

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

A. PRINCE PRINCES  Disclaration of manufacture state in confidence or manufacture stat	Walking Route Audit Tool						
## CONFORT  **CONFORT  **CONFORT  **CONFORT  **Conform	Audit Categories	2 (Green) Footways well maintained, with no	1 (Amber) Minor littering, Overgrown	0 (Red) Littering and/or dog mess prevalent.	Score	Comments Footways are clear of litter	Actions
S. COMPORT  C. COM	- maintenance	significant issues noted.	vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		vegetation was observed.	
ATTRACTIVENESS  Covers at 1 find affinitioness makes broad, - claser  Control of the committee of the control o	- fear of crime	appropriate natural surveillance.	frontage and natural surveillance (e.g. houses set back or back onto street).	Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		with street lighting provided along the length. Surveillance provided across length of route.	
- COMPORT - COMP	- traffic noise and pollution			Severe traffic pollution and/or severe traffic noise		moderate. Overall, noise is moderate	
S. COMPORT Condition  And to a commonator of certain process of company to the condition of		<ul> <li>Evidence that lighting is not presen</li> <li>Temporary features affecting the at</li> </ul>	t, or is deficient; tractiveness of routes (e.g. refuse sac	ks).	2	None observed	
condition with rock by linearise and control of the	ATTRACTIVENESS				7		
under of 15 an well. Where the research of the process of the formation and the process of the p		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	crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven	2	consistent, with no trip	
width on staggered crossingly production in staggered crossingly production in staggered crossingly production in staggered crossingly production in staggered crossingly according to the control of the		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	the north of the Wrotham	opportunities to widen on places
SOMFORT   Content of the Content o	- width on staggered crossings/ pedestrian islands/refuges	without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	and 2m. Occasional need for 'give and take' between users and walking on roads.	standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		side of the carriageway, crossing by the school to the western side of the road.	
COMPORT   Control of the processing in the control of the contro		footways noted. Clearance widths generally in excess of 2m 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	Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from	_	parking on footway noted, where there are also limited obstruction to footway width	
- COMPORT  1. Timporary behaviors restricting clearance with the predictations (e.g., do vineway gates opened into footway):  - Restricting services and increase		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	gentle incline for most of its	
11.DIRECTNESS 1-Cooking are provided to caller for provision for consults (e.g. adjacent to road).  12.DIRECTNESS 1-Cooking are provided to caller for provision for crossings in relation to desire lines.  12.DIRECTNESS 1-Cooking a reprovided to road).  13.DIRECTNESS 1-Cooking a final caller for the relation to desire lines.  13.DIRECTNESS 1-Cooking of road cally, direct, and caller for the relation to desire lines.  13.DIRECTNESS 1-Consider of road caller for the relation of desire lines.  13.DIRECTNESS 1-Cooking of road cally, direct, and caller for the relation to desire lines.  13.DIRECTNESS 1-Consider of road caller for the relation of desire lines.  13.DIRECTNESS 1-Consider of road caller for the relation of the relatio		Temporary obstructions restricting e Barriers/gates restricting access; as     Bus shelters restricting clearance was a second or s	clearance width for pedestrians (e.g. ond and width.		2	None observed	
Processing in controlled crossings in relation to desire lines.   Consisting are single phase	COMFORT				10		
13.DIRECTNESS - oppen in traffic (where no controlled crossings or controlled		pedestrian desire lines (e.g.	improved to better cater for	Footways are not provided to cater for pedestrian desire lines.	2	the eastern side of the road which routes alongside the	
Its average    Its	- location of crossings in relation to desire lines	-		desire lines.		footway being on one side for the majority of the length	
impact of controlled crossings on journey time.  15. DIRECTNESS —Green man time is of sufficient length to cross constroidally.  16. DIRECTNESS —Cheen impact of other directness issues include.  16. DIRECTNESS —Cheen man time is of sufficient length to cross constroidally.  16. DIRECTNESS —Cheen man time is of sufficient length to cross constroidally.  16. DIRECTNESS —Cheen man time would not give directed green man time but cross constroidally.  16. DIRECTNESS —Cheen man time is sufficient length to cross constroidally.  16. DIRECTNESS —Cheen man time is sufficient length to cross constroidally.  17. SAFETY —Confusing layout for pedestrians creating severance issues for users.  DIRECTNESS —Traffic volume converted and can keep distance from moderate and length converted and can keep distance from moderate and length converted and can keep distance from moderate and expectations in close prominity.  18. SAFETY —Traffic speeds low, or pedestrians —Interfice opening can keep distance from moderate and moderate and moderate and length converted and can keep distance from moderate and moderate and moderate and moderate from the converted and can keep distance from moderate and moderate from moderate and length converted and can keep distance from moderate and moderate from the converted and can keep distance from moderate and length distance from m	- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled	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).	1	gaps due to the straight	
- green man time   length to cross conflortably.   content time unlikely to defer users.   valuerable users sufficient time to current time unlikely to defer users.	- impact of controlled	Crossings are single phase pelican/puffin or zebra crossings.	add significantly to journey time. Unlikely to wait >5s in pedestrian	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2	Crossings are single phased	
- Other - Routes toffice hos stops not accommodate; - Steps resident packed from the steps not accommodate; - Steps resident packed from the steps not accommodate; - Steps resident packed from the steps not accept the steps of	- green man time	length to cross comfortably.	extended green man time but current time unlikely to deter users.	vulnerable users sufficient time to			
17.3AFETY - unaffic volume in Traffic volume in Control from molecular and productions from molecular and productions from molecular interface of the control from molecular and productions from molecular interface of the control from molecular in	- other	- Routes to/from bus stops not accor - Steps restricting access for all user	mmodated;		2	None observed	
- rarfic volume  and keep distance from moderate feath of the control of the cont							
- traffic speed  - can keep detaince from moderate values peeds trains in close proximity, and traffic speed.  19.SAFETY  - Visibility  - Cood visibility for all users.  - Visibility could be somewhat improved but unlikely to result in collisions.  - Visibility  - Visibility could be somewhat improved but unlikely to result in collisions.  - Poor visibility, likely to result in collisions.  - Visibility agencially good due to the straight alignment collisions.  - Adequate dropped kerb and tactile pairing provided unlikely provided unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing provided unlikely provided unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing provided unlikely provided unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing provided unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing provided unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing shorted unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing shorted unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing shorted unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing shorted unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing shorted unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing shorted unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing shorted unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing shorted unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing shorted unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing shorted unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing shorted unlikely to result in collisions.  - Adequate dropped kerb and tactile pairing shorted unlikely to result in collisions.  - Adequate dropped kerb and tactile pairin		can keep distance from moderate	Traffic volume moderate and pedestrians in close proximity.	pedestrians unable to keep their		high, where footway width is not spacious	
- visibility improved but unlikely to result in collisions.		can keep distance from moderate traffic speeds.		pedestrians unable to keep their distance from traffic.	1	where vehicles were generally observed as	
20. COHERENCE Adequate dropped kerbs and tactile paving provision.  Adequate dropped kerbs and tactile paving provision.  Dropped kerbs and tactile paving provision.  Dropped kerbs and tactile paving provision.  Dropped kerbs and tactile paving provision paving absent or incorrect.  Dropped kerbs and tactile paving provision paving absent or incorrect.	- visibility	Good visibility for all users.	improved but unlikely to result in	Poor visibility, likely to result in collisions.			
- dropped karbs and tactile pairing provision. provided, shell not to current standards. shell not be current standards. shell not be current standards. shell not be current standards.			In				
	<ul> <li>dropped kerbs and tactile paving</li> </ul>		Dropped kerbs and tactile paving provided, albeit not to current standards.			where necessary	
Total Score 34				Total Score	34		

Route Name	A227
Length	890m
Name of Assessor(s)	James Marsh
Date of Assessment	

Criterion	Performance Scores
Attractiveness	7
Comfort	10
Directness	11
Safety	4
Coherence	2
Total	34
Number of elements not applicable to the route	0
Total Points to be reduced	0
Maximum score (revised)	40
Percentage	85%

Comments	
	Potential opportunities to widen on places where verge present? Review highway boundary.

### Borough Green

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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 failing	Littering and/or dog mess prevalent. Seriously overgrown vegetation,	2	Minor littering observed where the footways are well	
- maintenance	ogniicani issues notėd.	vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		where the footways are 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 was observed	
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 low and therefore pollution and noise is low	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not presen - Temporary features affecting the at - Excessive use of guardrail or bollan	t, or is deficient; tractiveness of routes (e.g. refuse sa	:ks).	2	None observed	
ATTRACTIVENESS				8		
5. COMFORT	Footways level and in good	Some defects noted, typically	Large number of footway		Footways are relatively level	
- condition	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, prame etc. Some footway crossovers resulting in uneven surface.	crossovers resulting in uneven surface, subsided or freited pawement, or significant uneven patching or trenching.	2	recursor are caused, and	
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 is a reasonable width along the eastern side of the high street, where the western side narrows significantly at various points	
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.	Wildths 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 "requently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	Limited obstructions are provided on the footways	
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	- Bus shelters restricting clearance v	clearance width for pedestrians (e.g. nd		2	None observed	
COMFORT				11		
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.		Footways are provided along the edge of the 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 are provided on 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).	2	Crossing of road is simple where the road is straight and speeds are low	
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.		Crossing is single phased, zebra crossing	
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	nmodated; s;		2	None observed	
DIRECTNESS				10		
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 is 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 are relatively 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.		Visibility is good due to the straight alignment of the road	
OAL 211	Adequate drapped took and to "	Dropped keeps or 4 to the con-	Dronned keeps and to the control	6	Crossings are consider	
20. COHERENCE - dropped kerbs and	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.	2	Crossings are provided where required, with dropped kerbs and tactile paving	
tactile paving						

Criterion	Performance Scores
Date of Assessment	
Name of Assessor(s)	James Marsh
Length	170m
Route Name	Borough Green - High Street

Criterion	Performance Scores
Attractiveness	8
Comfort	11
Directness	10
Safety	6
Coherence	2
Total	37
Number of elements not applicable to the route	1
Total Points to be reduced	2
Maximum score (revised)	38
Percentage	97%

Comments	
Actions	

### Borough Green

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Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS	Footways well maintained, with no	Minor littering. Overgrown	Littering and/or dog mess prevalent.	2	Minimal littering was	
- maintenance	significant issues noted.	vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		observed with footways well maintained	
2. ATTRACTIVENESS	No evidence of vandalism with	Minor vandalism. Lack of active	Major or prevalent vandalism.	2	No signs of vandalism with	
fear of crime	appropriate natural surveillance.	frontage and natural surveillance (e.g. houses set back or back onto street).	Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		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	1	Traffic level is high with few HGVs causing pollution and noise to be moderate	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issing Evidence that lighting is not present a Temporary features affecting the attractive that is the Excessive use of guardrail or bolland.	, or is deficient; ractiveness of routes (e.g. refuse sack	s).	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 resutting 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 level and 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 crowdling/delay.	1	Footway is consistently 1.5m wide	Would appear that limited improvements could be made due to proximity of dwellings but highway boundary could be reviewed to confirm.
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	Widths of crossings are sufficient	
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	No instances observed of people parking on the footway but on street, limited obstructions to footway widths	
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	Gradient is reasonably level	
10.COMFORT - other	<ul> <li>Barriers/gates restricting access; an</li> <li>Bus shelters restricting clearance wi</li> </ul>	learance width for pedestrians (e.g. dr d		2	None observed	
COMFORT				11		
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 the carriageway and follow desire lines.	
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 are provided where required	
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).	1	Crossing of road can be delayed due to traffic levels	
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.	2	Crossings are single phased	
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 accorr - Steps restricting access for all users - Confusing layout for pedestrians cre			2	None observed	
DIRECTNESS				9		
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.	1	Traffic volume is high	
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 where pedestrians can keep their distance	
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 as road is straight, but can be restricted by parked cars	
SAFETY				5		
20. COHERENCE	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.	2	Crossings are provided where required	
- dropped kerbs and tactile paving		standards.				
dropped kerbs and tactile paving		siandards.		2		

[	Route Name	Western Road
[	Length	320m
[	Name of Assessor(s)	James Marsh
- [	Date of Assessment	

Criterion	Performance Scores	
Attractiveness	7	
Comfort	11	
Directness	9	
Safety	5	
Coherence	2	
Total	34	
Number of elements not applicable to the route	1	
Total Points to be reduced	2	
Maximum score (revised)	38	

Comments	
Actions	Would appear that limited improvements could be made due to proximity of dwellings but highway boundary could be reviewed to confirm.

# Borough Green

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
I. 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	Footway is well maintained with limited littering and overgrowth 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).	2	No evidence of vandalism with street lighting provided	
B. 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	1	Traffic pollution are noise are high due to high volumes of traffic	
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	, or is deficient; ractiveness of routes (e.g. refuse sack)	s).	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.		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.		Footway width varies between 1-2m wide	
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.		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.		There are limits obstructions along the footway besides poles and lampposts	
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	<ul> <li>Barriers/gates restricting access; an</li> <li>Bus shelters restricting clearance w</li> </ul>	llude: learance width for pedestrians (e.g. dr d	iveway gates opened into footway);	2	None observed	
COMFORT				11		
11.DIRECTNESS	Footways are provided to cater for	Footway provision could be	Footways are not provided to cater		Footway follows the edge of	
footway provision	pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines.	improved to better cater for pedestrian desire lines. Crossings partially diverting	for pedestrian desire lines.  Crossings deviate significantly from		carriageway  Crossings are provided where	
location of crossings in relation to desire lines		pedestrians away from desire lines.	desire lines.	_	required.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross butside 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).	1	Crossing of road is difficult due to high volumes of traffic however straight road alignments allows gaps to be seen in traffic	Footway ends nea Rock Road and no crossing provided Possible to provid a crossing in this location?
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.		Crossings are single phased	
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.		Green man time is sufficient for pedestrians to cross	
16.DIRECTNESS - other	Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre	modated; ;		2	Green man time is sufficient for pedestrians to cross	
DIRECTNESS				9		
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.	0	Traffic levels are high where in some places footways can be narrow	Nature of road means reducing traffic volumes not possible.
I8.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 match the speed limit as moderate	A road status mea traffic calming suc a build outs / cushions not possible.
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 straight road alignment	
SAFETY				3		
20. COHERENCE - dropped kerbs and tactile paving COHERENCE	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.	2	Crossings are provided where required.	Point 13
CONERENCE				32		
			Total Score			

Route Name	A25
Length	230m
Name of Assessor(s)	James Marsh
Date of Assessment	

Criterion	Performance Scores	
Attractiveness	7	
Comfort	11	
Directness	9	
Safety	3	
Coherence	2	
Total	32	
Number of elements not applicable to the route	0	
Total Points to be reduced	0	
Maximum score (revised)	40	
Percentage	80%	

Comments	
Actions	Footway ends near Rock Road and no crossing provided, Possible to provide a crossing in this location? Nature of road means reducing traffic volumes not possible. A road status means traffic calming such a build outs / cushions not possible. Point 13