

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
I. ATTRACTIVENESS	Footways well maintained, with no	Minor littering. Overgrown	Littering and/or dog mess prevalent.		1	Footways in generally good	
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.			condition, some small areas of worn surface	
P. 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	Little natural surveillance as retaining wall to western side and properties set back to eastern side, though regular traffic flow reduces feelling of isolation	
. ATTRACTIVENESS	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	Route is a popular connection between New Hythe and the	
traffic noise and collution	anect the attractiveness	politition could be improved	uallic noise			A20 with heavy traffic during the peak periods but intermittent traffic at other times	
S. ATTRACTIVENESS other	Examples of 'other' attractiveness iss - Evidence that lighting is not presen - Temporary features affecting the att - Excessive use of guardrail or bollars	t, or is deficient; ractiveness of routes (e.g. refuse sack	s).		1	Wide footway on western side allows separation of pedestrians and the carriageway. Overbridge at M20 with increased traffic noise.	
ATTRACTIVENESS					4		
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 pawement, or significant uneven patching or trenching.		2	Footway are in good 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.			Footway width varies; eastern side generally 1.15m sloping down to carriageway at crossovers, western side 1.3m widening to 2.7m towards overbridge	
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.			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.		2	No footway parking observed; off-street parking to properties fronting onto the lane	
9. COMFORT	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	Gradient is typically level	
- gradient 10.COMFORT - other	- Barriers/gates restricting access; ar - Bus shelters restricting clearance w	clude: clearance width for pedestrians (e.g. dr nd			1	None observed	
COMFORT					8		
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 follows desire line as they are adjacent to 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 follow desire lines; controlled crossing north of Kingfisher Road junction connects to pedestrian link onto Briar Close	
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).			Sufficient gaps in traffic to allow uncontrolled crossing	
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	Pelican crossing near Kingfisher Road junction	
15. DIRECTNESS - green man time 16.DIRECTNESS	Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues	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 Route is a desire line	
- other	Routes to/from bus stops not accor Steps restricting access for all user Confusing layout for pedestrians on	nmodated; s;			2	between Larkfield local centre and leisure centre though M20 limits choice of north- south corridors	
DIRECTNESS					9		
17.SAFETY	Traffic volume low, or pedestrians	Traffic volume moderate and	High traffic volume, with pedestrians		1		DfT Count Site at
traffic volume	can keep distance from moderate traffic volumes.	pedestrians in close proximity.	unable to keep their distance from traffic.			link between industrial area/ superstore and A20/Larkfield	Leisure Centre 2019 AADT 10,991 1.6% HGVs
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.				ATC 2022 Mean speed 34.9mph & 33.7mph
19.SAFETY visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in	Poor visibility, likely to result in collisions.		2	Visibility is high due to straight alignment	
SAFETY		collisions.			4		
	Adequate dropped kerb and tactile	Dropped kerbs and tactile paving	Dropped kerbs and tactile paving absent or incorrect		2	provision at all desire line	
20. COHERENCE - dropped kerbs and tactile paving	paving provision.	standards.				crossing points	
- dropped kerbs and	paving provision.				2	crossing points	
dropped kerbs and tactile paving	paving provision.		Total Score		2 27	crossing points	

Route Name	New Hythe Lane - Kingfisher Road to M20 Overbridge
Length	350m
Name of Assessor(s)	Rob Smith
Date of Assessment	

Criterion	Performance Scores
Attractiveness	4
Comfort	8
Directness	9
Safety	4
Coherence	2
Total	27
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Percentage	75%

Comments	
Actions	DFT Count Site at Leisure Centre 2019 AADT 10,991 1.8% HGVs. ATC 2022 Mean speed 34.9mph 8.33.7mph

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. ATTRACTIVENESS	Footways well maintained, with no	Minor littering. Overgrown	Littering and/or dog mess prevalent.		1	Footways in generally good	
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.			condition, some small areas of worn surface	
ATTRACTIVENESS fear of crime	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	80m section of footway near Holy Trinity church banked	
our or or mile		(e.g. houses set back or back onto street).	activity. Route is isolated, not subject to natural surveillance (including			and tree-lined with no natural surveillance, though regular	
		,	where sight lines are inadequate).			traffic flow reduces feeling of isolation and a number of	
						pedestrians were observed	
						walking this section	
. ATTRACTIVENESS	Traffic noise and pollution do not	Levels of traffic noise and/or	Severe traffic pollution and/or severe		4	Route is a popular connection	
traffic noise and pollution	affect the attractiveness	pollution could be improved	traffic noise			between New Hythe and the A20 with heavy traffic during	
						the peak periods but	
						intermittent traffic at other times	
ATTRACTIVENESS	Examples of 'other' attractiveness iss	ues include:					
other	- Evidence that lighting is not present				1		
TTRACTIVENESS					4		
COMFORT	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 surface,		2	Some minor defects noted but generally sound surfaces	
condition		patching) or minor (such as cracked,	subsided or fretted pavement, or			Ja,	
		but level pavers). Defects unlikely to result in trips or difficulty for	significant uneven patching or trenching.				
		wheelchairs, prams etc. Some footway crossovers resulting in					
		uneven surface.					
. COMFORT	Able to accommodate all users without 'give and take' between	Footway widths of between approximately 1.5m and 2m.	Footway widths of less than 1.5m (i.e. standard wheelchair width).		1	1.6m wide footway on western side but reduces to	
footway width	users or walking on roads.	Occasional need for 'give and take'	Limited footway width requires users			0.9m on eastern side	
	Footway widths generally in excess of 2m.	between users and walking on roads.	to 'give and take' frequently, walk on roads and/or results in				
			crowding/delay.			0	
. COMFORT width on staggered	Able to accommodate all users without 'give and take' between	Widths of between approximately 1.5m and 2m. Occasional need for	Widths of less than 1.5m (i.e. standard wheelchair width). Limited		1	2m width on island crossings to leisure centre roundabout	
rossings/	users or walking on roads. Widths generally in excess of 2m to	'give and take' between users and walking on roads.	width requires users to 'give and take' frequently, walk on roads				
edestrian islands/refuges	accommodate wheel-chair users.		and/or results in crowding/delay.				
	No instances of vehicles parking on footways noted. Clearance widths	Clearance widths between approximately 1.5m and 2m.	Clearance widths less than 1.5m. Footway parking requires users to		2	No footway parking observed; despite lack of off-street	
footway parking	generally in excess of 2m between	Occasional need for 'give and take'	'give and take' frequently, walk on			parking to properties adjacent	
	permanent obstructions.	between users and walking on roads due to footway parking.	roads and/or results in crowding/delay. Footway parking			to leisure centre	
		Footway parking causes some deviation from desire lines.	causes significant deviation from desire lines.				
COMFORT	There are no slopes on footway.	Slopes exist but gradients do not	Gradients exceed 8 per cent (1 in		1	Sloping footway from Holy	
gradient	,	exceed 8 per cent (1 in 12).	12).			Trinity church to junction with Sheldon Way 8m height	
						difference over 150m = 1:19	
						dilierence over 150m - 1.19	
						difference over 150m = 1.19	
	Examples of 'other' comfort issues in	clude:	hours are spend into factor		2	None observed	
0.COMFORT other	 Temporary obstructions restricting of a Barriers/gates restricting access; an 	clearance width for pedestrians (e.g. dr d	iveway gates opened into footway);		2		
	 Temporary obstructions restricting of Barriers/gates restricting access; and Bus shelters restricting clearance w 	clearance width for pedestrians (e.g. dr d			2		
other	 Temporary obstructions restricting of Barriers/gates restricting access; and Bus shelters restricting clearance w 	clearance width for pedestrians (e.g. dr d idth.			2		
OMFORT	Temporary obstructions restricting of - Barriers/gates restricting access; an - Bus shelters restricting clearance w - Poorly drained footways resulting in	elearance width for pedestrians (e.g. di d didth. noticeable ponding issues/slippery su	rfaces		9	None observed	
OMFORT 1.DIRECTNESS footway provision	Temporary obstructions restricting of Barriers/gales restricting access; and Bus shelters restricting clearance w - Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent)	slearance width for pedestrians (e.g. did idth. noticeable ponding issues/slippery su Footway provision could be improved to better cater for			9	None observed Footways follows desire line as they are adjacent to the	
OMFORT 1.DIRECTNESS footway provision	Temporary obstructions restricting access; an Bursiens/gales restricting access; an Bus shelters restricting dearance w-Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Jearance width for pedestrians (e.g. did didth. noticeable ponding issues/slippery su Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		9	None observed Footways follows desire line as they are adjacent to the carriageway	
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Route Na	ne Lane - M20 Overbridge to Footpath Link North of Leisure Centre
Len	th 384m
Name of Assessor	s) Rob Smith
Date of Assessm	nt 04 September 2023

Criterion	Performance Scores
Attractiveness	4
Comfort	9
Directness	7
Safety	4
Coherence	1
Total	25
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Percentage	69%

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
. 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,		1	Footways in generally good condition, some small areas	
maintenance	Symmoditi issues fluteu.	into minor disrepair (for example, peeling paint).	including low branches. Street furniture falling into major disrepair.			of worn surface	
2. ATTRACTIVENESS	No evidence of vandalism with	Minor vandalism. Lack of active	Major or prevalent vandalism.		1	80m section of footway near	
fear of crime	appropriate natural surveillance.	frontage and natural surveillance (e.g. houses set back or back onto	Evidence of criminal/antisocial activity. Route is isolated, not			Holy Trinity church banked and tree-lined with no natural	
		street).	subject to natural surveillance (including where sight lines are			surveillance, though regular traffic flow reduces feeling of	
			inadequate).			isolation and a number of	
						pedestrians were observed walking this section	
						-	
. ATTRACTIVENESS	Traffic noise and pollution do not	Levels of traffic noise and/or	Severe traffic pollution and/or severe		1	Route is a popular connection	
traffic noise and	affect the attractiveness	pollution could be improved	traffic noise			between New Hythe and the A20 with heavy traffic during	
oliution						the peak periods but intermittent traffic at other	
						times	
I. ATTRACTIVENESS	Examples of 'other' attractiveness iss	ues include:			1	The footways are generally	
other	Evidence that lighting is not present Temporary features affecting the att	t, or is deficient; ractiveness of routes (e.g. refuse sack:	0)			obstruction-free, but the housing on both sides	
	- Excessive use of guardrail or bollard	is	·9·			doesn't make this section	
						particularly attractive	
TTRACTIVENESS					4		
COMFORT	Footways level and in good	Some defects noted, typically	Large number of footway crossovers		2	Some minor defects noted	
condition	condition, with no trip hazards.	isolated (such as trenching or patching) or minor (such as cracked,	resulting in uneven surface, subsided or fretted pavement, or			but generally sound surfaces	
		but level pavers). Defects unlikely to	significant uneven patching or				
		result in trips or difficulty for wheelchairs, prams etc. Some	trenching.				
		footway crossovers resulting in uneven surface.					
S. COMFORT	Able to accommodate all users	Footway widths of between	Footway widths of less than 1.5m	Eastern footway o/s 332 New Hythe	- 1	1.6m wide footway on	
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 users	Lane narrows to 0.95m with a 12 degree slope between the back of		western side	
	Footway widths generally in excess	between users and walking on	to 'give and take' frequently, walk on	path and the kerb line, making this			
	of 2m.	roads.	roads and/or results in crowding/delay.	footway difficult to negotiate for wheelchair and mobility scooter			
			,	users, or pedestrians who are			
. COMFORT	Able to accommodate all users	Widths of between approximately	Widths of less than 1.5m (i.e.	physically impaired		2m width on island crossings	
V. COMFORT width on staggered	without 'give and take' between	1.5m and 2m. Occasional need for	standard wheelchair width). Limited		1	to leisure centre roundabout	
rossings/	users or walking on roads. Widths generally in excess of 2m to	'give and take' between users and walking on roads.	width requires users to 'give and take' frequently, walk on roads				
edestrian islands/refuges	accommodate wheel-chair users.		and/or results in crowding/delay.				
COMFORT	No instances of vehicles parking on footways noted. Clearance widths	Clearance widths between approximately 1.5m and 2m.	Clearance widths less than 1.5m. Footway parking requires users to		2	No footway parking observed; despite lack of off-street	
footway parking	generally in excess of 2m between nermanent obstructions	Occasional need for 'give and take'	'give and take' frequently, walk on			parking to properties adjacent	
	permanent obstructions.	between users and walking on roads due to footway parking.	roads and/or results in crowding/delay. Footway parking			to leisure centre	
		Footway parking causes some deviation from desire lines.	causes significant deviation from desire lines.				
. COMFORT	There are no slopes on footway.	Slopes exist but gradients do not	Gradients exceed 8 per cent (1 in		- 1	Sloping footway from Holy	
gradient	,	exceed 8 per cent (1 in 12).	12).			Trinity church to junction with	
						Sheldon Way 8m height difference over 150m = 1:19	
10.COMFORT	Examples of 'other' comfort issues in	clude: clearance width for pedestrians (e.g. dr	iveway gates onened into footway)		2	None observed	
other	- Barriers/gates restricting access; an	nd	romay gales opered into lootway);				
	- Bus shelters restricting clearance w - Poorly drained footways resulting in	idth. noticeable ponding issues/slippery su	rfaces				
COMFORT					9		
1.DIRECTNESS	Footways are provided to cater for	Footway provision could be	Footways are not provided to cater			Footways follows desire line	
footway provision	pedestrian desire lines (e.g. adjacent to road).	improved to better cater for pedestrian desire lines.	for pedestrian desire lines.		_	as they are adjacent to the carriageway	
2.DIRECTNESS	to road). Crossings follow desire lines.	Crossings partially diverting	Crossings deviate significantly from			Dropped crossing to Albion	
location of crossings in	Crossings rollow desire lines.	pedestrians away from desire lines.	desire lines.			Drive set back 6m from give	
elation to desire lines						way line	
13.DIRECTNESS	Crossing of road easy, direct, and						
gaps in traffic (where no		Crossing of road direct, but	Crossing of road associated indirect,		1	Sufficient gaps in traffic to	
ontrolled ore!	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	Sufficient gaps in traffic to allow uncontrolled crossing	
ontrolled crossings	comfortable and without delay (< 5s average).	associated with some delay (up to	or associated with significant delay		1	Sufficient gaps in traffic to allow uncontrolled crossing	
ontrolled crossings resent or if likely to cross outside of controlled	comfortable and without delay (< 5s average).	associated with some delay (up to	or associated with significant delay		1	Sufficient gaps in traffic to allow uncontrolled crossing	
controlled crossings resent or if likely to cross outside of controlled crossing)	comfortable and without delay (< 5s average).	associated with some delay (up to 15s average).	or associated with significant delay (>15s average).			allow uncontrolled crossing	
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Route Name	Hythe Lane - Leisure Centre (north boundary) to Leybourne Way
Length	295m
Name of Assessor(s)	Rob Smith
Date of Assessment	04 September 2023

Criterion	Performance Scores
Attractiveness	4
Comfort	9
Directness	7
Safety	4
Coherence	1
Total	25
Number of elements not applicable to the route	2
Total Points to be reduced	4
Total Forms to 50 Founded	
Maximum score (revised)	36
Percentage	69%

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
. ATTRACTIVENESS maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling	Littering and/or dog mess prevalent. Seriously overgrown vegetation,		1	Some sections of footway in good condition	
		into minor disrepair (for example, peeling paint).	including low branches. Street furniture falling into major disrepair.				
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	Section of footway to south-west of junction with Papyrus Way set back	0		
fear of crime	аругорияс пакага загченытос.	(e.g. houses set back or back onto street).	activity. Route is isolated, not subject to natural surveillance (including where sight lines are	within secluded woodland with evidence of flytipping etc.			
. ATTRACTIVENESS	Traffic noise and pollution do not	Levels of traffic noise and/or	inadequate). Severe traffic pollution and/or severe		1		
traffic noise and	affect the attractiveness	pollution could be improved	traffic noise				
	Examples of 'other' attractiveness iss	ues include:			2	None observed	
other	Evidence that lighting is not present Temporary features affecting the att Excessive use of guardrail or bollard	ractiveness of routes (e.g. refuse sack	s).				
TTRACTIVENESS					4		
COMFORT	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 surface,		1	Loose gravel present on the footway making movement	
condition		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.	subsided or fretted pavement, or significant uneven patching or trenching.			difficult for wheelchair and mobility scooter users	
. COMFORT footway width	Able to accommodate all users without 'give and take' between	Footway widths of between approximately 1.5m and 2m.	Footway widths of less than 1.5m (i.e. standard wheelchair width).		1	Footway widths generally 1.65m	
	users or walking on roads. Footway widths generally in excess of 2m.	Occasional need for 'give and take' between users and walking on roads.	Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.				
	Able to accommodate all users without 'give and take' between	Widths of between approximately 1.5m and 2m. Occasional need for	Widths of less than 1.5m (i.e. standard wheelchair width). Limited		2	Wide uncontrolled crossings located on roundabout	
width on staggered rossings/ edestrian islands/refuges	users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	'give and take' between users and walking on roads.	width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.			junctions at each end of this section	
. COMFORT	No instances of vehicles parking on	Clearance widths between	Clearance widths less than 1.5m.		- 1	Little evidence of footway	
footway parking	footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	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.	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.			parking during the site visit and sufficient width to pass parked vehicle. Aerial view of terraced housing shows little off-street parking provision so suspect footway parking would be present in the evening/early morning	
. 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	Route is generally flat with no steep gradients to dropped kerbs	
	Examples of 'other' comfort issues in	clude:			1	There were no obstructions	
other	 Barriers/gates restricting access; an Bus shelters restricting clearance w 	elarance width for pedestrians (e.g. dr id idth. noticeable ponding issues/slippery su				observed during the audit though prevalence of loose grit on footway makes travelling by foot and wheelchair/mobility scooter hazardous	
OMFORT					8		
1.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 aligned alongside the carriageway and therefore provide direct routes	
2.DIRECTNESS location of crossings in elation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		1	There are no dropped crossings beyond the roundabouts on this section so no convenient crossing to the bus stop on the northern kerb	
3.DIRECTNESS	Crossing of road easy, direct, and	Crossing of road direct, but	Crossing of road associated indirect,		1	Traffic levels resulted in some	
gaps in traffic (where no ontrolled crossings resent or if likely to cross utside of controlled rossing)	comfortable and without delay (< 5s average).	associated with some delay (up to 15s average).	or associated with significant delay (>15s average).			delay when crossing uncontrolled	
4.DIRECTNESS impact of controlled rossings 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	
5. DIRECTNESS green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but	Green man time would not give vulnerable users sufficient time to		0	N/A	
	Examples of 'other' directness issues	extended green man time but current time unlikely to deter users.	cross comfortably.			Walking routes are legible	
other	Routes to/from bus stops not accon Steps restricting access for all users Confusing layout for pedestrians cre	nmodated;			1	with no stepped access but absence of crossing to bus stop on northern footway	
IRECTNESS					5		
7.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	Moderate traffic levels with higher level of HGVs and delivery vans	
8.SAFETY	Traffic speeds low, or pedestrians	Traffic speeds moderate and	High traffic speeds, with pedestrians		1		
traffic speed	can keep distance from moderate traffic speeds.	pedestrians in close proximity.	unable to keep their distance from traffic. Poor visibility, likely to result in			This continue is 1 1 1 1 1	
9.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	This section is straight with little street furniture, offering good visibility	
AFETY					4		
	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 paving provision is generally to standard, there is no dropped kerb crossing as the northern footway enters the woodland section, so no opportunity for vulnerable users to cross the road and avoid this secluded section	
					1	There is some cycle signing	
OHERENCE					·	at the junction with Leybourne Way	

Route Name	New Hythe Lane - Leybourne Way to Papyrus Way
Length	300m
Name of Assessor(s)	Rob Smith
D-46 A	04.0

Criterion	Performance Scores
Attractiveness	4
Comfort	8
Directness	5
Safety	4
Coherence	1
Total	22
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
	61%
Percentage	61%

. ATTRACTIVENESS maintenance	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example,	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street		0	Approach to station is overgrown with road debris	
		peeling paint).	furniture falling into major disrepair.				
	No evidence of vandalism with	Minor vandalism. Lack of active	Major or prevalent vandalism.		0	Immediate access to station	
fear of crime	appropriate natural surveillance.	frontage and natural surveillance (e.g. houses set back or back onto	Evidence of criminal/antisocial activity. Route is isolated, not			is either: 1. along footpath to	
		street).	subject to natural surveillance			northbound platform between	
			(including where sight lines are inadequate).			bridge abutment and perimeter fencing, lighting is	
			inadequate).			provided and CCTV	
						surveillance at platform	
						entrance 2. over road bridge and along	
						approach to station which is	
						isolated with no natural	
						surveillance	
. ATTRACTIVENESS	Traffic noise and pollution do not	Levels of traffic noise and/or	Severe traffic pollution and/or		2	Observed little industrial	
traffic noise and	affect the attractiveness	pollution could be improved	severe traffic noise			traffic along this section of New Hythe Lane though high	
ollution						number of parked delivery	
						vans suggests likely	
						increased traffic at other times	
. ATTRACTIVENESS	Examples of 'other' attractiveness is:	sues include:			1	The area is unattractive being an industrial estate	
other	Temporary features affecting the affect	it, or is deficient; ttractiveness of routes (e.g. refuse sa	cks).			road but generally quiet in	
	- Excessive use of guardrail or bollar	ds				terms of on-street activity	
TTRACTIVENESS					3		
. COMFORT	Footways level and in good	Some defects noted, typically	Large number of footway		1	The station footpath	
condition	condition, with no trip hazards.	isolated (such as trenching or	crossovers resulting in uneven			connection is in good condition, while the section	
		patching) or minor (such as cracked, but level pavers). Defects	surface, subsided or fretted pavement, or significant uneven			of carriageway on station	
		unlikely to result in trips or difficulty	patching or trenching.			approach from the east is in	
		for wheelchairs, prams etc. Some footway crossovers resulting in				poor condition.	
		uneven surface.					
. COMFORT	Able to accommodate all users	Footway widths of between	Footway widths of less than 1.5m		1	Footway widths are generally	
footway width	without 'give and take' between	approximately 1.5m and 2m. Occasional need for 'give and take'	(i.e. standard wheelchair width).		1	1.7-1.9m, footpath width	
,	users or walking on roads.	Occasional need for 'give and take'	Limited footway width requires			2.75m though width on road	
	Footway widths generally in excess of 2m.	between users and walking on roads.	users to 'give and take' frequently, walk on roads and/or results in			bridge reduced due to overgrown vegetation;	
			crowding/delay.			expected low pedestrian	
. COMFORT	Able to accommodate all users	Widths of between approximately 1.5m and 2m. Occasional need for	Widths of less than 1.5m (i.e.		1	Crossing widths are	
width on staggered	without 'give and take' between users or walking on roads. Widths	1.5m and 2m. Occasional need for 'give and take' between users and	standard wheelchair width). Limited			approximately 2m across the access road to the station	
rossings/	generally in excess of 2m to	walking on roads.	width requires users to 'give and take' frequently, walk on roads			footpath but narrower at	
edestrian slands/refuges	accommodate wheel-chair users.		and/or results in crowding/delay.			other locations.	
	No instances of vehicles parking on	Clearance widths between	Clearance widths less than 1.5m.		1	Little footway parking was	
footway parking	footways noted. Clearance widths generally in excess of 2m between	approximately 1.5m and 2m.	Footway parking requires users to			observed (confirmed at 2nd visit on 3 Oct 8am). Footway	
	generally in excess of 2m between permanent obstructions.	Occasional need for 'give and take' between users and walking on	'give and take' frequently, walk on roads and/or results in			parking on station approach	
		roads due to footway parking.	crowding/delay. Footway parking			road but only serves the	
		Footway parking causes some deviation from desire lines	causes significant deviation from			station so pedestrians likely	
		uevation from desire lines.	desire lines.			to walk in the carriageway due to minimal traffic	
	There are no slopes on footway.	Slopes exist but gradients do not	Gradients exceed 8 per cent (1 in		1	No severe slopes or	
gradient		exceed 8 per cent (1 in 12).	12).			gradients were encountered during the audit	
						owning the dudit	
10.COMFORT	Examples of 'other' comfort issues in	clude:	IL		- 1	Noted that there is no step-	
other	- Temporary obstructions restricting	iclude: clearance width for pedestrians (e.g.	driveway gates opened into footway);			free access to the	
	- Barriers/gates restricting access; a - Bus shelters restricting clearance v	nd width				northbound platform at New Hythe station, Step-free	
	- Poorly drained footways resulting in	n noticeable ponding issues/slippery s	urfaces			access to the southbound	
						platform is restricted to 1.0m	
			I				
COMFORT					6		
11.DIRECTNESS	Footways are provided to cater for	Footway provision could be	Footways are not provided to cater		2	Footways are direct	
footway provision	pedestrian desire lines (e.g. adjacent to road).	improved to better cater for pedestrian desire lines.	for pedestrian desire lines.				
12.DIRECTNESS	Crossings follow desire lines.	Crossings partially diverting	Crossings deviate significantly from		2	Crossing points are located	
location of crossings in	-	pedestrians away from desire lines.	desire lines.		-	along desire lines.	
elation to desire lines							
13.DIRECTNESS	Crossing of road easy, direct, and	Crossing of road direct, but	Crossing of road associated		2	Low levels of traffic during	
	comfortable and without delay (< 5s average).	associated with some delay (up to 15s average).	indirect, or associated with significant delay (>15s average).			the audit led to little delay when crossing	
gaps in traffic (where no		105 dvcrage).	Significant delay (* 105 average).			which drossing	
controlled crossings	9.7						
gaps in traffic (where no controlled crossings present or if likely to cross outside of							
controlled crossings present or if likely to cross outside of controlled crossing)							
controlled crossings bresent or if likely to cross outside of controlled crossing)		Crossings are staggered but do not	Staggered crossings add		0	N/A	
controlled crossings present or if likely to cross outside of controlled crossing) 4.DIRECTNESS impact of controlled	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time.	significantly to journey time. Likely		0	N/A	
controlled crossings present or if likely to cross outside of controlled crossing) 4.DIRECTNESS impact of controlled		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	
controlled crossings present or if likely to cross outside of controlled crossing) 4.DIRECTNESS impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Unlikely to wait >5s in pedestrian island.	significantly to journey time. Likely to wait >10s in pedestrian island.				
controlled crossings or or selection or if likely to cross outside of controlled crossing) 4. DIRECTNESS impact of controlled crossings on journey time 15. DIRECTNESS		Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but	significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to			N/A	
controlled crossings or resent or if likely to cross outside of controlled crossing) 4.DIRECTNESS impact of controlled crossings on journey time 5. DIRECTNESS green man time	Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably.	Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users.	significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give		0	N/A	
controlled crossings resent or if likely to cross outside of controlled crossing) 4.DIRECTNESS impact of controlled crossings on journey time 5. DIRECTNESS green man time 6.DIRECTNESS	Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issue	Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users.	significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to		0		
controlled crossings resent or if likely to cross outside of controlled crossing) 4.DIRECTNESS impact of controlled crossings on journey time 5. DIRECTNESS green man time 6.DIRECTNESS	Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other directness issue: Routes forfrom bus stops not accommon the common time is to be sufficient to the common time in the common time is to be sufficient to the common time in the common time is to be sufficient to the common time in the common time is to be sufficient to the common time in the common time is to be sufficient to the common time in the common time is the common time in the common time in the common time is the common time in the common time in the common time is the common time in the common time in the common time is the common time in the common time in the common time is the common time in the common time in the common time in the common time is the common time in the common time.	Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. is include: mmodated;	significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to		0	N/A	
controlled crossings resent or if likely to cross outside of controlled crossing) 4.DIRECTNESS impact of controlled crossings on journey time 5. DIRECTNESS green man time 6.DIRECTNESS	Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issue	Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. is include: mmodated;	significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to		0	N/A	
controlled crossings revesent or if likely to research or if likely to controlled crossing) 4.DIRECTNESS impact of controlled crossings on journey time 5. DIRECTNESS green man time 6.DIRECTNESS other	Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other directness issue: Routes forfrom bus stops not accommon the common time is to be sufficient to the common time in the common time is to be sufficient to the common time in the common time is to be sufficient to the common time in the common time is to be sufficient to the common time in the common time is to be sufficient to the common time in the common time is the common time in the common time in the common time is the common time in the common time in the common time is the common time in the common time in the common time is the common time in the common time in the common time is the common time in the common time in the common time in the common time is the common time in the common time.	Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. is include: mmodated;	significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to		0	N/A	
controlled crossings research of ilklyt to cross outside of controlled crossing) 14.DRECTNESS impact of controlled crossings on journey time 15. DIRECTNESS green man time 16.DIRECTNESS other	Crossings are single phase patican/puffin or zebra crossings. Green man time is of sufficient length to cross confortably. Examples of other directness issue: Another to from bus stops not according to the confortable of the confortable o	Unlikely to walr >5s in pedestrian island. Redestrians would benefit from extended green man time but current time unlikely to deter users. include: mmodated; series in customer in the control of the	significatify to journey time. Likely to wat >10s in pedestrian island, to wat >10s in pedestrian island. Green man time would not give witherable users sufficient time to cross comfortably.		0 2	N/A None observed	
controlled crossings research of likely to cross outside of controlled crossing) 14.DRECTNESS 15. DIRECTNESS green man time 16.DIRECTNESS other DIRECTNESS 17.SAFETY	Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross confortably. Green man time is of sufficient length to cross confortably. Routes to from bus stops not accos. - Steps restricting access for all uses. - Confusing layout for pedestrians or Traffic volume low, or pedestrians.	Unlikely to wait >5e in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: inclu	significatily to journey time. Likely to wat 17-0s in gleethrin island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrians		0 2	N/A None observed While traffic levels were	
controlled crossings research of ilklyt to cross outside of controlled crossing) 14.DRECTNESS impact of controlled crossings on journey time 15. DIRECTNESS green man time 16.DIRECTNESS other	Crossings are single phase pelicanipuffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of other directness issue: Examples of other directness issue: - Steps restricting access for all user - Confusing layout for pedestrians or Traffic volume low, or predestrians can keep distance form moderate	Unlikely to walr >5s in pedestrian island. Redestrians would benefit from extended green man time but current time unlikely to deter users. include: mmodated; series in customer in the control of the	significatily to journey time. Likely to wat >10 in predestrain island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrains unable to keep their distance from unable to keep their distance from		0 2	N/A None observed While traffic levels were moderate to low during the	
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Route Name	New Hythe Lane - Papyrus Way to Station Approach Road
Length	675m
Name of Assessor(s)	Rob Smith
Date of Assessment	04 September 2023

^{*} Guidance on the Use of Tactile Paving Surfaces - Dept. for Transport - December 2021

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
I. ATTRACTIVENESS maintenance	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	Generally well maintained footways	
		into minor disrepair (for example, peeling paint).	including low branches. Street furniture falling into major disrepair.			-	
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	Frontages on western side but section of eastern	
lear of crime		(e.g. houses set back or back onto	activity. Route is isolated, not			footway is adjacent to stone	
		street).	subject to natural surveillance (including where sight lines are			wall and overhanging vegetation making users feel	
			inadequate).			vulnerable	
B. ATTRACTIVENESS	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		0	Queuing traffic towards the A20 junction with pedestrians	
traffic noise and pollution	allect the attractiveness	politicoli codia de improved	tranic noise			in close proximity	
. ATTRACTIVENESS	Examples of 'other' attractiveness iss				1	There were no other negative	
other	 Evidence that lighting is not present Temporary features affecting the at 	t, or is deficient; tractiveness of routes (e.g. refuse sac	ks).			or positive factors affecting the attractiveness	
	- Excessive use of guardrail or bollar	ds					
TTRACTIVENESS					4		
. COMFORT	Footways level and in good	Some defects noted, typically	Large number of footway crossovers		1	Lack of dropped kerb at fire	
condition	condition, with no trip hazards.	isolated (such as trenching or patching) or minor (such as	resulting in uneven surface, subsided or fretted pavement, or			station access	
		cracked, but level pavers). Defects unlikely to result in trips or difficulty	significant uneven patching or trenching.				
		for wheelchairs, prams etc. Some	trenching.				
		footway crossovers resulting in uneven surface.					
S. COMFORT	Able to accommodate all users	Footway widths of between	Footway widths of less than 1.5m	Western footway on New Hythe	_	Footway width on eastern	
footway width	without 'give and take' between	approximately 1.5m and 2m.	(i.e. standard wheelchair width).	Lane becomes narrow as travel	U	side = 1.5m	
	users or walking on roads. Footway widths generally in excess	Occasional need for 'give and take' between users and walking on	Limited footway width requires users to 'give and take' frequently, walk on	southwards being 0.75m and discontinued at no. 49A, with			
	of 2m.	roads.	roads and/or results in	property boundary adjacent to carriageway. Pedestrians are able to			
			crowding/delay.	carriageway. Pedestrians are able to cross the carriageway via			
				crossovers at this point.			
. COMFORT	Able to accommodate all users	Widths of between approximately	Widths of less than 1.5m (i.e.		0	N/A	
width on staggered	without 'give and take' between	1.5m and 2m. Occasional need for	standard wheelchair width). Limited				
crossings/	users or walking on roads. Widths generally in excess of 2m to	'give and take' between users and walking on roads.	width requires users to 'give and take' frequently, walk on roads				
pedestrian islands/refuges	accommodate wheel-chair users.		and/or results in crowding/delay.				
B. COMFORT	No instances of vehicles parking on	Clearance widths between	Clearance widths less than 1.5m. Footway parking requires users to		2	No footway parking was observed; most properties	
footway parking	footways noted. Clearance widths generally in excess of 2m between	approximately 1.5m and 2m. Occasional need for 'give and take'	'give and take' frequently, walk on			have rear access for off-	
	permanent obstructions.	between users and walking on roads	roads and/or results in			street parking	
		due to footway parking. Footway parking causes some	crowding/delay. Footway parking causes significant deviation from				
		deviation from desire lines.	desire lines.				
	T	0	0 5 4 10 441			0 " 1 6 1	
COMPORT	There are no slopes on footway.	Slopes exist but gradients do not	Gradients exceed 8 per cent (1 in		1	Cross-gradients on footways	
	' '	exceed 8 per cent (1 in 12).	12).			but not excessive	
D. COMFORT gradient	, , , , , , , , , , , , , , , , , , ,	exceed 8 per cent (1 in 12).	12).			but not excessive	
- gradient	Examples of 'other' comfort issues in	iclude:			1	No issues were observed that	
9. COMFORT - gradient 10.COMFORT - other	Examples of 'other' comfort issues in - Temporary obstructions restricting	clude: clearance width for pedestrians (e.g. o			1	No issues were observed that impact upon the comfort of	
gradient 10.COMFORT	Examples of 'other' comfort issues in - Temporary obstructions restricting - Barriers/gales restricting access; at - Bus shelters restricting clearance w	iclude: clearance width for pedestrians (e.g. on nd vidth.	driveway gates opened into footway);		1	No issues were observed that	
gradient 10.COMFORT	Examples of 'other' comfort issues in - Temporary obstructions restricting - Barriers/gales restricting access; at - Bus shelters restricting clearance w	clude: clearance width for pedestrians (e.g. on	driveway gates opened into footway);		1	No issues were observed that impact upon the comfort of	
gradient 10.COMFORT	Examples of 'other' comfort issues in - Temporary obstructions restricting - Barriers/gales restricting access; at - Bus shelters restricting clearance w	iclude: clearance width for pedestrians (e.g. on nd vidth.	driveway gates opened into footway);		1	No issues were observed that impact upon the comfort of	
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New Hythe Lane - Kingfisher Road to A20 London Road
350m
Rob Smith
04 September 2023

 Criterion
 Performance Scores

 Attractiveness
 4

 Comfort
 5

 Directness
 4

 Safety
 3

 Coherence
 1

 Total
 17

 Number of elements not applicable to the route
 3

 Total Points to be reduced
 6

 Maximum score (revised)
 34

 Percentage
 50%

* Guidance on the Use of Tactile Paving Surfaces - Dept. for Transport - December 2021

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
I. ATTRACTIVENESS maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture failing 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 significant maintenance issues were 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	Kingfisher Road and shopping area have natural surveillance but alleyway alongside Morrisons is isolated, despite street lighting provision	
. ATTRACTIVENESS traffic noise and collution	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	Kingfisher Road used to access the shops, nearby primary school and residential areas but not used as a through-route	
J. ATTRACTIVENESS other	Examples of 'other' attractiveness is: - Evidence that lighting is not presen- - Temporary features affecting the at- - Excessive use of guardrail or boilar	t, or is deficient; tractiveness of routes (e.g. refuse sa	Sks).		1	While there aren't any factors that make the route attractive, it provides a quieter alternative route than New Hythe Lane, particularly during the day. Seating is also provided within the shopping parade forecourt	
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 pavement, or significant uneven patching or trenching.			Few if any trip hazards were observed, even on the paved forecourt to the shopping parade	
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 connection from the alleyway to the Morrisons car park is restricted to 0.76m, due to a low concrete bollard.	1	Footway widths minimum 1.6m and in excess of 2m at bus stop on Kingfisher Road, alleyway width is 2m.	Remove bollard o provide footway build-out into the car park to allow bollard to be relocated to creat a wider pinch-poir
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.			NA	
3. 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 footway parking was observed though double yellow lines are present to deter overspill parking from the shopping parade	
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).			Few if any crossovers in place along this route	
10.COMFORT - other	Exemples of 'other' conflot issues include: - Temporary obstuctions restricting dearnor with for pedestrians (e.g. driveway gate - Barrier'systes restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces				2	Raised table crossings on side roads to kingfisher Way provide a level crossing surface and reduce vehicle speeds	
COMFORT					10		
11.DIRECTNESS	Footways are provided to cater for pedestrian desire lines (e.g.	Footway provision could be improved to better cater for	Footways are not provided to cater for pedestrian desire lines.		2	Walking route follows the road network	
footway provision	adjacent to road). Crossings follow desire lines.	pedestrian desire lines. Crossings partially diverting	Crossings deviate significantly from				
Location of crossings in relation to desire lines	Crossings whom desire lines.	pedestrians away from desire lines.	desire lines.		1	There is no crossing on Kingfisher Road where the shopping forecourt connects into the footway near the post box; this would appear to be an obvious desire line	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	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		
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	
IS. 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.		1	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	18;			1	There is a lack of signing to indicate the alleyway connection between the shopping parade, the Morrisons car park and the A20 London Road	
DIRECTNESS					8		
17.SAFETY traffic volume	Traffic volume low, or pedestrians can keep distance from moderate	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from		2		
18.SAFETY - traffic speed	traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate	Traffic speeds moderate and pedestrians in close proximity.	traffic. High traffic speeds, with pedestrians unable to keep their distance from		2	Kingfisher Road is a 20mph zone	
19.SAFETY	traffic speeds. Good visibility for all users.	Visibility could be somewhat	traffic. Poor visibility, likely to result in		2	Roads are relatively straight	
- visibility	,	improved but unlikely to result in collisions.	collisions.			with good visibility and lacking street furniture that could obstruct sightlines	
SAFETY					6		
	Adequate dropped kerb and tactile	Dropped kerbs and tactile paving	Dropped kerbs and tactile paving		2	Raised table crossings	
20. COHERENCE - dropped kerbs and tactile paving COHERENCE	paving provision.	provided, albeit not to current standards.	absent or incorrect.		2	provide comfortable crossing points	

Route Name	Larkfield Centre via Kingfisher Rd, shops and alleyway to A20
Length	564m
Name of Assessor(s)	Rob Smith
Date of Assessment	04 September 2023
Criterion	Performance Scores

 Criterion
 Performance Scores

 Attractiveness
 6

 Comfort
 10

 Directness
 8

 Safety
 6

 Coherence
 2

 Total
 32

 Number of elements not applicable to the route
 3

 Total Points to be reduced
 6

 Maximum score (revised)
 34

 Percentage
 94%

Comments	
	Remove bollard or provide footway build-out into the car park to allow bollard to be relocated to create a
Actions	wider pinch-point

* Guidance on the Use of Tactile Paving Surfaces - Dept. for Transport - December 2021