

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 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.			Some overgrown vegetation, particularly along the kerbline in places	
. ATTRACTIVENESS fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		2	Good natural surveillance provided by open residential frontages and few signs of vandalism	
B. ATTRACTIVENESS traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise		2	Low levels of traffic observed and separation due to grassed verges and sporadic parked vehicles	
i. ATTRACTIVENESS other	Examples of 'other' attractiveness issu- Evidence that lighting is not present, - Temporary features affecting the attraction of the attra	or is deficient; ractiveness of routes (e.g. refuse sack	s).		2	Streetlighting is present and few other issues identified	
ATTRACTIVENESS					7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.		1	Some defects include worn surfaces with loose gravel and vegetation in paving joints	
S. 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 vary between 2m and 1.4m with a 0.9m wide pinch point near the junction with Hale Street	
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	
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.		1	Footway parking narrows usable footway to less than 1m	
9. COMFORT gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2	No excessive slopes were observed on footways	
10.COMFORT - other	 Barriers/gates restricting access; and Bus shelters restricting clearance wi 	learance width for pedestrians (e.g. dri			2	Limited street furniture means there are few obstructions on the route	
COMFORT					7		
11.DIRECTNESS footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Footways are parallel to the carriageway	
12.DIRECTNESS I 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 a lack of dropped crossings near the bus stop at the Crown Acres junction	
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 traffic levels mean 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.			N/A	
16.DIRECTNESS · other	Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre	modated; ;			1	Lack of crossing points where on-street parking bays	
DIRECTNESS					6		
17.SAFETY traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		2	Low traffic volumes (less than 500 two-way flows per day) with verges and on-street parking providing distance between traffic and pedestrians	
18.SAFETY - traffic speed 19.SAFETY	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds. Good visibility for all users.	Traffic speeds moderate and pedestrians in close proximity. Visibility could be somewhat	High traffic speeds, with pedestrians unable to keep their distance from traffic. Poor visibility, likely to result in			Traffic speeds are low with seperation between pedestrians and moving traffic Good visibility for all users	
- visibility SAFETY		improved but unlikely to result in collisions.	collisions.		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.			Some tactile paving is provided	
COHERENCE					1		
			Total Score		27		

Route Name	Old Road
Length	620m
Name of Assessor(s)	Rob Smith
Date of Assessment	04 August 2025

Criterion	Performance Scores
Attractiveness	7
Comfort	7
Directness	6
Safety	6
Coherence	1
Total	27
Number of elements not applicable to the route	3
Total Points to be reduced	6
Maximum score (revised)	34
Percentage	79%

Comments	
Actions	
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Audit Categories 1. ATTRACTIVENESS	2 (Green) Footways well maintained, with no	1 (Amber) Minor littering. Overgrown	0 (Red) Littering and/or dog mess prevalent.	Critical	Score 1	Comments Footways in generally good	Actions
- 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 overgrown vegetation in gutter and at base of boundary fencing	
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).			Natural surveillance provided by open frontages of residential properties	
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			Short cul-de-sacs with little traffic	
4. ATTRACTIVENESS other	Examples of 'other' attractiveness iss - Evidence that lighting is not present - Temporary features affecting the att - Excessive use of guardrail or bollan	, or is deficient; ractiveness of routes (e.g. refuse sack:	s).		2	Streetlighting is present, few footway structures or obstructions	
ATTRACTIVENESS					7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.		2	Footway 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 1.8m	
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 walkling 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	Footway parking observed despite off-street parking to all properties	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2	Gradient is typically level	
10.COMFORT - other	- Barriers/gates restricting access; an - Bus shelters restricting clearance w	clearance width for pedestrians (e.g. dr d			2	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.			Pedestrians turning into Fellmead on the southern footway are likely to be obstructed by parked vehicles but the dropped crossing is located on the desire line on Pound Road	Provide dropped crossing on Fellmead on the desire line for pedestrians accessing these roads
13.DIRECTNESS gaps in traffic (where no controlled crossings present or if likely to cross putside 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).			Low traffic levels mean that pedestrians are not delayed 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.			N/A	
16.DIRECTNESS - other	Examples of 'other' directness issues - Routes to/from bus stops not accorr - Steps restricting access for all users - Confusing layout for pedestrians cre	modated;			2	Route is fairly straightforward	
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.			Low traffic volumes	
18.SAFETY · traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		2	Traffic speeds are expected to be low due to the presence of on-street parking and absence of through-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.		1	Footway parking on bends and at junctions reduces visibility for drivers	
SAFETY					5		
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 is provided at the junction with Pound Road, the presence of crossovers provides dropped kerbs for crossing	
COHERENCE					1		

Route Name	Fellmead & Stockenbury
Length	254m
Name of Assessor(s)	Rob Smith
Date of Assessment	04 August 2025

Criterion	Performance Scores
Attractiveness	7
Comfort	8
Directness	7
Safety	5
Coherence	1
Total	28
Number of elements not applicable to the route	3
Total Points to be reduced	6
Maximum score (revised)	34
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Comments	Quiet cul-de-sacs with open frontages provide a pleasant walking route though footway parking, particularly evenings and overnight would force pedestrians to walk in the carriageway
Actions	Provide dropped crossing on Fellmead on the desire line for pedestrians accessing these roads

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 into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2	Footways generally well- maintained with few defects noted	
. ATTRACTIVENESS fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		2	Residential street with low walls and hedges allowing natural surveillance	
ATTRACTIVENESS traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise		2	Traffic levels were low and on- street parking means that moving vehicles keep to the centre of the carriageway	
ATTRACTIVENESS other	Examples of 'other' attractiveness issi - Evidence that lighting is not present	ues include: , or is deficient;			7		
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.		1	Some sections have regular vehicle crossovrs	
s. 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	1.05m wide pinch point near the local convenience store but set at back of parking bay	
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	No island crossings were observed	
s. 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.			Some footway parking observed by contractor vehicles	
D. 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).			Sloping footway along eastern footway but not excessive	
10.COMFORT · other	 Barriers/gates restricting access; an Bus shelters restricting clearance wi 	learance width for pedestrians (e.g. dri			2	None observed	
COMFORT					7		
11.DIRECTNESS footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Footways follows desire line as they are adjacent to the carriageway	
12.DIRECTNESS I 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.			Users would likely use regular vehicle crossovers	
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 - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre	include: imodated;			2	Route is fairly straightforward	
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.		2	Observed low traffic volumes and 7.4m wide carriageway with on-street parking means vehicles and pedestrians are not 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	Good forward visibility could result in higher vehicle speeds	
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 low levels of on-street parking; most properties have driveways etc.	
SAFETY					5		
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 with tactile paving at the entrance to the parking access road. Lack of dropped crossing to bus stop north of junction with Chidley Cross Road.	
COHERENCE					1		

Route Name	Pound Road
Length	640m
Name of Assessor(s)	Rob Smith
Date of Assessment	16 September 2025

Criterion	Performance Scores
Attractiveness	7
Comfort	7
Directness	7
Safety	5
Coherence	1
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	

Audit Categories	2 (Green) Footways well maintained, with no	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	Footways in generally good condition, some small areas	
	-	into minor disrepair (for example, peeling paint).	Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			of worn surface and overgrown vegetation.	
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	There is no evidence of vandalism. The majority of the route is bounded either by hedging or properties set back from the carriageway so there is no natural surveillance, walking this section	
B. ATTRACTIVENESS traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise		1	Low traffic levels were observed during the survey period	
4. ATTRACTIVENESS other	Examples of 'other' attractiveness iss - Evidence that lighting is not presen - Temporary features affecting the at - Excessive use of guardrail or bollar	t, or is deficient; tractiveness of routes (e.g. refuse sac	ks).		1	The lack of overlooking properties for most of the length is likely to make this route unattractive	
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	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	The footway between the bus stop and the primary school is bounded by a low retaining wall and narrows to 1m with some movement of the footway surface causing an uneven surface	1	Some minor defects noted but generally sound surfaces	
6. COMFORT	Able to accommodate all users without 'give and take' between	footway crossovers resulting in uneven surface. Footway widths of between approximately 1.5m and 2m.	Footway widths of less than 1.5m (i.e. standard wheelchair width).		1	Footways are generally 1.5m wide though narrow to 1m	
	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.			near the primary school	
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.			Not applicable	
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 observed; despite lack of off-street parking to properties adjacent to leisure centre	
D. 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).	The primary school entrance creates a steep crossfall combined with a narrow footway bounded by a low boundary wall, making this location hazardous to a wheelchair	0	Gradients are generally level (apart from the primary school entrance)	
10.COMFORT - other	 Barriers/gates restricting access; a Bus shelters restricting clearance v 	clearance width for pedestrians (e.g. on			2	None observed	
COMFORT					7		
11.DIRECTNESS footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Footways follows desire line as they are adjacent to the carriageway	
12.DIRECTNESS I 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 crossing points are in place due to the low number of properties along the northern frontage	
13.DIRECTNESS gaps in traffic (where no controlled crossings present or if likely to cross outside of	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	Sufficient gaps in traffic to allow uncontrolled crossing	
tontrolled 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.		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 issue: Routes to/from bus stops not accor Steps restricting access for all user Confusing layout for pedestrians or	s include: nmodated; rs;			2		
DIRECTNESS					9		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		1	Traffic volumes were low during the survey period though pedestrians are in close proximity to the carriageway	
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 speeds appeared to be within the speed limit during the survey. It is noted that part of Church Lane is subject to a 30mph limit with coloured anti-skid surfacing and 'dragon-teeth' markings	
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		
COHERENCE					1		
JO. LINEHUL							
			Total Score		25		

Criterion	Performance Scores
Date of Assessment	04 August 2025
Name of Assessor(s)	Rob Smith
Length	880m
Route Name	Church Lane

Criterion	Performance Scores
Attractiveness	4
Comfort	7
Directness	9
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%

Comments	
Actions	

1. 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	Littering and/or dog mess prevalent. Seriously overgrown vegetation,		1	Overgrown vegetation in places reducing usable	
		into minor disrepair (for example, peeling paint).	including low branches. Street furniture falling into major disrepair.			footway width	
. ATTRACTIVENESS	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active	Major or prevalent vandalism. Evidence of criminal/antisocial		1	No evidence of vandalism.	
fear of crime	прогодина наста загченитос.	frontage and natural surveillance (e.g. houses set back or back onto	activity. Route is isolated, not			There are some properties front onto the carriageway but generally footway is	
		street).	subject to natural surveillance (including where sight lines are			hedge lined and the route offers little natural	
			inadequate).			offers little natural surveillance beyond other	
						road users.	
. ATTRACTIVENESS	Traffic noise and pollution do not	Levels of traffic noise and/or	Severe traffic pollution and/or		1	A level of HGV usage was	
traffic noise and	affect the attractiveness	pollution could be improved	severe traffic noise			observed on this section but does not affect the	
ollution						attractiveness as intermittent and presence of verges and	
						wider footways means	
						pedestrians and HGVs aren't in close proximity	
						in doze proximy	
. ATTRACTIVENESS other	Examples of 'other' attractiveness is: - Evidence that lighting is not preser	ues include: t, or is deficient;			1	Lighting is not present for some of the route	
ATTRACTIVENESS	- Temporary features affecting the a	tractiveness of routes (e.g. refuse sac	ks).		4		
i. COMFORT condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or	Large number of footway crossovers resulting in uneven surface,		1	Some sections of footway are in poor condition with ill-	
		patching) or minor (such as cracked, but level pavers). Defects	subsided or fretted pavement, or significant uneven patching or			defined edging and surface wear leading to loose stones	
			trenching.			,	
		for wheelchairs, prams etc. Some footway crossovers resulting in					
	Able to assume adults all conse	uneven surface.	Contract widths of last than 1 for	The continue of features to the conti-		The feature widths care	
i. 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).	The section of footway to the north of the junction with Seven Mile Lane	0	The footway widths vary between 1.0m and 1.8m	
,	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,	is only 1m wide and offers little scope for widening. There is a		though it is noted that the migration of material and soil	
	of 2m.	roads.	walk on roads and/or results in	similar section on the eastern		onto the footway and	
			crowding/delay.	footway to the north of the junction with Old Street where the footway		vegetation overgrowth reduced the effective width in	
				narrows to 1m wide with a low retaining wall and the carriageway		places.	
COMPOSE	Able to seem 1.1	Miles of bot	Widths of less than 1.5m (i.e.	width of 8 7m allows little		NIA	
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	standard wheelchair width). Limited		0	N/A	
rossings/	users or walking on roads. Widths	'give and take' between users and walking on roads.	width requires users to give and				
edestrian islands/refuges	generally in excess of 2m to accommodate wheel-chair users.	wanting on roads.	take' frequently, walk on roads and/or results in crowding/delay.				
B. COMFORT	No instances of vehicles parking on footware noted. Clearance widths	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. Occasional need for 'give and take'	Footway parking requires users to 'give and take' frequently, walk on			observed (confirmed at 2nd visit on 3 Oct 8am). Footway	
	permanent obstructions.	between users and walking on roads due to footway parking.	roads and/or results in crowding/delay. Footway parking			parking on station approach road but only serves the	
		Footway parking causes some deviation from desire lines.	causes significant deviation from desire lines.			station so pedestrians likely	
		deviation from desire lines.	desire lines.			to walk in the carriageway due to minimal traffic	
	7	0	0. 1. 1. 10. 14.				
D. 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	
						during the audit	
IO.COMFORT	Examples of 'other' comfort issues in	clude: clearance width for pedestrians (e.g. o	frienum mater operat into fact		2	None observed	
other	- Barriers/gates restricting access; at	nd	inveway gates opened into rootway),				
	 Bus shelters restricting clearance v Poorly drained footways resulting in 	vidth. n noticeable ponding issues/slippery s	urfaces				
COMFORT	,	,,					
					5		
11.DIRECTNESS footway provision	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.		1	While footways are direct, being adjacent to the	Incorporate a pedestrian crossin
Tootway provision	adjacent to road).	pedestrian desire lines.	<u> </u>			carriageway, the footway discontinues outside 157-163	pedestrian crossin with wayfinding int the existing priority
						Hale Street with on-street	working to the nort
						parking on private land.	to allow pedestrian
							to safely cross to the eastern footwa
	0 1 1 1 1 1 1		0 1 1 1 1 1 7 4 7			7 (
12.DIRECTNESS location of crossings in	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		1	The footway on the western side that leads to footpath MR538 is discontinued to the	
elation to desire lines		į ,				MR538 is discontinued to the	
						south and there is no dropped kerb to assist the	
						road crossing	
						road crossing	
	0 1 / 1	0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					
gaps in traffic (where no	Crossing of road easy, direct, and comfortable and without delay (< 5s	Crossing of road direct, but associated with some delay (up to	Crossing of road associated indirect, or associated with		2	Low levels of traffic during the audit led to little delay	
gaps in traffic (where no controlled crossings	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	
gaps in traffic (where no controlled crossings present or if likely to	comfortable and without delay (< 5s	associated with some delay (up to	indirect, or associated with		2	Low levels of traffic during the audit led to little delay	
gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	comfortable and without delay (< 5s average).	associated with some delay (up to 15s average).	indirect, or associated with significant delay (>15s average).			Low levels of traffic during the audit led to little delay when crossing	
gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	comfortable and without delay (< 5s average). Crossings are single phase	associated with some delay (up to 15s average). Crossings are staggered but do not	indirect, or associated with significant delay (>15s average).			Low levels of traffic during the audit led to little delay	
gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS Impact of controlled	comfortable and without delay (< 5s average).	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian	indirect, or associated with significant delay (>15s average).			Low levels of traffic during the audit led to little delay when crossing	
gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) (4.DIRECTNESS impact of controlled crossings on journey time	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings.	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	indirect, or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.		0	Low levels of traffic during the audit led to little delay when crossing	
13.DIRECTNESS gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS impact of controlled crossings on journey time 15. DIRECTNESS	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from	indirect, or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give		0	Low levels of traffic during the audit led to little delay when crossing	
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Route Name	Hale Street
Length	1,170m
Name of Assessor(s)	Rob Smith
Date of Assessment	04 August 2025

Total
Number of elements not applicable to the route
Total Points to be reduced
Maximum score (revised)
Percentage

	Whilst there are sections of wide and attractive footway provision, there are a number of sections of botway that are narrow and would require the removal of hedgerows and/or alignment of the carriageway to achieve sufficient footway width
Actions	Incorporate a pedestrian crossing with wayfinding into the existing priority working to the north to allow pedestrians to safely cross to the eastern footway

	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 into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture failing into major disrepair.			Footway in place along northern kerbline only. Surfaces in generally good condition, substantial lengths of hedge lined footway that are overgrown	
. 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 vandalism evidenced though 240m section bordering fields or set back properties offering no natural surveillance	
B. ATTRACTIVENESS traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise		2	Low traffic levels observed	
i. ATTRACTIVENESS other	Examples of 'other' attractiveness iss - Evidence that lighting is not presen - Temporary features affecting the at - Excessive use of guardrail or bollar	sues include: t, or is deficient; tractiveness of routes (e.g. refuse sac ds	iks).		1	Only street lighting is located 50m to west of junction with Old Road junction	
ATTRACTIVENESS					5		
s. COMFORT condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically solated (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.		1	Loose gravel present on the footway in places and hedge debris making movement difficult for wheelchair and mobility scooter users	
S. 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 with lengths and pinch points 1.1m wide and others 1.9m wide.	
7. COMFORT - width on staggered crossings/ pedestrian slands/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.			Limited width requires users to frequently give and take and to step into the carriageway though low traffic levels does not qualify as a critical factor	
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. Ocasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.			No evidence of footway parking during the site visit since most properties have off-street parking on front drives or rear garages	
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	 Barriers/gates restricting access; a Bus shelters restricting clearance v 	clearance width for pedestrians (e.g. on			2	There were no obstructions observed during the audit	
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.DIRECTHESS Location of crossings in elation to desire lines	Crossings foliow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		1	The southern frontage consists of a farm and field boundary for most of its length with circa 10 cottages within Snoil Hatch. There is no footway present on this southern side so no formal crossings in place; users would likely use existing vehicle crossovers for step-free access	
13.DIRECTNESS - gaps in traffic (where no controlled crossings	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 traffic levels result in little delay to cross the	
present or if likely to cross outside of						carriageway	
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. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.			N/A	
oresent or if likely to cross outside of controlled crossing) 4.DIRECTNESS impact of controlled crossings on journey time 5. DIRECTNESS	pelican/puffin or zebra crossings.	add significantly to journey time. Unlikely to wait >5s in pedestrian	significantly to journey time. Likely				
oresent or if likely to cross outside of controlled crossing) 14.DIRECTNESS impact of controlled crossings on journey time 15. DIRECTNESS green man time	pelican/puffin or zebra crossings. Green man time is of sufficient	add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: include: \$\$,\$\$	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	
oresent or if likely to cross outside of controlled crossing) IA-DIRECTNESS impact of controlled crossings on Journey time of controlled crossings on Journey time is. DIRECTNESS green man time is. DIRECTNESS other	pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes forfrom bus stops not according to the company of the co	add significantly to journey time. Utility to wai 7-5s in pedestrian Island. Pedestrians would benefit from extended green man time but current time untility to deter users. Include: Modeling the pedestrians would be seen to be see	significantly to journey time. Likely to wait >10 in predestrins island. Green man time would not give vulnerable users sufficient time to cross combritably;		2	N/A Walking routes are legible being located slongside the road	
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Route Name	Snoll Hatch Road
Length	495m
Name of Assessor(s)	Rob Smith
Date of Assessment	Ω4 Δuquet 2025

Criterion	Performance Scores
Attractiveness	5
Comfort	9
Directness	7
Safety	6
Coherence	1
Total	28
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Percentage	78%

Comments	
Actions	

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 light vegetation growth and patches where surface has disintegrated	
. ATTRACTIVENESS	No evidence of vandalism with	Minor vandalism. Lack of active	Major or prevalent vandalism.		2	Most of this section is	
fear of crime	appropriate natural surveillance.	frontage and natural surveillance (e.g. houses set back or back onto street).	Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			overlooked by adjacent properties close to the footway	
i. 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	Little traffic; access only to properties	
I. ATTRACTIVENESS other	Examples of 'other' attractiveness iss - Evidence that lighting is not presen - Temporary features affecting the at	t, or is deficient; tractiveness of routes (e.g. refuse sac	iks).		1	Lack of street lighting	
	- Excessive use of guardrail or bollar	ds	<u> </u>				
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 of fretted pavement, or significant uneven patching or trenching.		2	No trip hazards were observed during the survey	
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 generally 1.4m width	0		
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 roade due to footway parking. Footway parking causes some devlation 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.	Footway parking completely blocking the footway in places, causing users to cross the carriageway	0		Formalise on-stree parking so that footway parking on takes place on one side of the carriageway, leavir a continuous lengt of clear footway
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	Regular crossovers cause crossfalls but none found to be excessive	
10.COMFORT - other	Examples of 'other' comfort issues in - Temporary obstructions restricting	clearance width for pedestrians (e.g.	driveway gates opened into footway);		1	Refuse bins stored on the footway	
- other	Temporary obstructions restricting Barriers/gates restricting access; a Bus shelters restricting clearance v	clearance width for pedestrians (e.g. nd			1	Refuse bins stored on the footway	
- other	Temporary obstructions restricting Barriers/gates restricting access; a Bus shelters restricting clearance v Poorty drained footways resulting in	clearance width for pedestrians (e.g. ond nd width.			4	footway	
COMFORT 11.DIRECTNESS -footway provision	Temporary obstructions restricting Barriers/gate restricting access, a Bus shelters restricting clearance v Poorty drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	clearance width for pedestrians (e.g. ind ind width. noticeable ponding issues/slippery s leaves to the control of the control	Footways are not provided to cater for pedestrian desire lines.		4 2	Provide direct pedestrian link to local walking routes	
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Route Name	The Freehold & Orchard Road
Length	390m
Name of Assessor(s)	Rob Smith
Date of Assessment	04 Δugust 2025

 Criterion
 Performance Scores

 Attractiveness
 6

 Comfort
 4

 Directness
 8 store

 Safety
 5

 Coherence
 1 fotal

 Total
 24

 Number of elements not applicable to the route
 3

 Total Points to be reduced
 6

 Maximum score (revised)
 34

 Percentage
 71%

Comments	Pleasant and quiet residential street but carrinageway width of 5.9m and lack of off-street parking to Victorian housing leads to footway parking which is likely to cause many pedestrians to walk in the carriageway
Actions	Formalise on-street parking so that footway parking only takes place on one side of the carriageway, leaving a continuous length of clear footway

	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Actions
. ATTRACTIVENESS	Footways well maintained, with no	Minor littering. Overgrown	Littering and/or dog mess prevalent.		1	Some vegetation growing out	
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.			of surface	
. ATTRACTIVENESS fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		2	Footway along residential street with open front gardens	
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	Access only for houses and scout hut	
. ATTRACTIVENESS	Examples of 'other' attractiveness iss				2	Street lighting is present	
other	Evidence that lighting is not present Temporary features affecting the att Excessive use of guardrall or bollard	t, or is deficient; ractiveness of routes (e.g. refuse sacks is	s).				
ATTRACTIVENESS					7		
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 fetted pawement, or significant uneven patching or trenching.		1	Some patching and disintegration of surface	
i. 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	1.9m wide footways	
C. COMFORT width on staggered crossings/ sedestrian 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	
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/delsy. Footway parking causes significant deviation from desire lines.		1	Some footway parking was observed leaving 1m gap	
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).			Regular crossovers to driveways but no steep gradients	
lo.COMFORT other	 Barriers/gates restricting access; an Bus shelters restricting clearance w 	learance width for pedestrians (e.g. dr d idth.			2	No other comfort issues were identified, there is very little street furniture on the route	
	- Poorly drained footways resulting in	noticeable ponding issues/slippery su	rfaces				
COMFORT							
					7		
11.DIRECTNESS	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	Whilst the footway follow the estate roads, there are footpaths that provide a more direct walking route to the village centre	
1.DIRECTNESS footway provision 2.DIRECTNESS location of crossings in elation to desire lines	to road). Crossings follow desire lines.	pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		1	footpaths that provide a more direct walking route to the village centre. The frequency of crossovers with flush kerbs means that there is no need for pedestrians to cross the carriageway.	
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Route Name	Whitebine Gardens, Golding Gardens & Crown Acres
Length	470m
Name of Assessor(s)	Rob Smith
Date of Assessment	16 September 2025

Commos.
Directness
Safety
Coherence
Total
Number of elements not applicable to the route
Total Points to be reduced
Maximum score (revised)
Percentage

Comments	route rootways and open frontages make this a good walking		
Actions	None proposed		

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 wegetation. 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.			Poor surface along vehicle access off Pound Lane	
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 surveilliance (including where sight lines are inadequate).		1	Isolated footpath at rear of properties and through Jubilee Hall playing fields and open agricultural fields though no signs of vandalism	
8. 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	Footpath is away from roads	
s. ATTRACTIVENESS other	Examples of 'other' attractiveness is: - Evidence that lighting is not preser: - Temporary features affecting the at - Excessive use of guardrail or bollar	sues include: it, or is deficient; tractiveness of routes (e.g. refuse sai ds	cks).		1	No street lighting is present	
ATTRACTIVENESS					5		
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 tootway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.		1	Footpath to the south of Jubilee Hall playing fields is worn metalled surface while surface through playing fields and country fields is unmade	
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.	Narrowing to 0.76m at gap in fencing from access lane off Pound Lane	1		Remove short length of fencing that divides vehicl access and footps to the corner of th property boundary where footpath width is 1.2m
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		0	N/A	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		0	N/A	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2	No steep gradients or crossfalls were observed	
10.COMFORT - other	 Barriers/gates restricting access; a Bus shelters restricting clearance v 	clearance width for pedestrians (e.g. nd			1	Some lengths of footpath are over grassed fields; while conditionsunderfoot were dry during the survey these surfaces may be poorly drained leading to ponding	
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.		2	The footpaths offer a more direct route to the village centre	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		0	N/A	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		0	N/A	
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 issue - Routes to/from bus stops not acco - Steps restricting access for all user - Confusing layout for pedestrians or	mmodated; rs;				Some sections of the route are across playing flelds/agricultural land and require a level of navigation or reliance on signposting	
DIRECTNESS 17.SAFETY	Traffic volume low, or pedestrians	Traffic volume moderate and	High traffic volume, with pedestrians		3	N/A	
17.SAFETY -traffic volume	can keep distance from moderate traffic volumes.	pedestrians in close proximity.	unable to keep their distance from traffic.		0		
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.			N/A	
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.		0	N/A	
SAFETY					0		
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.		0	N/A	
COHERENCE					0		
			Total Score		13		

Route Name	PRoW MR534 & MR535
Length	1,180m
Name of Assessor(s)	Rob Smith
Date of Assessment	04 August 2025

Criterion	Performance Scores
Attractiveness	5
Comfort	5
Directness	3
Safety	0
Coherence	0
Total	13
Number of elements not applicable to the route	10
Total Points to be reduced	20
Maximum score (revised)	20
Percentage	65%

Comments	
Actions	Remove short length of fencing that divides vehicle access and footpath to the corner of the property boundary where footpath width is 1.2m

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 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	places	
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	Isolated footpath at rear of properties and through open green space though no signs of vandalism	
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	Footpath is away from roads	
4. ATTRACTIVENESS other	Examples of 'other' attractiveness is: - Evidence that lighting is not presen - Temporary features affecting the at - Excessive use of guardrail or bollar	t, or is deficient; tractiveness of routes (e.g. refuse sac	ks).		1	No street lighting is present	
ATTRACTIVENESS					5		
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.	MR537 and MR538 south of the junction with MR537 is a "metalled" hard surface being generally level and sound. From the junction with MR537, footpath MR538 becomes an unbound surface on soil with tree roots and other obstructions close to the existing stream	1	with MR537 is unsuitable as an all-weather path for pedestrians	
s. 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.			The footway width is generally 1.5m wide though encroaching vegetation reduces the effective width in places. There is a footbridge over the stream at the southern end of MR537 which narrows the width to 1.1m	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		0	N/A	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		0	N/A	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2	No steep gradients or crossfalls were observed	
10.COMFORT - other	- Barriers/gates restricting access; a - Bus shelters restricting clearance v	clearance width for pedestrians (e.g. o nd			1	There will be a build up of mud etc. on the metalled surface and the likely formation of ponding in certain locations	
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.		2	The footpaths offer a more direct route to the village centre	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		0	N/A	
13.DIRECTNESS gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		0	N/A	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.		0	N/A	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.			N/A	
	Examples of 'other' directness issued - Routes to/from bus stops not according to the control of	nmodated;			1	Some sections of the route are across playing fields/agricultural land and require a level of navigation	
other	Steps restricting access for all user Confusing layout for pedestrians cr	rs; eating severance issues for users.				or reliance on signposting	
DIRECTNESS	Steps restricting access for all user Confusing layout for pedestrians or	eating severance issues for users.	High traffic volume with podosti-		4		
OIRECTNESS 17.SAFETY - traffic volume	- Steps restricting access for all user - Confusing layout for pedestrians or Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		0	N/A	
OIRECTNESS 17.SAFETY - traffic volume 18.SAFETY	Steps restricting access for all user Confusing layout for pedestrians or Traffic volume low, or pedestrians can keep distance from moderate	eating severance issues for users. Traffic volume moderate and	unable to keep their distance from		0		
other DIRECTNESS 17.SAFETY -traffic volume 18.SAFETY -traffic speed	Steps restricting access for all user - Confusing layout for pedestrians or Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate can keep distance from moderate	arting severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity with the control of the cont	unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from		0	N/A	
other DIRECTNESS 17.SAFETY -traffic volume 18.SAFETY -traffic speed	 Steps restricting access for all user - Confusing layout for pedestrians or Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds. 	Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity. Visibility could be somewhat	unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from traffic. Poor visibility, likely to result in		0	N/A N/A N/A	
IA.DIRECTNESS -other DIRECTNESS 17.SAFETY -traffic volume 18.SAFETY -traffic speed 19.SAFETY -visibility -visibility -coherence -dropped kerbs and facility availaged	 Steps restricting access for all user - Confusing layout for pedestrians or Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds. 	arting severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity with the control of the cont	unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from traffic. Poor visibility, likely to result in		0	N/A N/A N/A	
other DIRECTNESS 17.SAFETY -traffic volume 18.SAFETY -traffic speed 19.SAFETY -visibility SAFETY 20. COHERENCE -dropped kerbs and	- Steps restricting access for all user - Conflusing layout for pedestrians or Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate traffic volumes. Good visibility for all users. Adequate dropped kerb and tacilie	ating severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity. Visibility could be somewhat improved but unlikely to result in collisions. Dropped kerbs and stacilie paving provided, albeit not to current.	unable to keep their distance from traffic. If the traffic speeds, with pedestrians unable to keep their distance from traffic. Poor visibility, likely to result in collisions. Dropped kerbs and tactile paying		0	N/A N/A N/A N/A	

Route Name	PRoW MR537 & MR538
Length	755m
Name of Assessor(s)	Rob Smith
Date of Assessment	04 August 2025

Criterion	Performance Scores
Attractiveness	5
Comfort	5
Directness	4
Safety	0
Coherence	0
Total	14
Number of elements not applicable to the route	10
Total Points to be reduced	20
Maximum score (revised)	20
Percentage	70%

0	
Comments	
Actions	

. ATTRACTIVENESS	2 (Green) Footways well maintained, with no	1 (Amber) Minor littering. Overgrown	0 (Red) Littering and/or dog mess prevalent.	Critical	Score	Comments Some minor vegetation	Actions
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.			growth	
t. 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	MR539 is an urban footpath at rear of properties; estate paths are located between property fences and through green space to front of properties	
. 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	Footpath is away from roads	
I. ATTRACTIVENESS other	Examples of other attractiveness issues include: - Evidence that lighting is not present, or is deficient Temporary lestures affecting the attractiveness of routes (e.g., refuse sacks) Excessive use of gardraf or bollards				1	Street lighting is present on the estate paths	
ATTRACTIVENESS					5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically solated (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 crossowers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, sublicted or fretted pavement, or significant uneven patching or trenching.	MR537 and MR538 south of the junction with MR537 is a 'metalled' hard surface being generally level and sound. From the junction with MR537, footpath MR538 becomes an unbound surface on sol with tree roots and other obstructions close to the existing stream	1	Some disintegration of tarmac surface and encorachment of grassed area onto the path	
5. 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	MR539 is generally 1.1m wide while the estate paths are 1.7m wide	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		0	N/A	
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.		0	N/A	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2	No steep gradients or crossfalls were observed	
10.COMFORT - other	Examples of their contort issues include: - Temporary behaviorise residenting clearance width for pedestrians (e.g. driveway gates opened into footway); - Bea shelten restricting clearance width Poorly drained bookways resulting in noticeable ponding issues/slippery surfaces				1	Location of litter bins and guardrailing on MR539 at the road crossing of Whitebine Gardens create a pinch point	
COMFORT					5		
11.DIRECTNESS	Footways are provided to cater for	Footway provision could be	Footways are not provided to cater		_	The footpaths offer a more	
11.DIRECTNESS footway provision	pedestrian desire lines (e.g. adjacent to road).	improved to better cater for pedestrian desire lines.	for pedestrian desire lines.		2	direct route to the village centre	
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines	pedestrian desire lines (e.g.	improved to better cater for			2	direct route to the village	
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Route Name	PRoW MR539 & Estate Paths
Length	527m
Name of Assessor(s)	Rob Smith
Date of Assessment	04 Δuguet 2025

 Criterion
 Performance Scores

 Attractiveness
 5

 Comfort
 5

 Directness
 5

 Safety
 0

 Coherence
 0

 Total
 15

 Number of elements not applicable to the route
 10

 Total Points to be reduced
 20

 Maximum score (revised)
 20

 Percentage
 75%

Comments	PRoW MR539 is a fairly long and straight corridor with fencing both sides though there is good forward visibility. The estate paths are wider and more overlooked by local properties
Actions	None are proposed