
This walking route assessment tool (WEAT) has been prepared by the Welsh Active Travel Design Guidance to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40 100%).

Road / route name: Roestock Lane

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

Height difference: 2m (Google Earth)

Route Map



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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	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	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		

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
Width on stagger 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.	1	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)	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	Crossing follows the desire lines	Crossings partly divert pedestrians away from desire lines	Crossing deviant significantly from desire lines.	2	n/a

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
Location of Crossing in relation to Desire lines					
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)	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 >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	No link to Bullens Green Lane East pavement.
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 like to result in collisions	1	Parking in Hall Gardens and

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
					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

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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			

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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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Colney Heath Pavement Assessment

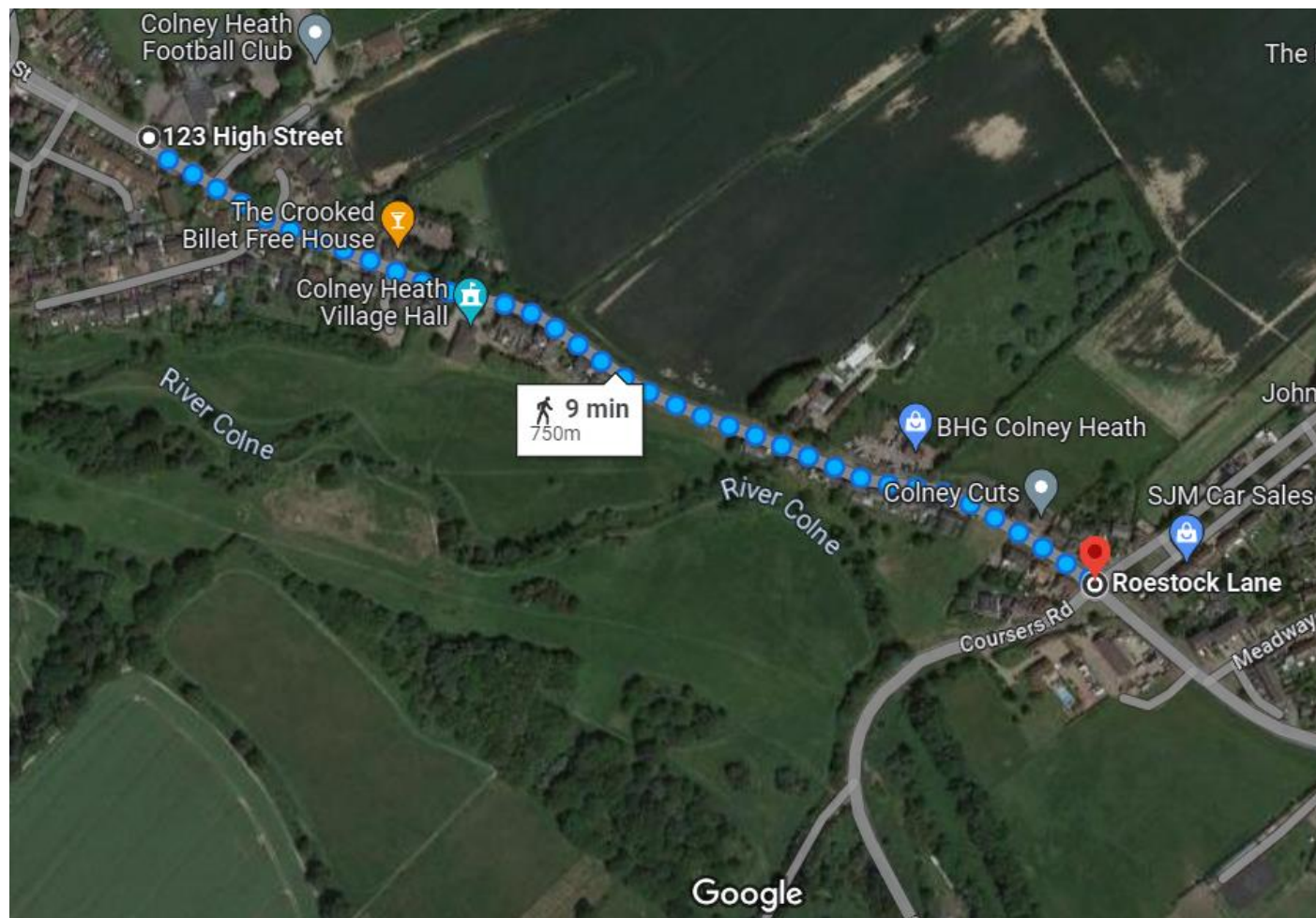
This walking route assessment tool (WEAT) has been prepared by Welsh Active Travel Design Guidance to assist local authorities in auditing walking routes. A score of 70% should normally be regarded as minimum level of provision overall (max score 40, equivalent to 100%).

Road / route name: High Street Colney Heath

From: opposite Queens Head High Street to Colney Heath JMI School, High Street CH; length of route 750m

Height difference: 3m (Google Earth)

Route Map



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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	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.

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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	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.	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	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.

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
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 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 from 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

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Audit categories	2 Green	1 Amber	0 Red	Score	Comments
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	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

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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

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Junction of High Street and Park Lane

an example of the problem
due to the width of the pavement

