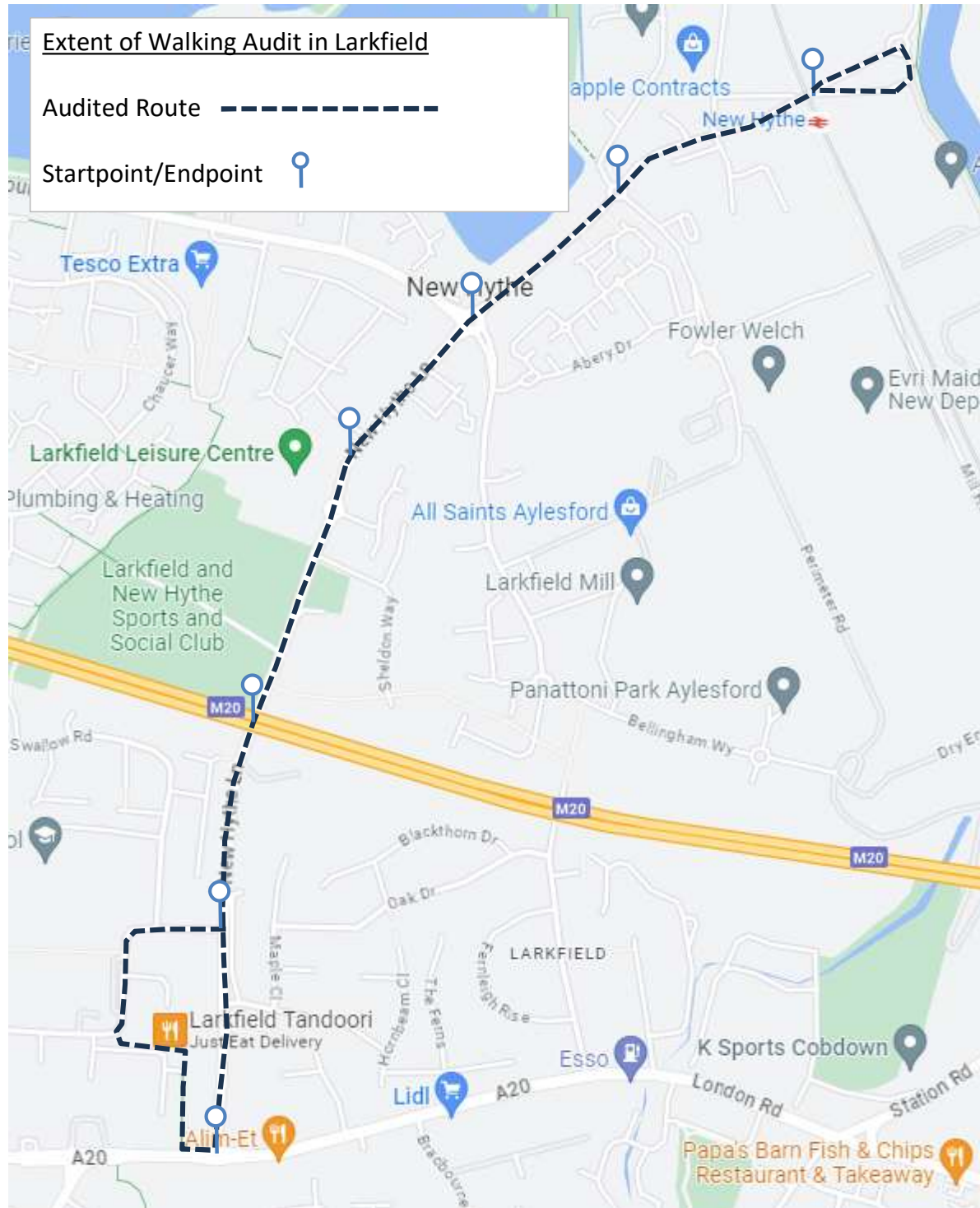


Extent of Walking Audit in Larkfield

Audited Route - - - - -

Startpoint/Endpoint 



Local Cycling and Walking Infrastructure Plan: Walking Route Selection To Monday 4th September 2023 - 15:10 commence - weather hot & sunny 28 degC

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			1 Footways in generally good condition, some small areas of worn surface	
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 Little natural surveillance as retaining wall to western side and properties set back to eastern side, though regular traffic flow reduces feeling of isolation	
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 Route is a popular connection between New Hythe and the A20 with heavy traffic during the peak periods but intermittent traffic at other times	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards					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 minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.			2 Footway 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.			1 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.			0 N/A	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.			2 No footway parking observed; off-street parking to properties fronting onto the lane	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 5 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).			2 Gradient is typically level	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces					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).			1 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	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 include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.					2 Route is a desire line between Larkfield local centre and leisure centre though M20 limits choice of north-south corridors	
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 New Hythe Lane is popular link between industrial area/ superstore and A20(Larkfield shopping centre so high levels of traffic at peak times	DTT Count Site at 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.			1 Traffic speed is moderate	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 collisions.	Poor visibility, likely to result in collisions.			2 Visibility is high due to straight alignment	
SAFETY					4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.			2 Generally dropped kerb provision at all desire line crossing points	
COHERENCE					2		
Total Score					27		

ROUTE SUMMARY

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	DTT Count Site at Leisure Centre 2019 AADT 10,991 1.6% HGVs. 2022 Mean speed 34.9mph & 33.7mph ATC

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		1	Footways in generally good condition, some small areas of worn surface	
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	80m section of footway near Holy Trinity church banked and tree-lined with no natural surveillance, though regular traffic flow reduces feeling of isolation and a number of pedestrians were observed walking this section	
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	Route is a popular connection between New Hythe and the A20 with heavy traffic during the peak periods but intermittent traffic at other times	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient;				1		
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 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, subsidised or fretted pavement, or significant uneven patching or trenching.		2	Some minor defects noted but generally sound surfaces	
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	1.6m wide footway on western side but reduces to 0.9m on eastern side	
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.		1	2m width on island crossings to leisure centre roundabout	
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; despite lack of off-street parking to properties adjacent to leisure centre	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	Sloping footway from Holy Trinity church to junction with Sheldon Way 8m height difference over 150m = 1:19	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippy surfaces				2	None observed	
COMFORT					9		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Footways follow 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	Dropped crossing to Albion Drive set back 6m from give way line	
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	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.		0	N/A	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		0	N/A	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.				2	Route is a desire line between Larkfield local centre and leisure centre though M20 limits choice of north-south corridors	
DIRECTNESS					7		
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	New Hythe Lane is popular link between industrial area/ superstore and A20/Larkfield shopping centre so high levels of traffic at peak times. DTT Count Site at 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.		1	Traffic speed is moderate. 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 collisions.	Poor visibility, likely to result in collisions.		2	Visibility is good due to straight alignment and lack of on-street parking	
SAFETY					4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.		1	Generally dropped kerb provision at most desire line crossing points but lack of dropped crossing of Sheldon Way	
COHERENCE					1		
Total Score					25		

ROUTE SUMMARY

Route Name	5 Lane - M20 Overbridge to Footpath Link North of Leisure Centre
Length	384m
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
Maximum score (revised)	36
Percentage	69%

Local Cycling and Walking Infrastructure Plan: Walking Route Selection To

Monday 4th September 2023 - 15:10 commence - weather hot & sunny 28 degC

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			1 Footways in generally good condition, some small areas of worn surface	
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 80m section of footway near Holy Trinity church banked and tree-lined with no natural surveillance, though regular traffic flow reduces feeling of isolation and a number of pedestrians were observed walking this section	
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 Route is a popular connection between New Hythe and the A20 with heavy traffic during the peak periods but intermittent traffic at other times	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards					1 The footways are generally obstruction-free, but the housing on both sides doesn't make this section particularly attractive	
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 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, subsidised or fretted pavement, or significant uneven patching or trenching.			2 Some minor defects noted but generally sound surfaces	
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.	Eastern footway o/s 332 New Hythe Lane narrows to 0.95m with a 12 degree slope between the back of path and the kerb line, making this footway difficult to negotiate for wheelchair and mobility scooter users, or pedestrians who are physically impaired		1 1.6m wide footway on western side	
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.			1 2m width on island crossings to leisure centre roundabout	
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, despite lack of off-street parking to properties adjacent to leisure centre	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).			1 Sloping footway from Holy Trinity church to junction with Sheldon Way 8m height difference over 150m = 1:19	
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces					2 None observed	
COMFORT						9	
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.			2 Footways follow 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 Dropped crossing to Albion Drive set back 6m from give way line	
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 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.			0 N/A	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.			0 N/A	
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.					2 Route is a desire line between Larkfield local centre and leisure centre though M20 limits choice of north-south corridors	
DIRECTNESS						7	
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 New Hythe Lane is popular link between industrial area/ superstore and A20/Landfield shopping centre so high levels of traffic at peak times. DTF Count Site at 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.			1 Traffic speed is moderate. 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 collisions.	Poor visibility, likely to result in collisions.			2 Visibility is good due to straight alignment and lack of on-street parking	
SAFETY						4	
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.			1 Generally dropped kerb provision at most desire line crossing points but lack of dropped crossing of Sheldon Way	
COHERENCE						1	
Total Score						25	

ROUTE SUMMARY

Route Name	Hythe Lane - Leisure Centre (north boundary) to Leybourne Way
Length	255m
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
Maximum score (revised)	36
Percentage	69%

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Monday 4th September 2023 - 15:10 commence - weather hot & sunny 28 degC

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		1	Some sections of footway in good condition	
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).	Section of footway to south-west of junction with Papyrus Way set back within secluded woodland with evidence of flytipping etc.	0		
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		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards				2	None observed	
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 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, subsidised or fretted pavement, or significant uneven patching or trenching.		1	Loose gravel present on the footway making movement difficult for wheelchair and mobility scooter users	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		1	Footway widths generally 1.65m	
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	Wide uncontrolled crossings located on roundabout junctions at each end of this section	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		1	Little evidence of footway 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	
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	Route is generally flat with no steep gradients to dropped kerbs	
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces				1	There were no obstructions observed during the audit though prevalence of loose grit on footway makes travelling by foot and wheelchair/mobility scooter hazardous	
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 are aligned alongside the carriageway and therefore provide direct routes	
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.		1	There are no dropped crossings beyond the roundabouts on this section so no convenient crossing to the bus stop on the northern kerb	
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	Traffic levels resulted in some delay when crossing uncontrolled	
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/junction or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.		0	N/A	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		0	N/A	
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.				1	Walking routes are legible with no stepped access but absence of crossing to bus stop on northern footway	
DIRECTNESS					5		
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		1	Moderate traffic levels with higher level of HGVs and delivery vans	
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.		1		
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	This section is straight with little street furniture, offering good visibility	
SAFETY					4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.		1	Tactile 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	
COHERENCE					1	There is some cycle signing at the junction with Leybourne Way	
Total Score					22		

ROUTE SUMMARY

Route Name	New Hythe Lane - Leybourne Way to Papyrus Way
Length	300m
Name of Assessor(s)	Rob Smith
Date of Assessment	04 September 2023

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
Percentage	61%

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		0	Approach to station is overgrown with road debris	
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).		0	Immediate access to station is either: 1. along footpath to northbound platform between bridge abutment and perimeter fencing, lighting is provided and CCTV surveillance at platform entrance 2. over road bridge and along approach to station which is isolated with no natural surveillance	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise		2	Observed little industrial traffic along this section of New Hythe Lane though high number of parked delivery vans suggests likely increased traffic at other times	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards				1	The area is unattractive being an industrial estate road but generally quiet in terms of on-street activity	
ATTRACTIVENESS					3		
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 pavements). 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, subsidised or fretted pavement, or significant uneven patching or trenching.		1	The station footpath connection is in good condition, while the section of carriageway on station approach from the east is in poor condition.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		1	Footway widths are generally 1.7-1.9m, footpath width 2.75m though width on road bridge reduced due to overgrown vegetation; expected low pedestrian	
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.		1	Crossing widths are approximately 2m across the access road to the station footpath but narrower at other locations.	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		1	Little footway parking was observed (confirmed at 2nd visit on 3 Oct 2023). Footway parking on station approach road but only serves the station so pedestrians likely to walk in the carriageway due to minimal traffic	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	No severe slopes or gradients were encountered during the audit	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access, and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces				1	Noted that there is no step-free access to the northbound platform at New Hythe station. Step-free access to the southbound platform is restricted to 1.9m	
COMFORT					6		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Footways are direct	
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	Crossing points are located along 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	Low levels of traffic during the audit led to little delay when 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.		0	N/A	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		0	N/A	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.				2	None observed	
DIRECTNESS					8		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		1	While traffic levels were moderate to low during the audit, pedestrians are in close proximity to the carriageway with a high % of vans and 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.		1	There was insufficient traffic to estimate vehicle speeds; the ramp off the road bridge could likely encourage increased speeds for westbound traffic	
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 generally good, limited visibility for pedestrians crossing the NE arm on the roundabout with Papyrus Way due to vegetation	
SAFETY					4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.		1	Tactile is generally provided but does not comply with current standards*	
COHERENCE					1		
Total Score					22		

ROUTE SUMMARY

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

Criterion	Performance Scores
Attractiveness	3
Comfort	6
Directness	8
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
Percentage	61%

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Monday 4th September 2023 - 15:10 commence - weather hot & sunny 28 degC

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2	Generally well maintained footways	
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	Frontages on western side but section of eastern footway is adjacent to stone wall and overhanging vegetation making users feel vulnerable	
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		0	Queuing traffic towards the A20 junction with pedestrians in close proximity	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards				1	There were no other negative or positive factors affecting the attractiveness	
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 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, subsidised or fretted pavement, or significant uneven patching or trenching.		1	Lack of dropped kerb at fire station access	
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.	Western footway on New Hythe Lane becomes narrow as travel southwards being 0.75m and discontinued at no. 49A, with property boundary adjacent to carriageway. Pedestrians are able to cross the carriageway via crossovers at this point.	0	Footway width on eastern side = 1.5m	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		0	N/A	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2	No footway parking was observed; most properties have rear access for off-street parking	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	Cross-gradients on footways but not excessive	
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access, and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippy surfaces				1	No issues were observed that impact upon the comfort of the route	
COMFORT					5		
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.		1	Lack of footway length of western kerbline requires pedestrians to cross 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.		1	No formal crossings but pedestrians can use vehicle crossovers where located opposite each other	
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	During busy periods, suitable gaps for crossing in the northbound traffic flow are created by the A20 signal controlled junction when the southbound traffic is queuing.	
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/junction or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.		0	N/A	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		0	N/A	
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.				1	No indication is given that the western footway is discontinuous	
DIRECTNESS					4		
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	The narrow footways and narrow carriageway means that pedestrian and vehicles are in close proximity	
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.		1	Moderate traffic speeds; queuing towards A20 signalled junction	
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.		1	Visibility is restricted where the footway discontinues and property boundary walls are adjacent to the carriageway	
SAFETY					3		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.		1	Vehicle crossovers provide step-free crossing points but lack tactile paving	
COHERENCE					1		
Total Score					17		

ROUTE SUMMARY

Route Name	New Hythe Lane - Kingfisher Road to A20 London Road
Length	350m
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

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%

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2	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	Kingsfisher Road and shopping area have natural surveillance but alleyway alongside Morrisons is isolated, despite street lighting provision	
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	Kingsfisher Road used to access the shops, nearby primary school and residential areas but not used as a through-route	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards				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, subsidised or fretted pavement, or significant uneven patching or trenching.		2	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 Kingsfisher Road; alleyway width is 2m.	Remove bollard or provide footway build-out into the car park to allow bollard to be relocated to create a wider pinch-point
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.		1	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 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 6 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2	Few if any crossovers in place along this route	
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates 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 Kingsfisher Way provide a level crossing surface and reduce vehicle speeds	
COMFORT					10		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to roads).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Walking route follows the road network	
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.		1	There is no crossing on Kingsfisher 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)	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		
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.		1	N/A	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		1	N/A	
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.				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 volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		2		
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	Kingsfisher Road is a 20mph zone	
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	Roads are relatively straight with good visibility and lacking street furniture that could obstruct sightlines	
SAFETY					6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.		2	Raised table crossings provide comfortable crossing points	
COHERENCE					2		
Total Score					32		

ROUTE SUMMARY

Route Name	Larkfield Centre via Kingsfisher Rd, shops and alleyway to A20
Length	564m
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

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