

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

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	Footways are maintained with no significant issues noted	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No vandalism was observed . Lighting provided on both sides of the road	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Traffic noise is low away from A26. Residential nature of road limits vehicle movements.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not present - Temporary features affecting the att - Excessive use of guardrail or bollare	t, or is deficient; tractiveness of routes (e.g. refuse sac	ks).	2	None observed	
ATTRACTIVENESS				8		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or mihor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pawment, or significant uneven patching or trenching.	2	Footway is level and in good condition	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Footway widths are between 1.5 and 2m with limited obstruction	
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.		No crossings provided. Crossing is informal with pedestrians likely crossing between parked cars and at locations where there is a break in the on street parking.	Informal crossing but could be improved by some more formalised provision in places: Potential to review.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No instances of vehicles parking on the footway, dedicated on-street parking provided.	
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).		Gradients are steep at multiple locations, which may make access for mobility	
10.COMFORT - other	 Barriers/gates restricting access; ar Bus shelters restricting clearance w 	clearance width for pedestrians (e.g. ond		2	None observed	
COMFORT				7		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways are along 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.	0	No crossings provided	Informal crossing but could be improved by some more formalised provision in places' Potential to review.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	Crossing of road easy due to low traffic volume. Visibility dependant on parked wehicles.	
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 user - Confusing layout for pedestrians cre	nmodated; s;		2	None observed	
DIRECTNESS				6		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2	Traffic volumes are low	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	Traffic speeds were observed to be low	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1	Visibility is restricted due to verticality and on street parking	
SAFETY				5		
20. COHERENCE - dropped kerbs and	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0	Dropped kerbs should be provided on side arms and possibly tactiles.	Potential to review this provision.
tactile paving COHERENCE				0		

Route Name	Baltic Road West of The Drive
Length	370m
Name of Assessor(s)	James Marsh
Date of Assessment	

Criterion	Performance Scores
Attractiveness	8
Comfort	7
Directness	6
Safety	5
Coherence	0
Total	26
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Porcentage	72%

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.

ng Infrastructure Plan: Walking Route Selection Tool

Local Cycling and Walking Illinastructur
Walking Pouts Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
. ATTRACTIVENESS maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Overgrown vegetation noted. Bins in footway (but not always present) and footway degradation noted.	Maintenance to be reviewed.
2. ATTRACTIVENESS fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No vandalism observed, Neighbourhood watch area, street lighting provided	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Traffic noise pollution is low and low traffic on the road	
4. ATTRACTIVENESS other	Examples of 'other' attractiveness issi - Evidence that lighting is not present - Temporary features affecting the att - Excessive use of guardrail or bollard		i).	2	None observed	
ATTRACTIVENESS				7		
5. COMFORT	Footways level and in good	Some defects noted, typically	Large number of footway crossovers	1		Maintenance to be
- condition	condition, with no trip hazards.	isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	resulting in uneven surface, subsided of frettled pavement, or significant uneven patching or trenching.		mounds and potholes	reviewed.
6. COMFORT	Able to accommodate all users	Footway widths of between	Footway widths of less than 1.5m	1	Footway of between 1.5m and	Maintenance to be
- footway width	without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	(i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		2.0m but overgrown vegetation and street furniture causes narrowing	reviewed.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	0	No crossings provided. Crossing is informal with pedestrians likely crossing between parked cars and at locations where there is a break in the on street parking.	Limited length of road with lesser on street parking so informal crossing likely to be slightly easier.
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 andfor results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No parking on footway, all on street	
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).		Length of road is sloped but slightly less marked change than to the west.	
10.COMFORT - other	- Barriers/gates restricting access; an - Bus shelters restricting clearance wi	learance width for pedestrians (e.g. dr d		1	Vegetation and boxes reducing the width of the footways	
COMFORT				6		
11.DIRECTNESS	Footways are provided to cater for	Footway provision could be	Footways are not provided to cater	2	Footways provided along the	
footway provision	pedestrian desire lines (e.g. adjacent to road).	improved to better cater for pedestrian desire lines.	for pedestrian desire lines.	-	edge of the carriageway	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		Dropped kerb crossing provided either end of the road	
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	Traffic very low, might be restricted by parked cars	
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	
	Examples of 'other' directness issues	To all of the		2	None observed	
16.DIRECTNESS - other	Routes to/from bus stops not accom Steps restricting access for all users Confusing layout for pedestrians cre	modated; ;				
- other	- Routes to/from bus stops not accom - Steps restricting access for all users	modated; ;		8		
DIRECTNESS 17.SAFETY	- Routes to/from bus stops not accom - Steps restricting access for all users	modated; ;	High traffic volume, with pedestrians unable to keep their distance from traffic.		Traffic volume very low	
	Routes to/from bus stops not accom Steps restricting access for all users Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate	modated; ; alting severance issues for users. Traffic volume moderate and	unable to keep their distance from	2	Traffic volume very low Traffic speed 20-30mph	
DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY	- Routes bifform bus stops not accome Steps restricting access for all users - Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate	modated; itating severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and	unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from	2		
- other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed	- Routes folfrom bus stops not accome - Steps restricting access for all users - Confusing layout for pedestrians or - Confusing layout for pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	modated: citating 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 utilikely to result in	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	2	Traffic speed 20-30mph Dependant on the amount of	
other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed 19.SAFETY - visibility	Roules tofforn bus slops not accom Sleps restricting access for all users Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds. Good visibility for all users. Good visibility for all users.	modated: calling severance issues for users. Traffic volume moderate and pedestrians in dose proximity. Traffic speeds moderate and pedestrians in dose proximity. Traffic speeds moderate and pedestrians in dose proximity. Visibility could be somewhat improved but unlikely to result in collisions. Dropped kerbs and tactile paving	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 collisions. Dropped kerbs and lactile paving	2 2 1	Traffic speed 20-30mph Dependant on the amount of on street parking	Potential to review
other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed 19.SAFETY - visibility	Routes tofforn bus stops not accomediate soften selection access for all users of confusing layout for pedestrians creations of the selection of the selection acrea keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds. Good visibility for all users.	modated; citating 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.	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 collisions.	2 2 1	Traffic speed 20-30mph Dependant on the amount of on street parking No tactile paving provided	Potential to review this provision.

Route Name	Baltic Road East of The Drive
Length	160m
Name of Assessor(s)	James Marsh
Date of Assessment	Baltic Road East of The Drive

Criterion	Performance Scores
Attractiveness	7
Comfort	6
Directness	8
Safety	5
Coherence	0
Total	26
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Doroontogo	700/.

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.

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Walking Route Audit Tool	

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some overgrow vegetation including hedges, however good footway condition	Maintenance to be reviewed.
2. ATTRACTIVENESS -fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No evidence of vandalism, neighbourhood watch, street lighting provided	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Noise increases on approach to the A0214. Low traffic on the road	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not present - Temporary features affecting the at - Excessive use of guardrail or bollar	t, or is deficient; tractiveness of routes (e.g. refuse sac	ks).	2	None observed	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or 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 subgrided or tretted pavement, or significant uneven patching or trenching.	2	No major trip hazards observed, footway in good condition	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Footway provided between 1.5m and 2m, mainly 2m but narrows due to vegetation.	Maintenance to be reviewed.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Crossings provided are acceptable	
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 andlor results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No footway parking observed, plenty of on 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	Footway is sloped and can temporarily be steep	
10.COMFORT - other	 Barriers/gates restricting access; as Bus shelters restricting clearance w 	clearance width for pedestrians (e.g. on		2	None observed	
COMFORT				10		
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 provide along 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	Crossing provided by the School and on the eastern side of the road, over some of	
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	the side accesses. Crossing is easy due to low traffic although can be restricted due to on street parking.	
controlled 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 accord - Steps restricting access for all user - Confusing layout for pedestrians cre	nmodated; 's;		2	None observed	
DIRECTNESS				8		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		Traffic volume low	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		Traffic volume low and speed low, 20mph limit	
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	Dependant on the number of parked cars but lesser on street parking than surrounding roads.	
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.	2	Crossings are adequate, northern junction crossing should be provided with tactiles	Northern junction crossing should b provided with tactiles
COHERENCE				2		
			Total Score	32		

Route Name	Deakin Leas
Length	600m
Name of Assessor(s)	James Marsh
Date of Assessment	

Criterion	Performance Scores
Attractiveness	7
Comfort	10
Directness	8
Safety	5
Coherence	2
Total	32
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Dt	000/

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.

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

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Transcriptories and political controlled to the control of the control and political controlled to the control of the control of the control and political		Footways well maintained, with no significant issues noted.	vegetation. Street furniture falling into minor disrepair (for example,	Seriously overgrown vegetation, including low branches. Street	2	Footways well maintained with limited verge overgrowth	
ACCIONDORY FORWAY parking All a baccommodate all colors All a baccommodate all colors Forway and general production All a baccommodate all colors Forway production All a baccommodate all colors Forway and general production All a baccommodate all colors Forway and general production All a baccommodate all colors Forway production Forway production All a baccommodate all colors Forway production Forway production Forway production Forwa		No evidence of vandalism with appropriate natural surveillance.	frontage and natural surveillance (e.g. houses set back or back onto	Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including	2	street lighting is provided and road is bound by dwellings for	
LATITACITYENSES Condicion Condition Condi		Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved		1	and noise more noticeable.	
COMPORT Control of the control o		- Evidence that lighting is not present - Temporary features affecting the att	, or is deficient; activeness of routes (e.g. refuse sacks	s).	2		
and and for, with no tip is passed. B. COMFORT Alies to accommodate all uses the fine or efficient for the fine of t	ATTRACTIVENESS						
## COMPORT	5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in	resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or	2	condition with limited trip	
width on staggered processing of processing and standard vertical part and table between some cases of 2m to accommodate whered-that users. Scored Character and Scored Character within a commodate whered-that users. Scored Character and Scored Character within a commodate whered-that users. Scored Character and Scored Character within a commodate whered-that users. Scored Character and Scored Character within a commodate whered-that users. Scored Character and Scored Character within a commodate whered-that users. Scored Character and Scored C		without 'give and take' between users or walking on roads. Footway widths generally in excess	approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on	(i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in	2	between 2-3m. Footway on the southern side 2m in width	
convey parking personner to celevacions. Separate of their confidence with the personner to celevacions. Separate of their confidence with the personner to celevacions. Separate of their confidence with the personner to celevacions. Separate of their confidence with the personner to celevacions. Separate of their confidence with the personner to celevacions. Separate of their confidence with the personner to celevacions. Separate of their confidence with the personner to celevacions. Separate of their confidence with the personner to celevacions. Separate of their confidence with the personner to celevacions. Separate of their confidence with the personner to celevacions. Separate of their confidence with the personner to celevacions. Separate of their confidence with the production from deserving the confidence with the production of crossings in relation to desire lines. SECTION OF CORNING TO COR	7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	without 'give and take' between users or walking on roads. Widths generally in excess of 2m to	1.5m and 2m. Occasional need for 'give and take' between users and	standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads	2	Footway width on crossing and island wide enough	
Committee Comm	8. COMFORT - footway parking	footways noted. Clearance widths generally in excess of 2m between	approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some	Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from	2	No instances of on footway parking observed	
- Temporary obstructions restricting disarrance width for podestrians (e.g. diversely gates opened into footway): - Barriersplate restricting occases, and - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces 12 11. DIRECTNESS - footway provision - Trough, and the podestrian desire lines, (e.g. adjacent provision of crossings in the corresponding of the carriageway, Most attacked and easire lines. 12. DIRECTNESS - location of crossings in restriction of desire lines. 13. DIRECTNESS - location of crossings in the carriageway, Most districtions are on the northern side of the road which is a traction to desire lines. 13. DIRECTNESS - location of crossings in the carriageway, Most districtions are on the northern side of the road which is a tractions are on the northern side of the road which is a tractions are on the northern side of the road which is a tractions are on the northern side of the road which is a tractions are on the northern side of the road which is a traction of desire lines. 13. DIRECTNESS - consing from the set of the correspondent of the live for cross outside of controlled crossings are single phase personal or it live for cross outside of controlled crossings on journey time. 14. DIRECTNESS - controlled crossings on journey time. 15. DIRECTNESS - controlled crossings on journey time. 16. DIRECTNESS - controlled crossings are single phase personal provided and provided to the second of the controlled crossings on journey time. 15. DIRECTNESS - controlled crossings are single phase personal provided and provided and provided and provided pr	9. COMFORT - gradient	There are no slopes on footway.			2	Generally no slope on footway	
11.DIRECTNESS Footways are provided to cater for pedicetrian desire lines (e.g., adjucent lost of mortificial controlled crossings in Crossings follow desire lines. 12.DIRECTNESS Location of crossings in Crossings follow desire lines. 13.DIRECTNESS Location of crossings for lines 14.DIRECTNESS Location of crossings are single phase 15.DIRECTNESS Location of controlled crossings proceed for little (little) to cross controlled crossings on journey time 15.DIRECTNESS Location of crossings are single phase 15.DIRECTNESS Location of controlled crossings on journey time 16.DIRECTNESS Location of controlled crossings on journey time 16.DIRECTNESS Location of controlled crossings are single phase 16.DIRECTNESS Location of controlled crossings location t	10.COMFORT - other	Temporary obstructions restricting of Barriers/gates restricting access; an Bus shelters restricting clearance w	learance width for pedestrians (e.g. dr d dth.		2	None observed	
12.DIRECTNESS 10.Coation of crossings in controlled crossings present of likely to cross outside of controlled crossings on journey time 14.DIRECTNESS Green man time is of sufficient in elegisters of controlled crossings on journey time 15.DIRECTNESS Green man time is of sufficient in elegisters of controlled crossings on journey time 16.DIRECTNESS Green man time is of sufficient in elegisters or consolings on journey time 16.DIRECTNESS Green man time is of sufficient in elegisters or consolings on journey time 16.DIRECTNESS Green man time is of sufficient in elegisters or consolings on journey time 17.DIRECTNESS Green man time is of sufficient in elegisters or consolings on journey time 18.DIRECTNESS Green man time is of sufficient in elegisters or consolings or found desired in elegisters or consolings on journey time 18.DIRECTNESS Green man time is of sufficient in elegisters or consolings on journey time 18.DIRECTNESS Green man time is of sufficient in elegisters or consolings or found until elegisters or consolings on journey time 19.DIRECTNESS Green man time is of sufficient in elegisters or consolings or found until elegisters or consolings are staggered but do not add significantly to journey time. Until elegisters or consolings are staggered but do not add significantly to journey time. Until elegisters or consolings are staggered but do not add significantly to journey time. Until elegisters or consolings are staggered but do not adjust the man time is of sufficient time to consoling provided and until elegisters or consolings are staggered but do not adjus	COMFORT				12		
Crossings follow desire lines. Crossings for add direct. but combinate and without delay (< 5s average). Crossings for add direct. but controlled crossings present or if likely to cross controlled crossings are single phase policiable. Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings are single phase policiable and without delay (so to saverage). Crossings follow desire lines. Crossings fo	11.DIRECTNESS - footway provision	pedestrian desire lines (e.g. adjacent	improved to better cater for	Footways are not provided to cater for pedestrian desire lines.	2	the carriageway. Most attractions are on the northern	
Crossing of road dawy, direct, and gaps in traffic (where no controlled crossings) represent of likely to cross controlled crossings present of likely to cross controlled crossings are single phase periodic for controlled crossings are single phase. Crossing are single phase periodic for controlled crossings on journey time		Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
Crossings are single phase pelicinpul or zebra crossings. Crossings are single phase pelicipul or zebra crossings. Crossing provided so wait tiles to invent. Crossing provided so wait time should be limited. Crossing provided so wait time should pale wait time should pa	13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled	comfortable and without delay (< 5s	associated with some delay (up to	or associated with significant delay	1	time to cross due to the high volume of traffic but island /	
Incomplete Inc	14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	add significantly to journey time. Unlikely to wait >5s in pedestrian	significantly to journey time. Likely to	2	Zebra crossing provided so wait time should be limited.	
- Routes form bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. 17.SAFETY Traffic volume low, or pedestrians can keep distance from moderate and pedestrians in close proximity. 18.SAFETY Traffic speeds low, or pedestrians in close proximity. 18.SAFETY Traffic speeds low, or pedestrians in close proximity. 18.SAFETY Traffic speeds low, or pedestrians in close proximity. 19.SAFETY 19.SAFETY 19.SAFETY 19.SAFETY 19.SAFETY 20.COHERENCE 20.COHERENCE 21.COHERENCE 22.COHERENCE 23.COHERENCE 24.COHERENCE 24.COHERENCE 25.COHERENCE 25.COHERENCE 25.COTATION LINES proximate low services and lacelile paving provision. 25.COHERENCE 25.CONTAIN LINES proximate low services and lacelile paving provision. 26.COHERENCE 26.COHERENCE 27.CONTAIN LINES proximate low services and lacelile paving provision. 26.COHERENCE 27.COHERENCE 28.COHERENCE 28.COHERENCE 28.COHERENCE 29.COHERENCE 29.COHERENCE 29.COHERENCE 29.COHERENCE 29.COHERENCE 29.COHERENCE 20.COHERENCE 20.COHEREN			extended green man time but current	vulnerable users sufficient time to	0	N/A	
Traffic volume with pedestrians in close proximity traffic volume with pedestrians in close proximity traffic volume. Traffic volume moderate and pedestrians in close proximity traffic volume with pedestrians in close proximity traffic speeds with the pedestrians in close proximity traffic speeds with the pedestrians in close proximity traffic speeds with the pedestrians in close proximity traffic speeds, with pedestrians unable to keep their distance from traffic.		- Routes to/from bus stops not accom - Steps restricting access for all users	modated; ;		2	None observed	
- traffic volume can keep distance from moderate buffer volumes. It also speed to where the commoderate buffer volumes. Traffic speeds moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity. Traffic speeds, with pedestrians the close proximity traffic speeds, with pedestrians the close proximity. Traffic speeds, with pedestrians the close proximity traffic speeds, with pedestrians the close	DIRECTNESS				9		
18.SAFETY traffic speeds low, or pedestrians can keep distance from moderate traffic speeds. Traffic speeds moderate and pedestrians in close proximity. 19.SAFETY Visibility Good visibility for all users. Visibility could be somewhat improved but unlikely to result in collisions. SAFETY 20. COHERENCE Adequate dropped kerbs and tactile paving provision. Adequate dropped kerb and tactile paving provision. Traffic speeds word product and pedestrians in close proximity. High traffic speeds, with pedestrians unable to keep their distance from traffic. Unable to keep their distance from subject to keep their distance from traffic. Unsibility, likely to result in collisions. Poor visibility, likely to result in collisions. 2 Visibility is good at the crossing points due to reasonably straight warrancement. 4 Dropped kerbs and tactile paving absent or incorrect. Dropped kerbs and tactile paving absent or incorrect. 2 Dropped kerbs and tactile paving absent or incorrect.	17.SAFETY - traffic volume	can keep distance from moderate		unable to keep their distance from	1	high and footways are	
19.SAFETY Visibility Good visibility for all users. Visibility out do be somewhat improved but unlikely to result in collisions. SAFETY 20. COHERENCE Adequate dropped kerb and tactile powing provision. Adequate dropped kerb and tactile powing provision. Dropped kerbs and tactile pawing absent or incorrect.		can keep distance from moderate		unable to keep their distance from	1	Traffic speeds are between 30-40mph with footways	
20. COHERENCE Adequate dropped kerb and tactile paving provision. Dropped kerbs and tactile paving absent or incorrect. 2 Dropped kerb paving absent or incorrect.	visibility		improved but unlikely to result in	Poor visibility, likely to result in	2	Visibility is good at the crossing points due to reasonably straight	
dropped kerbs and tactile paving provision. provided, albeit not to current standards. absent or incorrect. absent or incorrect. adequate. paving provision. provided, albeit not to current standards.	SAFETY						
	paving		provided, albeit not to current	Dropped kerbs and tactile paving absent or incorrect.		adequate.	
	COLLEKENGE			Total Score	34		

Route Name	A2014 East of Deakin Leas
Length	770m
Name of Assessor(s)	James Marsh
Date of Assessment	

Criterion	Performance Scores
Attractiveness	7
Comfort	12
Directness	9
Safety	4
Coherence	2
Total	34
Number of elements not applicable to the route	1
Total Points to be reduced	2
Maximum score (revised)	38
Percentage	89%

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.

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

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling	Littering and/or dog mess prevalent. Seriously overgrown vegetation,	2	No significant issues and footways are in good	
- maintenance	agrillicant issues noteu.	into minor disrepair (for example, peeling paint).	including low branches. Street furniture falling into major disrepair.		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).	2	No evidence of vandalism, with dwellings bounding the road for surveillance.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise		Limited traffic. Noise pollution is minor, though slightly greater within the vicinity of the A2014	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not present - Temporary features affecting the att - Excessive use of guardrail or bolland	t, or is deficient; ractiveness of routes (e.g. refuse sack	s).	2	None observed	
ATTRACTIVENESS				8		
5. COMFORT	Footways level and in good	Some defects noted, typically	Large number of footway crossovers	2	Footways are generally in good condition.	
- condition	condition, with no trip hazards.	isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.		good condition.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Footway width on either side of carriageway is 2m wide with minimal obstructions	
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	Crossing is provided across the junction of the road	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No instances of footway parking and obstructions are minimal	
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	Footway generally flat	
10.COMFORT - other	 Barriers/gates restricting access; an Bus shelters restricting clearance w 	learance width for pedestrians (e.g. dr d		2	None observed	
COMFORT				12		
11.DIRECTNESS	Footways are provided to cater for	Footway provision could be	Footways are not provided to cater	2	Footways are provided	
- footway provision	pedestrian desire lines (e.g. adjacent to road).	improved to better cater for pedestrian desire lines.	for pedestrian desire lines.		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	Crossing provided across the junction mouth to the south. Raised table calming features at junction intersections aid crossing in these locations also.	
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, easy to cross	
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 accorr - Steps restricting access for all users - Confusing layout for pedestrians cre	nmodated;		2	None observed	
DIRECTNESS	, p			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	Low Volume	
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	Low Speed	
19.SAFETY - visibility	traffic speeds. 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 dependant on on street parking	
SAFETY				6		
	Adequate drapped hash and to 19	Dropped kerbs and to the and	Dropped kerbs and testile assis		Dropped korbs	Tootile project
20. COHERENCE dropped kerbs and actile 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	Dropped kerbs and possibly tactile pacing could be provided on side arms, though 'at grade' crossing now possible due to raised table features implemented (which appear to be recent). Tactile paving should be provided on the junction mouth	Tactile paving to b considered.
COHERENCE				1		
			Total Score	35		

Route Name	Goldsmid Road
Length	580m
Name of Assessor(s)	James Marsh
Date of Assessment	

Criterion	Performance Scores
Attractiveness	8
Comfort	12
Directness	3
Safety	
Coherence	1
Total	35
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Percentage	97%

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.

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

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	Footway reasonably well maintained	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No evidence of vandalism, street lighting provided and surveillance provided.	
3. ATTRACTIVENESS	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or	Severe traffic pollution and/or severe traffic noise	2	Relatively low traffic away from B2260	
- traffic noise and 4. ATTRACTIVENESS	Examples of 'other' attractiveness iss	pollution could be improved ues include:		2	None observed	
- other	Evidence that lighting is not present Temporary features affecting the att Excessive use of guardrail or bollard	, or is deficient; ractiveness of routes (e.g. refuse sacks s	s).	-		
ATTRACTIVENESS				8		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	Footway in generally good condition	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding/delay.	1	Footway width on the southern side in excess of 2m. Northern footway is discontinued for the majority of the route.	
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	Crossings are not provided (see 12)	
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 parking was observed on the footway, clearance width is a minimum of 2m.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		Footway is generally level	
10.COMFORT - other	 Barriers/gates restricting access; an Bus shelters restricting clearance w 	learance width for pedestrians (e.g. dr d		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.		Footways are provided along the edge of the carriageway	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	0	No crossings.	Consideration of crossing should be provided where the footway on the northern side of the carriageway stops and pedestrians are forced to cross and/or pedestrians are looking to access Strawberry Vale
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 but some HGV movement as a result the land uses in this area.	
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 accorr - Steps restricting access for all users - Confusing layout for pedestrians cre	imodated;		2	None observed	
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		
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.		Low 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	Good visibility dependant on on street parking volume	
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.	0	Guard railing provided constraints width. Present, it would appear, due to level difference. Tactile paving and dropped kerbs limited.	Provision of droppe kerb, tactile paving.
COHERENCE				0 29		

	Route Name	Priory Road
	Length	550m
Name of	Assessor(s)	James Marsh
Date of	Assessment	

Criterion	Performance Scores
Attractiveness	8
Comfort	9
Directness	6
Safety	6
Coherence	0
Total	29
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Percentage	81%

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.

Local Cycling and Walking	Infrastructure Plan	: Walking Rout	te Selection To
Mallalan Davida Avallé Taral			

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	Footway in good condition with some minor overgrowth	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No signs of vandalism, streetlighting provided on both sides of the road	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	Road has a reasonable amount of traffic causing noise to be more noticeable	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not present - Temporary features affecting the at - Excessive use of guardrail or bollar	t, or is deficient; tractiveness of routes (e.g. refuse sac	ks).	2	None observed	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or 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 fretded pavement, or significant uneven patching or trenching.	2	Footway in good condition with no trip hazards observed	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Footway width Is over 2m for the majority of the length	
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	
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	Shallow Gradient but generally flat	
10.COMFORT - other	 Barriers/gates restricting access; as Bus shelters restricting clearance w 	clearance width for pedestrians (e.g. ond		2	None observed	
COMFORT				10		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footway provided along the edge of the carriageway.	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Crossings provided across the various side junctions and at the roundabout	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Crossing on road is average due to a moderate amount of traffic but signal controlled crossing is provided	
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	Traffic light crossing time is reasonably quick, with limited delay to pedestrians	
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.	2	Green man time is sufficient for pedestrians to cross	
16.DIRECTNESS - other	Examples of 'other' directness issues - Routes to/from bus stops not accor - Steps restricting access for all user - Confusing layout for pedestrians cre	nmodated; s;		2	None observed	
DIRECTNESS				11		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		Traffic volumes are relatively high but pedestrians can keep there distance due to sufficient footway width	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		Traffic speed is 30mph and vehicles appear to travel at this speed	
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 adequate, some on street parking but buildouts provided	
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	Dropped kerbs and refuge island crossings provided across side arms. Tactiles are provided at most of the crossings.	
				_		
COHERENCE				2		

Route Name	A2014 West of Deakin Leas
Length	440m
Name of Assessor(s)	James Marsh
Date of Assessment	

Criterion	Performance Scores
Attractiveness	7
Comfort	10
Directness	11
Safety	6
Coherence	2
Total	36
Number of elements not applicable to the route	1
Total Points to be reduced	2
Maximum score (revised)	38
Percentage	95%

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.

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

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - 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.		Footway in reasonably good condition	Actions
2. ATTRACTIVENESS fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No sign of vandalism and lighting provided on both sides of the carriageway. Natural surveillance provided.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Traffic volume very low and noise low also	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issi - Evidence that lighting is not present - Temporary features affecting the attractive content of the street of the s	, or is deficient; ractiveness of routes (e.g. refuse sacks	s).	2	None observed	
ATTRACTIVENESS				8		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided of retted pavement, or significant uneven patching or trenching.	2	Footways in reasonably good condition	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to give and take frequently, walk on roads and/or results in crowding/delay.	1	Footway between 1.5m and 2m in width.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Crossings provided either end of the street.	
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 evidence of on footway 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).	2	No noticeable gradient	
10.COMFORT - other	 Barriers/gates restricting access; an Bus shelters restricting clearance wi 	clearance width for pedestrians (e.g. dr d		2	None observed	
COMFORT				11		
11.DIRECTNESS	Footways are provided to cater for pedestrian desire lines (e.g. adjacent	Footway provision could be improved to better cater for	Footways are not provided to cater for pedestrian desire lines.	2	Footways provided along roadside	
- footway provision 12.DIRECTNESS	to road). Crossings follow desire lines.	pedestrian desire lines. Crossings partially diverting	Crossings deviate significantly from			
- location of crossings in relation to desire lines		pedestrians away from desire lines.	desire lines.		Crossing provided either end of the road across junction bell mouth	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	Traffic volumes very low so crossing is easy dependant on the number of on street parking	
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; s;		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.	2	Traffic volumes very low	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		Traffic speeds very low	
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	On street parking reduces visibility but roads are straight	
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	Adequate provision of dropped kerbs, limited tactiles besides southern end	
COHERENCE				2		

Route Name	Priory Street
Length	320m
Name of Assessor(s)	James Marsh
Date of Assessment	

Criterion	Performance Scores
Attractiveness	8
Comfort	11
Directness	8
Safety	6
Coherence	2
Total	35
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Percentage	97%

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.

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

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
I. ATTRACTIVENESS maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	Footway conditions are good, limited 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).	2	No observed vandalism/ lighting present. Surveillance common due to 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	1	Traffic volumes are high and therefore traffic volume is loud. Not in AQMA.	
6. ATTRACTIVENESS other	Examples of 'other' attractiveness issi - Evidence that lighting is not present - Temporary features affecting the att - Excessive use of guardrail or bollard	, or is deficient; activeness of routes (e.g. refuse sacks	s).	2	None observed	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	Footways are in good condition with limited trip hazards	
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.	2	Footway / driveway width is around 4m on the east side and 2-3 on the west. Width is over 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.	2	Footways and crossing adequate width for pedestrians but pedestrians and vehicles do come into contact on the eastern side as a result of the shared use of this provision.	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No instances of vehicles parked on the footway observed	
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	Gradients are level in some parts but a steady gradient change in other areas is	
10.COMFORT - other	- Barriers/gates restricting access; an - Bus shelters restricting clearance wi	learance width for pedestrians (e.g. dr d		2	None observed	
COMFORT				11		
11.DIRECTNESS footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways are direct, generally along the carriageway line or separated by a verge	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Crossings are provided where required such as by the main roundabout and where the western footway ends	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Crossing of road can be difficult due to large volumes of traffic but formal crossings are present.	
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	Crossing are provided as signals within the vicinity of the roundabout.	
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.	2	Green light is long enough for pedestrians to cross safely	
16.DIRECTNESS other	Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre	modated; ;		2	None observed	
DIRECTNESS				11		
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	Pedestrians are provided with a wide footway to keep away from large volumes of traffic	
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 around 30mph and pedestrians can keep their distance	
19.SAFETY · visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Good visibility is apparent at crossing points as the road is straight	
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	Adequate dropped kerbs and tactile paving are provided	
COHERENCE				2		
			Total Score	37		

Route Name	A26
Length	820m
Name of Assessor(s)	James Marsh
Date of Assessment	

Criterion	Performance Scores
Attractiveness	7
Comfort	11
Directness	11
Safety	6
Coherence	2
Total	37
Number of elements not applicable to the route	0
Total Points to be reduced	0
Maximum score (revised)	40
Percentage	93%

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.

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

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - 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.		Footway are well maintained, no 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).		No evidence of vandalism with plenty of street lights provided and suitable 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		Reasonable amount of traffic. Slow moving and within an AQMA	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issi - Evidence that lighting is not present - Temporary features affecting the atti - Excessive use of guardrail or bollard	, or is deficient; ractiveness of routes (e.g. refuse sack:	s).	2	None observed	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided of fretted pavement, or significant uneven patching or trenching.	2	Footways are in great condition and are paved, 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.		Footways are very wide with pinch points of 2m due to shop seating	
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	Refuge islands are of adequate width	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to give and take frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	No parking along this road. Loading and unloading bays present but no in constant use.	
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	There is no noticeable gradient	
10.COMFORT - other	 Barriers/gates restricting access; an Bus shelters restricting clearance wi 	clearance width for pedestrians (e.g. dr d		1	Temporary obstructions observed for short lengths	
COMFORT				11		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways provided along the road through the town 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.	2	Crossings provided at various points on desire line	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	Traffic is reasonably high but slow moving and pedestrian dominated environment	
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	Crossings are provided and present a low impact on journey time	
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.	2	Green men of sufficient time	
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; s;		2	None observed	
DIRECTNESS				12		
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	Pedestrians can keep a safe distance from traffic	
18.SAFETY · traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	_	Traffic speeds are low	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Good visibility provided as the road is reasonably straight and the speed is low	
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.		Adequate crossing facilities provided.	
COHERENCE				2		
			Total Score	38		

Route Name	High Street
Length	780m
Name of Assessor(s)	James Marsh
Date of Assessment	
	,

Criterion	Performance Scores
Attractiveness	7
Comfort	11
Directness	12
Safety	6
Coherence	2
Total	38
Number of elements not applicable to the route	0
Total Points to be reduced	0
Maximum score (revised)	40
Percentage	95%

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.

ootways well maintained, with no ignificant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling	Littering and/or dog mess prevalent.	2	Footways are well maintained	
	into minor disrepair (for example, peeling paint).	Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		and no overgrown vegetation was observed	
lo evidence of vandalism with ppropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No evidence of vandalism. Street lighting provided and surveillance is provided.	
raffic noise and pollution do not ffect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	Traffic levels are reasonably high and lies on the outskirts of the AQMA.	
Evidence that lighting is not present, Temporary features affecting the attr	, or is deficient; ractiveness of routes (e.g. refuse sacks	s).	2	None observed	
			7		
ootways level and in good ondition, 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	Footway levels and condition are good	
ble to accommodate all users rithout 'give and take' between sers or walking on roads. ootway widths generally in excess f 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.		is over 2m, however the footway discontinues for a section of the road on the western side before the roundabout and the remaining footway is	
ble to accommodate all users ithout 'give and take' between sers or walking on roads. Widths enerally in excess of 2m to commodate 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	Crossing provided at the roundabout which is 2m in width	
lo instances of vehicles parking on ootways noted. Clearance widths enerally in excess of 2m between ermanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	There is the occasional vehicle parked on the footway and occasional narrowing below 2m.	Opportunity to provide on-stree parking as takes place further to north of the road Kerb appears to lowered but coube investigated.
here 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 relatively level	3
Temporary obstructions restricting c Barriers/gates restricting access; and Bus shelters restricting clearance wi	learance width for pedestrians (e.g. dri d dth.		2	None observed	
			10		
cootways are provided to cater for edestrian desire lines (e.g. adjacent o road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways are provided at reasonable widths where needed	
crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		required	
crossing of road easy, direct, and omfortable and without delay (< 5s werage).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	Crossing of road relatively easy due to low traffic/ speeds and straight alignment	
crossings are single phase elican/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	
Green man time is of sufficient ength 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	
Examples of 'other' directness issues include: - Route tofform but stops on accommodated; - Confusion lawruf for perfections creations exercises.		2	None observed		
			8		
raffic volume low, or pedestrians an keep distance from moderate affic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	_	low and pedestrians can avoid due to a wide footways	
raffic speeds low, or pedestrians an keep distance from moderate affic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.			
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	
	Combions.				
			6		
THE THE TAX DESCRIPTION OF THE PROPERTY OF THE	affic noise and pollution do not feet the attractiveness samples of 'other' attractiveness samples of 'other' attractiveness samples of 'other' attractiveness samples of 'other' attractiveness samples of 'other attractiveness samples of both and the samples of both and the samples of both and the samples of the samples of both and the samples of paedral or both and the samples of the samples o	propriate natural surveillance. (e.g., houses set back or back onto street). Italic noise and poliution do not be the attractiveness is sues include: Evidence that lighting is not present, or is deficient; temporary features affecting the attractiveness froutes (e.g., refuse sacks occasive use of guardial or bollards). Some defects notes (e.g., refuse sacks occasive use of guardial or bollards). Some defects notes (e.g., refuse sacks occasive use of guardial or bollards). Some defects notes (e.g., refuse sacks occasive use of guardial or bollards). Some defects notes (e.g., refuse sacks occasive use of guardial or bollards). Some defects notes (e.g., refuse sacks occasive use of guardial or bollards). Some defects notes (e.g., refuse sacks occasive use of guardial or bollards). Some defects notes (e.g., refuse sacks occasive use of guardial or bollards). Some defects notes (e.g., refuse sacks occasive use of guardial or bollards). Some defects notes (e.g., refuse sacks occasion, send or guardial or bollards). In the occasion occasion, send of guardial or bollards. Footway sident of between approximately 1.5m and 2m. Occasional need for give and take between users and walking on roads. Widths of between approximately 1.5m and 2m. Occasional need for give and take between users and walking on roads. Widths of between users and walking on roads. Vidits of between users and walking on roads. Vidits of between approximately 1.5m and 2m. Occasional need for give and take between users and walking on roads. Vidits of between users and walking	trontage and natural surveillance. (e., houses set back or back onto street, proportion natural surveillance (including with the proposal proportion natural surveillance). (e., houses set back or back onto street, proposal proportion of the proposal pro	continued and a surveillance. (e. p. Louises set back or back onto interest, and a state of traffic noise and pollution do not elected.) affic noise and pollution do not lead the state of traffic noise and/or pollution could be improved by the state of traffic noise and/or pollution and/or severe pollution could be improved by the state of traffic noise and/or pollution and/or severe pollution and/or severe with noise and/or pollution and/or severe with noise and/or pollution and pollution and/or severe with noise and/or and/or se	some and polition do not continue and natural surveillance. In the provision of the provisi

Route Name	A227 to Dry Hill Park roundabout
Length	870m
Name of Assessor(s)	James Marsh
Date of Assessment	

Criterion	Performance Scores
Attractiveness	7
Comfort	10
Directness	8
Safety	6
Coherence	1
Total	32
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Doroontogo	900/.

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

	,9			
Walking	Pouto /	\udit	Tool	

Audit Categories	2 (Green) Footways well maintained, with no	1 (Amber) Minor littering. Overgrown	0 (Red)	Score	Comments Footways are well	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.		maintained. No overgrown verges observed.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No evidence of vandalism. Street lighting provided	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	Traffic levels moderate so noise is moderate.	
4. ATTRACTIVENESS	Examples of 'other' attractiveness issu- Evidence that lighting is not present	ues include:		2	None observed	
- other		activeness of routes (e.g. refuse sacks	a).			
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 untilkely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	Footways are in good condition with no trip hazard	
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	Some sections provide 2m footway on either side however there are short sections where the footway is between 1.0-1.5m in width	Could parking restrictions be implemented? Or it possible to provi parking elsewhere
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	Crossing widths adequate	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and Zm. 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	There is a section of the road where large number of on footway parking is seen	Could parking restrictions be implemented? Or it possible to provi parking elsewhere
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	The gradient is relatively level	
10.COMFORT - other	- Barriers/gates restricting access; an - Bus shelters restricting clearance wi	learance width for pedestrians (e.g. dr d		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.		Footway provided along 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	Crossing follow desire line at roundabouts and at side junctions	
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	At crossing locations, crossing is easy due to the nature of the crossings present. Crossing outside of a crossing location may be more timely due to width and vehicle volumes.	
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	Green man time would not give vulnerable users sufficient time to cross comfortably.	0	N/A	
		time unlikely to deter users.				
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: modated;		2	None observed	
16.DIRECTNESS	 Routes to/from bus stops not accom Steps restricting access for all users 	include: modated;		8		
16.DIRECTNESS - other	 Routes to/from bus stops not accom Steps restricting access for all users 	include: modated;	High traffic volume, with pedestrians unable to keep their distance from traffic.	8	Traffic volume is high however pedestrians can avoid for the majority due to	
16.DIRECTNESS - other DIRECTNESS 17.SAFETY	Routes toffrom bus stops not accome. Stops restricting access for all users - Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate traffic volumes.	include: modated: dating severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in dose proximity.	High traffic volume, with pedestrians unable to keep their distance from	8 1	Traffic volume is high however pedestrians can avoid for the najority due to footway width Traffic speeds are low (30mph) some footway provided away from	
16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed	- Routes toffrom bus stops not accome - Steps restricting access for all users - Confusing layout for pedestrians creating - Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate	include: modated; c; stating severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and	High traffic volume, with pedestrians unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from unable to keep their distance from their distance from their dist	8 1	Traffic volume is high however pedestrians can avoid for the majority due to footway width Traffic speeds are low (30mph)some footway	
16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY	Routes toffrom bus stops not accome. Stops restricting access for all users - Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate traffic volumes.	include: modated: caling 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	High traffic volume, with pedestrians 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	8 1 2 2	Traffic volume is high however pedestrians can would for the majority due to foothway width Traffic speeds are low (30mph) some footway provided away from corrisoness. Visibility is adequate due to straight alignment	
16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed 19.SAFETY - visibility	Routes to from bus alops not accom- Steps restricting access for all users 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 speeds. Good visibility for all users. Adequate dropped kerb and tactilie	include: modated: caling 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	High traffic volume, with pedestrians 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	8 1 2 2	Traffic volume is high however pedestrians can avoid for the majority due to footway width Traffic speeds are to W (d)mph some footway portion and the work of the	
16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed 19.SAFETY - visibility SAFETY - dropped kerbs and tactile	Routes to from bus alops not accom- Steps restricting access for all users 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 speeds. Good visibility for all users. Adequate dropped kerb and tactilie	include: modated: fating severance issues for users. Traffic volume moderate and pedestrians in dose proximity. Traffic speads moderate and pedestrians in dose proximity. Visibility could be somewhat improved but unlikely to result in collisions. Dropped kerbs and tacille paving provided, albeit not to current	High traffic volume, with pedestrians 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 collisions. Dropped kerbs and tactile pawing	8 1 2 2	Traffic volume is high however pedestrians can work of the majority due to lockway width Traffic speeds are low (30hm) some footway volume footway fo	

Dry Hill Park to Darenth Avenue RB
630m
James Marsh

Criterion	Performance Scores
Attractiveness	7
Comfort	9
Directness	8
Safety	5
Coherence	2
Total	31
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Percentage	86%

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.

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

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
. ATTRACTIVENESS	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling	Littering and/or dog mess prevalent. Seriously overgrown vegetation,	2	Footways are well maintained	
maintenance	organicani isoues (IURU.	into minor disrepair (for example, peeling paint).	including low branches. Street furniture falling into major disrepair.			
ATTRACTIVENESS	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance	Major or prevalent vandalism. Evidence of criminal/antisocial	2	No vandalism observed. Street lighting is provided and	
fear of crime	appropriate natural surveillance.	(e.g. houses set back or back onto	activity. Route is isolated, not		surveillance provided.	
		street).	subject to natural surveillance (including where sight lines are			
			inadequate).			
ATTRACTIVENESS	Traffic noise and pollution do not	Levels of traffic noise and/or	Severe traffic pollution and/or severe	- 1	Traffic volume is moderate	
traffic noise and pollution	affect the attractiveness	pollution could be improved	traffic noise		and therefore volume is moderate	
ATTRACTIVENESS	Examples of 'other' attractiveness iss	ues include:		2	None observed	
other	- Evidence that lighting is not present	t, or is deficient;		-		
	Excessive use of guardrail or bollare	tractiveness of routes (e.g. refuse saci ds	KS).			
TTRACTIVENESS				7		
		0 17 1 11 1 1		•	5	
. COMFORT condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or	Large number of footway crossovers resulting in uneven surface,	2	Footways in good condition	
		patching) or minor (such as cracked, but level pavers). Defects	subsided or fretted pavement, or significant uneven patching or			
		unlikely to result in trips or difficulty	trenching.			
		for wheelchairs, prams etc. Some				
		footway crossovers resulting in uneven surface.				
. COMFORT	Able to accommodate all users	Footway widths of between	Footway widths of less than 1.5m	2	Footway widths above 2m	
footway width	without 'give and take' between users or walking on roads.	approximately 1.5m and 2m. Occasional need for 'give and take'	(i.e. standard wheelchair width). Limited footway width requires users		with footway/cycleway on one side.	
	Footway widths generally in excess	between users and walking on	to 'give and take' frequently, walk on			
	of 2m.	roads.	roads and/or results in crowding/delay.			
. COMFORT	Able to accommodate all users without 'give and take' between	Widths of between approximately 1.5m and 2m. Occasional need for	Widths of less than 1.5m (i.e. standard wheelchair width). Limited	2	Crossings are of adequate width	
width on staggered rossings/	users or walking on roads. Widths	'give and take' between users and	width requires users to 'give and		THE STATE OF THE S	
edestrian islands/refuges	generally in excess of 2m to accommodate wheel-chair users.	walking on roads.	take' frequently, walk on roads and/or results in crowding/delay.			
	accommodate widel-chair users.		anurol results in crowding/delay.			
. COMFORT	No instances of vehicles parking on	Clearance widths between	Clearance widths less than 1.5m.	2	Only one car observed on	
footway parking	footways noted. Clearance widths	approximately 1.5m and 2m.	Footway parking requires users to	2	footway, minor furniture	
	generally in excess of 2m between permanent obstructions.	Occasional need for 'give and take' between users and walking on roads	'give and take' frequently, walk on roads and/or results in		obstructions reducing footway width were observed	
		due to footway parking.	crowding/delay. Footway parking			
		Footway parking causes some deviation from desire lines.	causes significant deviation from desire lines.			
	T1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					
. 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 relatively level	
0.COMFORT	Examples of 'other' comfort issues in			2	None observed	
other	- Temporary obstructions restricting	clearance width for pedestrians (e.g. d	driveway gates opened into footway);	_		
	- Barriers/gates restricting access; ar - Bus shelters restricting clearance w	vidth.				
	- Poorly drained footways resulting in	noticeable ponding issues/slippery su	urfaces			
COMFORT				12		
1.DIRECTNESS	Footways are provided to cater for	Footway provision could be improved to better cater for	Footways are not provided to cater	2	Footways adjacent to	
footway provision	pedestrian desire lines (e.g. adjacent to road).	pedestrian desire lines.	for pedestrian desire lines.		carriageway or separated by verge	
2.DIRECTNESS	Crossings follow desire lines.	Crossings partially diverting	Crossings deviate significantly from	2	Crossings provided on desire	
location of crossings in elation to desire lines		pedestrians away from desire lines.	desire lines.		line	
eracion to desire imes	Crossing of road easy, direct, and		Crossing of road associated	2	Crossings provided at	
		Crossing of road direct, but				
3.DIRECTNESS gaps in traffic (where no	comfortable and without delay (< 5s	associated with some delay (up to	indirect, or associated with		relevant points and traffic	
3.DIRECTNESS gaps in traffic (where no ontrolled crossings	comfortable and without delay (< 5s average).		indirect, or associated with significant delay (>15s average).		relevant points and traffic gaps make crossing relatively easy	
3.DIRECTNESS gaps in traffic (where no ontrolled crossings resent or if likely to	comfortable and without delay (< 5s	associated with some delay (up to	indirect, or associated with significant delay (>15s average).		relevant points and traffic gaps make crossing relatively	
3.DIRECTNESS gaps in traffic (where no controlled crossings wresent or if likely to cross outside of controlled crossing)	comfortable and without delay (< 5s average).	associated with some delay (up to 15s average).	significant delay (>15s average).		relevant points and traffic gaps make crossing relatively easy	
3.DIRECTNESS gaps in traffic (where no ontrolled crossings resent or if likely to ross outside of ontrolled crossing) 4.DIRECTNESS	comfortable and without delay (< 5s average). Crossings are single phase	associated with some delay (up to 15s average). Crossings are staggered but do not	significant delay (>15s average). Staggered crossings add	0	relevant points and traffic gaps make crossing relatively	
3.DIRECTNESS gaps in traffic (where no ontrolled crossings resent or if likely to ross outside of ontrolled crossing) 4.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	significant delay (>15s average).	0	relevant points and traffic gaps make crossing relatively easy	
3.DIRECTNESS gaps in traffic (where no ontrolled crossings resent or if likely to ross outside of ontrolled crossing) 4.DIRECTNESS impact of controlled rossings 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.	significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.		relevant points and traffic gaps make crossing relatively easy	
3.DIRECTNESS gase in traffic (where no ontrolled crossings resent or if likely to ross outside of ontrolled crossing) 4.DIRECTNESS impact of controlled rossings on journey time 5. 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	significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give		relevant points and traffic gaps make crossing relatively easy	
3.DIRECTNESS gaps in traffic (where no ontrolled crossings resent or if likely to ross outside of ontrolled crossing) 4.DIRECTNESS impact of controlled rossings on journey time 5. DIRECTNESS	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.	significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.		relevant points and traffic gaps make crossing relatively easy	
3. DIRECTNESS gaps in traffic (where no ontrolled crossings resent or if likely to ross outside of ontrolled crossing) 4. DIRECTNESS impact of controlled rossings on journey time 5. DIRECTNESS green man time	comfortable and without delay (< 5a average). Crossings are single phase pelicanipuffin or zebra crossings. Green man time is of sufficient length to cross comfortably.	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wat >5s in pedestrian stated. Pedestrians would benefit from extended green mat time but current time unlikely to deter users.	significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give unlerable users sufficient time to	0	relevant points and traffic ages make crossing relatively easy	
3.DIRECTNESS agree mat time agree in traffic (where no ontrolled crossings resent or If likely to ross outside of ontrolled crossing) on the controlled crossing on the controlled rossings on journey time 5. DIRECTNESS green man time 6.DIRECTNESS	comfortable and without delay (< 5a average). Crossings are single phase pelicanipuffin or zebra crossings. Green man time is of sufficient length to cross confortably. Examples of 'other' directness issues. Routes to	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wat >5s in pedestrian island. Pedestrians would benefit from extended green mat time but current time unlikely to deter users. Include: Include:	significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give unlerable users sufficient time to	0	relevant points and traffic gaps make crossing relatively easy	
3.DIRECTNESS agree mat time agree in traffic (where no ontrolled crossings resent or If likely to ross outside of ontrolled crossing) on the controlled crossing on the controlled rossings on journey time 5. DIRECTNESS green man time 6.DIRECTNESS	comfortable and without delay (< 5a average). Crossings are single phase pelicanipuffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to forom bus stops not accon - Stops restricting access for all uses.	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to vall >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: include: include: include:	significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give unlerable users sufficient time to	0	relevant points and traffic ages make crossing relatively easy	
3.DIRECTNESS agree man time 5. DIRECTNESS green man time 5. DIRECTNESS green man time 6. DIRECTNESS other	comfortable and without delay (< 5a average). Crossings are single phase pelicanipuffin or zebra crossings. Green man time is of sufficient length to cross confortably. Examples of 'other' directness issues. Routes to	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to vall >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: include: include: include:	significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give unlerable users sufficient time to	0	relevant points and traffic ages make crossing relatively easy	
3.DIRECTNESS agas in traffic (where no ontrolled crossings resent or if likely to resent or if likely to ross outside of ontrolled crossings) 4.DIRECTNESS impact of controlled rossings on journey time 5. DIRECTNESS green man time 6.DIRECTNESS other	comfortable and without delay (< 5a average). Crossings are single phase pelicanipuffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Exemples of 'other' directness issues - Routes bofrom bus stops not accorn - Confusing layout for pedestrians crit	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wat 5s in pedestrian island. Pedestrians would benefit from extended green man time but current time untilkely to deter users. Include: modilater, and a stagger of the stagg	significant delay (>15s average). Staggered crossings add significantly is journey time. Likely to west +10s in prodestrian island. Green man time would not give valuesable users sufficient time to cross conficiently.	2	relevent points and traffic gaps make crossing relatively easy	
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Route Name	Darenth Avenue Rb to Trench Road
Length	380m
Name of Assessor(s)	James Marsh
Date of Assessment	

Criterion	Performance Scores
Attractiveness	7
Comfort	12
Directness	8
Safety	5
Coherence	2
Total	34
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Percentage	94%

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking	Route	Audit	Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - 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 reasonable standards with some overgrown vegetation	Maintenance to be reviewed.
2. ATTRACTIVENESS fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No evidence of vandalism. Streetlighting provided.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Traffic volume is low and noise pollution is therefore low	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issi - Evidence that lighting is not present - Temporary features affecting the att - Excessive use of guardrail or bollard	, or is deficient; activeness of routes (e.g. refuse sacks	s).	2	None observed	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of foctway crossovers resulting in uneven surface, subsided of fretded 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 is generally 1.5-2m on either side with some slightly narrower sections	
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	Crossing provided at junction mouth is adequate width	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	A couple of incidents but generally fine. Obstructions reduce footway width	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	Gradient is typically level	
10.COMFORT - other	- Barriers/gates restricting access; an - Bus shelters restricting clearance wi	learance width for pedestrians (e.g. dr d		2	None observed	
COMFORT				10		
11.DIRECTNESS	Footways are provided to cater for	Footway provision could be	Footways are not provided to cater	2	Footways follows desire line	
- footway provision	pedestrian desire lines (e.g. adjacent to road).	improved to better cater for pedestrian desire lines.	for pedestrian desire lines.		as they are adjacent to the carriageway	
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.	_	Crossings follow desire lines	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	Crossing road is easy due to low traffic speeds and reasonably straight alignment	
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	modated;		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.	2	Traffic volume is low	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2	Traffic speed is low	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Visibility is high due to straight alignment	
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile	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	Dropped kerbs and tactile paving could be provided at side junction to a better standard	Review possibility of upgrading this.
paving						
COHERENCE				1		

Route Name	Trench Road
Length	450m
Name of Assessor(s)	James Marsh
Date of Assessment	

Criterion	Performance Scores
Attractiveness	7
Comfort	10
Directness	8
Safety	6
Coherence	1
Total	32
Number of elements not applicable to the route	2
Total Points to be reduced	4
Maximum score (revised)	36
Doroontogo	900/.

Comments	
Actions	Maintenance to be reviewed. Review possibility of upgrading this.