

Kings Hill & West Malling
Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling	Littering and/or dog mess prevalent. Seriously overgrown vegetation,	2	Footways are well maintained, some kerb	
- maintenance		into minor disrepair (for example, peeling paint).	including low branches. Street furniture falling into major disrepair.		damage but this is minor	
2. ATTRACTIVENESS	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance	Major or prevalent vandalism. Evidence of criminal/antisocial	1	No evidence of vandalism. Street lighting is provided,	
- fear of crime	прогориям памена за ченине.	(e.g. houses set back or back onto	activity Route is isolated not		however, it is sporadic in	
		street).	subject to natural surveillance (including where sight lines are		nature. Surveillance is limited as pedestrians walk	
			inadequate).		away from the village centre.	
3. ATTRACTIVENESS	Traffic noise and pollution do not	Levels of traffic noise and/or	Severe traffic pollution and/or	2	Traffic pollution is low as	
- traffic noise and	affect the attractiveness	pollution could be improved	severe traffic noise	-	movements were observed to be low generally.	
pollution 4. ATTRACTIVENESS	Examples of 'other' attractiveness is:	sues include:		2	None observed	
- other	- Evidence that lighting is not present	t or is deficient:	re)	-		
	- Excessive use of guardrail or bollar	tractiveness of routes (e.g. refuse sac ds				
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or	Large number of footway crossovers resulting in uneven	2	Footway levels are good with no trip hazards.	
- condition		patching) or minor (such as cracked, but level pavers). Defects	surface, subsided or fretted pavement, or significant uneven			
		unlikely to result in trips or difficulty	patching or trenching.			
		for wheelchairs, prams etc. Some footway crossovers resulting in				
		uneven surface.				
6. COMFORT	Able to accommodate all users	Footway widths of between	Footway widths of less than 1.5m	0	Footways are generally 0.9-	Review of highway
- footway width	without 'give and take' between users or walking on roads.	approximately 1.5m and 2m. Occasional need for 'give and take'	(i.e. standard wheelchair width). Limited footway width requires	٠	1.1m wide, where the footway does widen	boundary to assess
	Footway widths generally in excess of 2m.	between users and walking on			temporarily at various points	improvement?
	of 2m.	roads.	walk on roads and/or results in crowding/delay.		along the road	Consideration of other measures if
						unable to widen within boundary
						such as one-way working?
7. COMFORT	Able to accommodate all users	Widths of between approximately	Widths of less than 1.5m (i.e.	2	Crossing widths are	
- width on staggered	without 'give and take' between	1.5m and 2m. Occasional need for 'give and take' between users and	standard wheelchair width). Limited width requires users to 'give and	•	acceptable.	
crossings/ pedestrian islands/refuges	generally in excess of 2m to accommodate wheel-chair users.	walking on roads.	take' frequently, walk on roads and/or results in crowding/delay.			
pedestrair islands relages	accommodate wheel-chair users.		and/or results in crowding/delay.			
8. COMFORT	No instances of vehicles parking on footways noted. Clearance widths	Clearance widths between	Clearance widths less than 1.5m.	2	No instances of vehicles	
- footway parking	generally in excess of 2m between	approximately 1.5m and 2m. Occasional need for 'give and take'	Footway parking requires users to 'give and take' frequently, walk on		parking on the footway.	
	permanent obstructions.	between users and walking on roads due to footway parking.	roads and/or results in		footways besides lamp columns, where it is noted	
		Footway parking causes some deviation from desire lines	crowding/delay. Footway parking causes significant deviation from		the width of the footways is	
		deviation from desire lines.	desire lines.		already narrow.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	Footways do slope in some locations, but are not	
- gradient					considered uncomfortable for pedestrians to walk on.	
	Examples of 'other' comfort issues in	nclude:			None observed	
10.COMFORT - other	- Temporary obstructions restricting of	clearance width for pedestrians (e.g. o	driveway gates opened into footway);	2	None observed	
	- Barriers/gates restricting access; ar - Bus shelters restricting clearance w	vidth.				
	- Poorly drained footways resulting in	noticeable ponding issues/slippery s	surfaces			
COMFORT				9		
11.DIRECTNESS	Footways are provided to cater for	Footway provision could be	Footways are not provided to cater	2	Footways are provided along	
- footway provision	pedestrian desire lines (e.g. adjacent to road).	improved to better cater for pedestrian desire lines.	for pedestrian desire lines.	-	the carriageway edge	
12.DIRECTNESS	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	The crossings that are provided follow desire lines	
location of crossings in relation to desire lines		pedesularis away ironi desire iiries.	desire illes.		provided follow desire lines	
13.DIRECTNESS	O	0	0		0	
- gaps in traffic (where no	Crossing of road easy, direct, and comfortable and without delay (< 5s	Crossing of road direct, but associated with some delay (up to	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	Crossing of road is easy and direct	
controlled crossings	average).	15s average).	significant delay (>15s average).			
present or if likely to cross outside of controlled						
present or if likely to cross outside of controlled crossing)	Crossings are single above.	Crossings are stagment but d	Stangard crossings add		M/Δ	
present or if likely to cross outside of controlled	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time.	Staggered crossings add significantly to journey time. Likely	0	N/A	
present or if likely to cross outside of controlled crossing) 14.DIRECTNESS	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait > 10s in pedestrian island.	0	N/A	
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Route Name	Water Lane
Length	360m
Name of Assessor(s)	James Marsh
Date of Assessment	19th November 2020

Criterion	Performance Scores
Attractiveness	7
Comfort	9
Directness	8
Safety	5
Coherence	1
Total	30
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Percentage	83%

Comments	
Actions	Review of highway boundary to assess possible improvement? Consideration of other measures if unable to widen within boundary such as one-way working? Implementation of tactile paving at crossing locations.

ection Tool

Local Cycling and Walking	Infrastructure I	Plan:	Walking	Route	Selec
Walking Route Audit Tool					

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	Footways are well maintained with no littering observed	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	No vandalism was observed. There is no street lighting along the route other that at the junctions with other roads. Lack of natural surveillance due to location of route.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Traffic noise is low due to low traffic volume.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not presen - Temporary features affecting the at - Excessive use of guardrail or boilan	uses include: t, or is deficient; tractiveness of routes (e.g. refuse sai ds	cks).	2	None observed	
ATTRACTIVENESS				7		
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 unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	Footway level and is in good condition	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	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/delay.	0	Footway width is relatively consistent at 1.2m	Review of highway boundary to assess possible improvement?
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	0	No crossings are provided, where one should ideally be provided from Lavender Road onto Swan Street	Review of highway boundary to assess possible improvement?
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	There is no instances of vehicles parking on the footway or obstructions on the footway, although the footways have a narrow width.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	_	No major gradient change	
10.COMFORT - other	 Barriers/gates restricting access; a Bus shelters restricting clearance v 	clearance width for pedestrians (e.g. nd		2	None observed	
COMFORT				7		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways are provided along the edge of carriageway	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	N/A	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	Pedestrians should not need to cross Lavender Road as there is only a footway on one side.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	0	N/A	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	0	N/A	
16.DIRECTNESS - other	Examples of 'other' directness issues - Routes to/from bus stops not accor - Steps restricting access for all user - Confusing layout for pedestrians or	mmodated;		2	None observed	
DIRECTNESS	Traffic volume low, or pedestrians	Traffic values made-state and	High traffic volume, with pedestrians	8	Traffic volume was observed	
17.SAFETY - traffic volume	can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	unable to keep their distance from traffic.		to be low.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	Traffic speeds were observed to be low.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Visibility is good due to the roads straight alignment and lack of obstructions.	
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Tactile pacing should be provided from Lavenders Road onto Swan Street to warn visually impaired users of the carriageway.	Review of potential crossing in this location - possibility of utilising existing island feature?
COHERENCE				1		

Route Name	Lavenders Road
Length	325m
Name of Assessor(s)	James Marsh
Date of Assessment	19th November 2020

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Criterion	Performance Scores		
Attractiveness	7		
Comfort	7		
Directness	8		
Safety	6		
Coherence	1		
Total	29		
Number of elements not applicable to the route	2		
Total Points to be reduced	4		
Maximum score (revised)	36		
Porcontago	91%		

Comments	
Actions	Review of highway boundary to assess possible improvement? Review of potential crossing in this location - possibility of utilising exisiting island feature?

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking	Route	Audit	Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling	Littering and/or dog mess prevalent. Seriously overgrown vegetation,	2	Footways are well maintained with vegetation	
- maintenance	significant issues noted.	vegetation. Street turniture failing into minor disrepair (for example, peeling paint).	Senously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		maintained with vegetation being cut back and no littering observed.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		No evidence of vandalism with consistent street lighting provided. Limited surveillance for some of length but on reaching station, surveillance provided.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise		Traffic pollution low as the traffic was low.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness is: - Evidence that lighting is not presen - Temporary features affecting the at - Excessive use of guardrail or bollar	t, or is deficient; tractiveness of routes (e.g. refuse sa	:ks).	2	None observed	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or mihor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of botway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	Footways are good in condition with no trip hazards	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	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/delay.	2	Footways were a minimum of 1.9m width with the footway widening to 3m closer to the train station	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Crossings are of sufficient width	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to give and take "frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	Clearance widths are over 2m with limited obstructions on the footway	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		Footway gradient is generally level	
10.COMFORT - other	- Barriers/gates restricting access; a - Bus shelters restricting clearance v	clearance width for pedestrians (e.g.		2	None observed	
COMFORT				12		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	The footway is provided along the edge of carriageway	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Crossings follow desire lines	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		Pedestrians should not need to cross the road along the length of the route as no footway provided on the opposite side of the carriageway. Footway also leads directly to the railway station.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	0	N/A	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		N/A	
16.DIRECTNESS - other	Examples of 'other' directness issue: - Routes to/from bus stops not accor - Steps restricting access for all use: - Confusing layout for pedestrians or	nmodated:		2	None observed	
DIRECTNESS				8		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		Traffic volume was observed as low.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	Traffic speed is moderate, but sufficient width to allow pedestrians to keep distance from vehicles.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Visibility is good due to the straight alignment of the road	
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	No dropped kerb or tactile paving is provided on the northern side of Swan Street to cross to the station approach.	Possibility of providing a crossin could be reviewed. Consideration of visibility splays required due to
						railway bridge.
COHERENCE				1		railway bridge.

Route Name	Train Station unnamed Road
Length	240m
Name of Assessor(s)	James Marsh
Date of Assessment	10th November 2020

Criterion	Performance Scores
Attractiveness	7
Comfort	12
Directness	8
Safety	6
Coherence	1
Total	34
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Percentage	94%

Comments	
Actions	Possibility of providing a crossing could be reviewed. Consideration of visibility splays required due to railway bridge.

Kings Hill & West Malling
Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Table CTNESS - gaps in traffic (where no controlled crossings are single phase periors). The controlled crossings are single phase periors of life lifely to cross controlled crossings on journey time. Table CTNESS - impact of controlled crossings are single phase periors of lifely to cross controlled crossings on journey time. Table CTNESS - impact of controlled crossings are single phase periors on journey time. Table CTNESS - impact of controlled crossings are single phase periors on journey time. Table CTNESS - impact of controlled crossings are single phase periors on journey time. Table CTNESS - impact of controlled crossings are single phase periors in the but current shadow. Table CTNESS - impact of controlled crossings are single phase periors in the but current shadow. Table CTNESS - impact of controlled crossings are single phase periors in the but current shadow. Table CTNESS - impact of controlled crossings are single phase periors in the but current shadow. Table CTNESS - impact of controlled crossings are single phase periors in the but current shadow. Table CTNESS - impact of controlled crossings are single phase periors in the but current shadow. Table CTNESS - impact of controlled crossings are single phase periors in the but current shadow. Table CTNESS - impact of controlled crossings are single phase periors in the but current shadow. Table CTNESS - impact of controlled crossings are single phase periors in controlled crossings and single controlled periors in the but current shadow. Table CTNESS - impact of controlled crossings are single phase periors in controlled crossings and single controlled periors in controlled periors in controlled crossings and single controlled crossing and single crossings and sin	Walking Route Audit Tool						
## A COMPORT							Actions
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ATTRACTIVEMENTS ATTRAC			frontage and natural surveillance	Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including	2	where street lighting is provided consistently. Surveillance more common due to presence of residential	
- COMPORT - Controller - Contro		Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Traffic noise is low as traffic is relatively low.	
Flooring of the process of the pro		- Evidence that lighting is not present	or is deficient:	a).	2	None observed	
COMPORT Controller And to economicate all users Controller Con	ATTRACTIVENESS				8		
special processor of the second processor of the secon		Footways level and in good condition, with no trip hazards.	isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in	resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or	2	Footway levels are good with no trip hazards observed.	
width on staggared consisting of the control between the control staggared profession is statisfied whether the control staggared profession is statisfied whether the control statisfied		without 'give and take' between users or walking on roads. Footway widths generally in excess	approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on	(i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in		1.8m wide.	
COMPORT There are no stopes on bottomy shifting Composition of the story shifting Composition	- width on staggered crossings/	without 'give and take' between users or walking on roads. Widths generally in excess of 2m to	1.5m and 2m. Occasional need for 'give and take' between users and	standard wheelchair width). Limited width requires users to "give and take" frequently, walk on roads and/or results in crowding/delay.		sufficient.	
COMPORT Clampies of other combit issues include: Combine Composition Combine		footways noted. Clearance widths	approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some	Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from	2	that reduce the width of the	
- COMPORT Temporary deblactions establishing desiration (e.g. difference plants)		There are no slopes on footway.	Stopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	Gradients are reasonably level.	
11.DIRECTNESS - Containing a me provided to caler for pedestrian series in less of a glacent to crast). 12.DIRECTNESS - Consisting filter of containing in relation to desire lines. 13.DIRECTNESS - appa in traffic (where no controlled crossings are springly to cross controlled crossings are springly to cross controlled crossings are springly power of the controlled crossings on journey time controlled crossings are springly power of the controlled crossings on journey time controlled crossings are springly power of the controlled crossings on journey time controlled crossings on journey time controlled crossings are springly power of the controlled crossings are power of the controlled crossings are springly power of the controlled crossings are power of the control	- other	Temporary obstructions restricting of Barriers/gates restricting access; an Bus shelters restricting clearance will	learance width for pedestrians (e.g. dr d idth.		2	None observed	
12.DIRECTNESS - location to desire lines - Crossings follow desire lines - Consequence follows from the fines - Consequence for fines - Consequence follows from the fines - Consequence for fines - Conseq							
13.DIRECTNESS -gaps in traffic (where no controlled crossings or coale associated associated indirect, controlled crossings or coale associated indirect design of page 1. Choosing of road easy, direct, and controlled crossings or coaled as or willhold disty (c 5s average). 15. DIRECTNESS -impact of controlled crossings -impact of controlled crossi		pedestrian desire lines (e.g.	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.			
- combination and delay (c) by an associated with significant delay vehicles staffs speed and vehicles staged staffs speed and vehicles staffs speed and vehicl	- location of crossings in relation to desire lines		pedestrians away from desire lines.	desire lines.		crossing provided to the Abbey, however.	this could be provided? Sufficient footfall to warrant a
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egreen man time erright or cross conficitably, excited green man time but currently observed; excited green man time but currently observed;	14.DIRECTNESS - impact of controlled	Crossings are single phase pelican/puffin or zebra crossings.	Unlikely to wait >5s in pedestrian	significantly to journey time. Likely to	0	N/A	
- Other - Boules follow bus stops not accommodated; - Steps restricting access for all users: - Confising layout for potentians resulting sceneration lasts. 17.SAFETY Taillift volume tour, or petestrians can keep distance from moderate traffic volume moderate and can keep distance from moderate traffic volume tour keep distance from moderate traffic volume and traffic volume and traffic volume tour petestrians in close provintily. 18.SAFETY Taillift speechs low, or petestrians can keep distance from moderate and can keep distance from moderate traffic speech can keep distance from moderate and can keep distance from moderate traffic speech can keep distance from traffic. 19.SAFETY Codd visibility for all users. Visibility vould be somewhat in collisions. Visibility or result in collisions. Poor visibility, likely to result in collisions. Poor visibility, likely to result in collisions. 2 Visibility a good, with the collisions. 2 Visibility is good, with the collisions. 2 Visibility is good, with the collisions. 3 Visibility to result in collisions. 3 Afecquate dropped sorts and scale paining about the provided to the Adequate dropped sorts and scale paining about the Adequate dropped sorts and scale paining provided. Alternate from to current deviated or to current deviated to current deviated or to current deviated o	- green man time	length to cross comfortably.	extended green man time but current time unlikely to deter users.	vulnerable users sufficient time to	0	N/A	
17.SAFETY - traffic volume to zero, preferentiars of traffic volume moderate and predictions of traffic volume. In the product of traffic volume are been and predictions from moderate and traffic volume. 18.SAFETY - traffic speeds loss, or preferentiars are incorporated traffic speeds in the predictions of traffic speeds are moderated and traffic speeds. 19.SAFETY - traffic speeds loss, or preferentiars are incorporated traffic speeds in the predictions of traffic speeds are moderated and traffic speeds. 19.SAFETY - visibility Coded visibility for all users. Visibility could be somewhat improved but unitely b result in collisions. Visibility or code be somewhat improved but unitely b result in collisions. SAFETY 20. COHERINGE Adequate dropped kerbs and facilie paining provision. Dropped kerbs and facilie paining provision. Taffic speeds are moderated volume to beep their distance from traffic. 20. Visibility is good, with the road alignment being straight. Collisions. Colleged kerbs and facilie paining provision. SAFETY 20. COHERINGE Adequate dropped kerbs and facilie paining provision. Taffic speeds are moderated volume. Notwere predictions to keep their distance from traffic speeds. With predictions to keep their distance from traffic speeds are moderately on traffic. 21. Visibility is good, with the road alignment being straight. 22. Visibility is good, with the road alignment being straight. 23. Visibility is good, with the road alignment being straight. 24. Visibility is good, with the road alignment being straight. 25. Visibility is good, with the road alignment being straight. 26. Colleged kerbs and facilie paining and straight are roaded and traffic speeds are provided. The roading movements are road and traffic speeds are moderated to keep their distance. 26. Taffic systems are two and provided to their distance. 27. Visibility is good, with the road alignment being straight. 28. Visibility is good, with the road alignment being straight. 29. Visibility is good, with the ro	- other	- Routes to/from bus stops not accom	modated:		2	None observed	
com keep distance from noderate value (outness). 18.SAFETY Traffic speeds ivon, or pedestrians can keep their distance from land to the process of the pedestrians can keep their distance. 18.SAFETY Traffic speeds low, or pedestrians can keep their distance from land to can keep distance from noderate value (or process). 19.SAFETY - visibility Cand visibility for all users. Visibility could be somewhat improved but unikely to result in collisions. Visibility could be somewhat improved but unikely to result in collisions. Visibility could be somewhat improved but unikely for result in collisions. SAFETY 20.COHERENCE Adequate dropped kerb and tactile paving provision. Adequate dropped kerb and tactile paving provision. Dropped kerbs and sactile paving absent or incorrect. Traffic speeds, with pedestrians can keep their distance from unikely low, where pedestrians can have their distance. 2 Traffic speeds are moderately low, where pedestrians can keep their distance. 2 Visibility is good, with the road adignment being straight. Trodisions. 2 Visibility is good, with the road adignment being straight. Trodisions. 2 Visibility is good, with the road adignment being straight. Trodisions. 3 AFETY 20.COHERENCE Adequate dropped kerb and tactile paving provision. Adequate dropped kerb and tactile paving provision. 4 Dropped kerbs and sactile paving absent or incorrect. 5 Dropped kerbs and sactile paving absent or incorrect. 5 Dropped kerbs and sactile paving absent or incorrect. 5 Dropped kerbs and sactile paving absent or incorrect. 6 Dropped kerbs and sactile paving provision. 6 Dropped kerbs and sactile paving absent or incorrect. 7 Dropped kerbs and sactile paving absent or incorrect. 8 Dropped kerbs and sactile paving absent or incorrect. 8 Dropped kerbs and sactile paving absent or incorrect. 9 Dropped kerbs and sactile paving absent or incorrect.		Teeffic volume	Teeffic volume	Usak troffic ur			
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- visibility Improved but silkely to result in collisions. In coll	- traffic speed	can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	unable to keep their distance from		low, where pedestrians can keep their distance.	
20. COHERENCE Adequate dropped kerb and tactile paving provision. Adequate dropped kerb and tactile paving provision. Dispess kerbs and tactile paving pro	- visibility	Good visibility for all users.	improved but unlikely to result in	Poor visibility, likely to result in collisions.		road alignment being straight. The only obstruction is parked vehicles, however, the footway is mainly only on one side, with limited requirements for crossing	
- dropped kerbs and tactile paving provision. provided, abelt not to current standards. provided abelt not to current standards. absent or incorrect. absent or incorrect. become no cossing in provided to the Abbey. become no cossing in prov				-			
	- dropped kerbs and tactile	Adequate dropped kerb and tactile paving provision.	provided, albeit not to current	Dropped kerbs and tactile paving absent or incorrect.	1	across most of the side arms, however no crossing in	boundary to see if this could be provided? Sufficient footfall to warrant a
Total Score 34	COHERENCE				1		
				Total Score	34		

Route Name	Swan Street
Length	475m
Name of Assessor(s)	James Marsh
Date of Assessment	19th November 2020

Criterion	Performance Scores
Attractiveness	8
Comfort	11
Directness	8
Safety	6
Coherence	1
Total	34
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Percentage	0.4%

Comments	
Actions	Review highway boundary to see if this could be provided? Sufficient footfall to warrant a provision?

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
ATTRACTIVENESS maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	No littering was observed along the route. Various surface types provided but generally well maintained.	
2. ATTRACTIVENESS fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No evidence of vandalism. Street lighting is provided along the route. Surveillance is good, with businesses and residential dwellings fronting onto the road.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise		Traffic pollution is considered as low as vehicle volume is moderate.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not present - Temporary features affecting the att - Excessive use of guardrail or bollard	ues include: t, or is deficient; ractiveness of routes (e.g. refuse sack: ls	s).	0	N/A	
ATTRACTIVENESS				6		
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 unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pawement, or significant uneven patching or trenching.	2	Footways are in good conditions with no trip hazards observed.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking or roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	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/delay.	1	Footways are generally wide with some temporary obstructions that reduce the width. Width does vary in places, such as within the vicinity of the Ryarsh Lane, however, provision on opposite side of the road is available.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking or roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width), Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Crossings are adequate	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		No instance of footway parking besides loading/unloading. Obstructions are present however the footway is usually still 2m.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in	2	Slight changes in gradient	
			12).		but not overly noticeable when walking	
10.COMFORT - other	 Barriers/gates restricting access; an Bus shelters restricting clearance w 	clude: learance width for pedestrians (e.g. dr	iveway gates opened into footway);		but not overly noticeable	
10.COMFORT - other	Temporary obstructions restricting of Barriers/gates restricting access; an Bus shelters restricting clearance was a shelters restricting clearance.	clude: elearance width for pedestrians (e.g. dr idth.	iveway gates opened into footway);	0	but not overly noticeable when walking	
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Route Name	High Street, Town Hill
Length	500m
Name of Assessor(s)	James Marsh
Date of Assessment	19th November 2020

Criterion	Performance Scores
Attractiveness	6
Comfort	9
Directness	7
Safety	6
Coherence	2
Total	30
Number of elements not applicable to the route	4
Total Points to be reduced	8
Maximum score (revised)	32
Porcontago	9.4%

Comments	
Actions	Potential for a slightly more formalised crossing as pedestrians move away from the village centre? Review of potential locations.

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		No littering observed and footway is well maintained	
2. ATTRACTIVENESS fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		No evidence of vandalism, with active frontages provided for surveillance.	
3. ATTRACTIVENESS traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise		Traffic volume is very low and therefore pollution is low	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not present - Temporary features affecting the at - Excessive use of guardrail or bollar	, or is deficient; tractiveness of routes (e.g. refuse sac	ks).	2	None observed	
ATTRACTIVENESS				8		
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 unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	Footways are in good condition with no trip hazards observed	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	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/delay.	0	Footway width is 0.9m for a stretch, where the carriageway is also narrow with a barrier provided between the two	Likely to be limited opportunity for improvement due to overall width in this location.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	0	N/A	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	0	No footway parking on the length review however the footways are very narrow	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	No noticeable gradient	
10.COMFORT - other	- Barriers/gates restricting access; a - Bus shelters restricting clearance w	clearance width for pedestrians (e.g. ond		2		
COMFORT				6		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footway is provided along the edge of carriageway	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		N/A	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		Whilst no footway is provided on the opposing side of the carriageway, access to dwellings is direct and easy due to limited vehicle movements.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.		N/A	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	0	N/A	
16.DIRECTNESS - other	Examples of 'other' directness issues - Routes to/from bus stops not accor - Steps restricting access for all user - Confusing layout for pedestrians on	nmodated; s;		2		
DIRECTNESS				6		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2	Traffic volumes very low	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		Traffic speeds very low due to width of the road	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	road has a straight alignment but footway only on one side so no need to cross	
SAFETY				6		
	Adequate dropped kerb and tactile	Dropped kerbs and tactile paving	Dropped kerbs and tactile paving	1	Dropped kerbs provided at side road intersections but no	Provision of tactile
20. COHERENCE - dropped kerbs and tactile paving	paving provision.	provided, albeit not to current standards.	absent or incorrect.		tactile paving.	paring.
20. COHERENCE - dropped kerbs and		provided, albeit not to current standards.	absent or incorrect.	1	tactile paving.	paring.

Route Name	West Street
Length	75m
Name of Assessor(s)	James Marsh
Date of Assessment	19th November 2020

Criterion	Performance Scores
Attractiveness	8
Comfort	6
Directness	6
Safety	6
Coherence	1
Total	27
Number of elements not applicable to the route	4
Total Points to be reduced	8
Maximum score (revised)	32
Percentage	84%

Comments	
	Likely to be limited opportunity for improvement due to overall width in this location. Provision of tactile paving.

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking	Route	e Audit	Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
ATTRACTIVENESS maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	Footways were observed to be well maintained with limited littering and verge overgrowth	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	No signs of vandalism. Dwellings present at locations across length, with street lighting provided.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Traffic volume is moderate but when compared with surrounding roads, overall pollution and noise considered to be limited	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness is: - Evidence that lighting is not presen - Temporary features affecting the at - Excessive use of guardrail or bollar	sues include: t, or is deficient; tractiveness of routes (e.g. refuse sad ds	:ks).	2	None observed	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or mihor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	Footway is relatively level	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	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/delay.	1	Footway widths are generally between 1.6-2m	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking or roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to give and take frequently, walk on roads and/or results in crowding/delay.		N/A	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results, valk on rowding/delay. Footway parking causes significant deviation from desire lines.	2	There are limited obstructions that reduce the footway width	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	Gradients are reasonably level	
10.COMFORT - other	- Barriers/gates restricting access; a - Bus shelters restricting clearance v	clearance width for pedestrians (e.g. ond		2	None observed	
COMFORT				9		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways are provided along the edge of carriageway	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	0	Formal crossings are not provided.	Within the vicinity of the country park entrance, the footway moves fron the eastern to the western side of the road. No crossing is provided here. Review of potential crossing location?
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		Crossing of road relatively easy due to gaps in traffic but road is more trafficked than some of the surrounding roads.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pellican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	0	N/A	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	0	N/A	
16.DIRECTNESS - other	Examples of 'other' directness issue - Routes to/from bus stops not accor - Steps restricting access for all user - Confusing layout for pedestrians or	mmodated; 's;		2	None observed	
DIRECTNESS				5		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2	Traffic volumes are moderate where pedestrians can keep their distance for the majority of the length	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	Traffic speeds are moderate where pedestrians can keep their distance for the majority of the length	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
				6		
SAFETY		Dropped kerbs and tactile paving	Dropped kerbs and tactile paving	0	Footway ends on one side of the road to the south of the	As above. In addition, dropped
SAFETY 20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	provided, albeit not to current standards.	absent or incorrect.		length where no crossing is provided.	kerbs and tactile paving not always present so could be implemented at certain locations.
20. COHERENCE - dropped kerbs and		provided, albeit not to current	absent or incorrect.	0	length where no crossing is	kerbs and tactile paving not always present so could be implemented at

Route Name	St Leonards Street
Length	950m
Name of Assessor(s)	James Marsh
Date of Assessment	19th November 2020

Criterion	Performance Scores
Attractiveness	7
Comfort	9
Directness	
Safety	6
Coherence	
Total	27
Number of elements not applicable to the route	3
Total Points to be reduced	6
Maximum score (revised)	34
Percentage	79%

Comments	
Actions	Within the vicinity of the country park entrance, the footway moves from the eastern to the western side of the road. No crossing is provided here. Review of potential crossing location? As above. In addition, dropped kerbs and tactile paving not always present so could be implemented at certain locations.