### Local Cycling and Walking Infrastructure Plans

### **Walking Route Audit Tool**

The primary function of the Walking Route Audit Tool (WRAT) is to assess the current condition and suitability of a walking route. The WRAT is intended to be used during or following a site visit and provides a means of ensuring that all of the factors are considered.

### Walking Route Audit Tool Criteria

The WRAT uses a range of criteria to assess how well a route meets the core design outcomes, with scoring ranging from 2, being the highest, to 0, being the lowest.

The criteria are:

- attractiveness
- comfort
- directness
- safety coherence

### How to use the RST

The WRAT requires the auditor to score the route against the following criteria:

0 for poor provision (RED)

1 for provision which is adequate but should be improved if possible (AMBER)

2 for good quality provision (GREEN)

A score of 70% (i.e. a score of 28 out of a potential 40 points) should normally be regarded as a minimum level of provision overall. Routes which score less than this, and factors which are scored as zero should be used to identify where improvements are required. As the scoring is sometimes qualitative the tool also allows the auditor to add comments explaining their score allocation. The actions column allows auditors to record solutions to any of the issues identified on the route e.g. removing redundant street clutter to improve its attractiveness.

#### Summary

General information regarding the route can be entered at the bottom of the tool.

#### **Further Information**

LCWIP Guidance (Annex C) provides further information about the WRAT.

#### Acknowledgement

The WRAT was developed by Local Transport Projects Ltd. as part of the Active Travel Wales Guidance.

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		
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/artisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Although Station Street is long and straight with good visibility the frontage includes Brewery buildings with no active frontage. There are also a number of empty shops at the Borough Road end.	
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	Little traffic at the time of the survey due to the Borough Road closure.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is defic - Temporary features affecting the attractiveness - Excessive use of guardrail or bollards	sient:				
ATTRACTIVENESS				3		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	There are some wide footway crossings associated with Brewery access.	
6. COMFORT Footway width	Able to accommodate all users without type and take thereon users or walking on mods. Footway widths generally in excess of 2m.	Fectors width of between agrounding the mad 2m. agroundingly 1m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footisy, width of less than 1.5m (i.e. standard wheelchair width). Limited forcews printing the requires users to give and take frequently, walk on roads and/or results in crowding/delay.	1	Station Street is a busy pedestrian route between the town contra and station. Footways are too narrow to accommodate the flow at busty times particularly at bus stops.	Ideally wider footways would be provided along Station Street however, the need for access to the Brewey by Isrge vehicles make this challenging. Localised widening may be possible at particular pinch points eg. Bus stops.
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	No refuges or islands.	
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 but Borough Road roadworks heavily impacted on flows.	
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	A section of footway at the Borough Road end has a slope up to the kerb reducing the effective width of the footway.	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance w - Barriers/gates restricting access; and - Bus shelters restricting clearance width Poorly drained footways resulting in noticeable	idth for pedestrians (e.g. driveway gates opened ponding issues/slippery surfaces	into footway);		Advertising A frames obstruct the footway outside a number of shops.	
COMFORT				7		
11.DIRECTNESS	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
- footway provision 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		
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 the road would have been considerably harder if Borough Road had been open.	
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.		There is a single signal controlled pedestrian crossing.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating seve	rance issues for users.		8		
17.SAFETY	Traffic volume low, or pedestrians can keep	Traffic volume moderate and pedestrians in	High traffic volume, with pedestrians unable to	_	One scored due to Borough Road	
17.SAFETT - traffic volume 18.SAFETY	distance from moderate traffic volumes.  Traffic speeds low, or pedestrians can keep	close proximity.  Traffic speeds moderate and pedestrians in	keep their distance from traffic.  High traffic speeds, with pedestrians unable to	1	closure.	
- traffic speed	distance from moderate traffic speeds.  Good visibility for all users.	close proximity.	keep their distance from traffic.  Poor visibility. Ilkely to result in collisions.		closure.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Proor visibility, likely to result in collisions.	2		
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Tactile paving is missing from side road crossing points.	Review provision of Tactile paving along Station Street.
COHERENCE				1		
			Total Score	23		

Route Name	Station Street
Length	310 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019
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Criterion	Performance Scores
Attractiveness	3
Comfort	7
Directness	8
Safety	4
Coherence	1
Total	23

Comments	
Actions	

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS -	Footways well maintained, with no significant	Minor littering. Overgrown vegetation. Street	Littering and/or dog mess prevalent. Seriously	2		
maintenance	issues noted.	furniture falling into minor disrepair (for example, peeling paint).	overgrown vegetation, including low branches. Street furniture falling into major disrepair.	_		
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		
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	This is a busy route into the town centre giving access to car parks.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is deficing the attractiveness - Excessive use of guardrail or bollards	ient;				
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or freted pavement, or significant uneven patching or trenching.	2		
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	The footways are approx 2 metres or wider. However, the posts for direction signs along the road reduce the available useable width.	Reduce the impact of sign posts on available footway 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		
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	Union Street is subject to waiting restrictions throughout.	
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		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance w - Barriers/gates restricting access; and - Bus shelters restricting clearance width Poorly drained footways resulting in noticeable	idth for pedestrians (e.g. driveway gates opened in ponding issues/slippery surfaces	nto footway);			
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.	1		
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.		The Sainsburies junction configuration diverts pedestrians heading north to cross the car park access before being able to cross Union Street.	
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).		High traffic flows and volumes. Difficult to cross the road away from signal controlled crossings.	
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.		The Sainsburies and Coopen Square Centre car parks have 2 stage crossings with maximum waits of approximately 20 deconds and 5 second crossing times. This is sufficient time to cross half the road, not enough to cross both stages.	Alter the crossing points, ideally to allow a single stage crossing.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1	Five seconds is sufficient time to cross half the road, not enough to cross both stages.	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating sever	rance issues for users.				
DIRECTNESS				3		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	0		
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.	0		
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		
SAFETY				2		
20. COHERENCE - dropped kerbs and tactile paving COHERENCE	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Tactiles are missing in places.	Review the provision of Tactile paving.
CONERENCE			Total Score	19		
			i otai Score	19		

Route Name	Union Street
Length	285 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	9
Directness	3
Safety	2
Coherence	0
T-1-1	10

Comments	
Actions	

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		
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 crimina/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is defici - Temporary features affecting the attractiveness - Excessive use of guardrail or bollards	: ent; of routes (e.g. refuse sacks).				
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2		
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	Widths are above two metres along most of the road but there is a narrow section on the approach to the High Street junction due to the building line.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	The High Street junction crossing point has restricted pedestrian storage space (again due to the building line).	
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	Waiting restriction are in place along Worthington Way.	
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		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance wi - Barriers/gates restricting access; and - Bus shelters restricting clearance width Poorly drained footways resulting in noticeable	idth for pedestrians (e.g. driveway gates opened in ponding issues/slippery surfaces	nto footway);			
COMFORT				8		
11.DIRECTNESS	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for nedestrian desire lines.	2		
- footway provision  12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	The Burton Mail pedestrian crossing misses the desire line between Burton place and the car park across the road	Provide an aditional crossing point to cater for this desire line.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	(Intersport).	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	The pedestrian crossing point outside the Burton Mail building has a very long waiting time (up to 1 minute).	Alter the crossing to reduce pedestrian waiting times.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating sever	ance issues for users.				
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.	1		
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1		
- traffic speed 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		
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Not all side roads crossings are provided with tactile paving.	Review tactile paving provision.
COHERENCE				1		
			Total Score	24		

Route Name	Worthington Way
Length	300 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

	Performance Scores
Attractiveness	3
Comfort	8
Directness	6
Safety	4
Coherence	1
Total	24

Comments	
Actions	

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	
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	
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		Very busy key route into the town centre.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is defici- - Temporary features affecting the attractiveness - Excessive use of guardrail or bollards	ient;				
ATTRACTIVENESS					4	
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted peavement, or significant uneven patching or trenching.		The majority of the surfacing is O.K but there are places where re- instatements cause issues.	Check and rectify re- instatement faults.
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.	,	There are pinch points where widths narrow. This is very noticable on this very busy street. Direction sign posts also cause obstructions in places.	Reduce the impact of sign posts on available footway 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	
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.		Waiting restrictions are in place along Orchard 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).		2	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance w - Barriers/gates restricting access; and - Bus shelters restricting clearance width Poorly drained footways resulting in noticeable	idth for pedestrians (e.g. driveway gates opened i	nto footway);			
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.		Large roundabouts cause considerable diversions for pedestrians.	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		1	
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).		Crossing Orchard Street away from formal crossing points is challenging.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.		1 The wait for both sections of the staggered pedestrian crossing at the roundabout was 5 seconds with a 5 second crossing time.	Alter the pedestrian crossing 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.		1 The pedestrin crossing at Asda would benefit from more than a 5 second crossing time.	Alter the pedestrian crossing time.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating sever	rance issues for users.				
DIRECTNESS					5	
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		0	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		0	
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	
SAFETY					2	
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	Review tactile paving provision.
paving						
paving COHERENCE				1	1	

Route Name	Orchard Street
Length	290 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	7
Directness	5
Safety	2
Coherence	1
Total	19

Comments	
Actions	

A CONFORT  Confidence of the control	Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
ATTRACTIVENESS  APPLICATIVENESS  APPLICA	1. ATTRACTIVENESS -	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches		2	
- Sear of crime  - Septiminated and politication - Testific cross and poli			example, peeling paint).	Street furniture falling into major disrepair.			
A ATRACTIVENESS  - Confort  - Third come and platform do not refer the received platform could be provided and the platfo						2	
A THEACTIVENESS  If This case and politicis on an after the incomposition could be incomposed.  A THEACTIVENESS  If This case and politicis on a after the incomposition could be incomposed.  A THEACTIVENESS  If This case and politicis of the incomposition could be incomposed.  A THEACTIVENESS  If This case and politicis of the incomposition could be incomposed.  A THEACTIVENESS  If This case is a politicis of the incomposition could be incomposition.  If This case is a politicis of the incomposition could be incomposed.  If This case is a politicis of the incomposition could be incomposition.  If This case is not seen and incomposition could be incomposition.  If This case is not seen and incomposition could be incomposition.  If This case is not seen and incomposition could be incomposition.  If This case is not seen and incomposition could be incomposition.  If This case is not seen and incomposition could be incomposition.  If This case is not seen and incomposition could be incomposition.  If This case is not seen and incomposition.  If	- fear of crime	appropriate natural surveillance.	back onto street).	activity. Route is isolated, not subject to natural			
S. ATTRACTIVENESS  Transfer and any politicities  Transfer and politicities  Trans							
ATTRACTIVENS CONTROL TO A CONTR							
A ATTRACTIVENESS  Fromton to an application of before the control of the control		Traffic noise and pollution do not affect the attractiveness		Severe traffic pollution and/or severe traffic noise		1	
TREATMENT NEEDS 1  TREATMENT NEE		Examples of 'other' attractiveness issues include	a:				
ACMOPORT  COMPORT  Committed a securious and seek without group with any office of the committed and seek with ground to present a seek within group with ground to group with group with ground to group with ground to group with group	- other	- Temporary features affecting the attractiveness	ient; s of routes (e.g. refuse sacks).				
Add to concretionate all uses without just and concretionate and use without just and uses of uses and used upon note.  **COMPORT**  **COMPORT**  **Indicate the particular of which is presented from the particular of the partic	ATTRACTIVENESS	3				5	
Add to concretionate all uses without just and concretionate and use without just and uses of uses and used upon note.  **COMPORT**  **COMPORT**  **Indicate the particular of which is presented from the particular of the partic	5. COMFORT	Footways level and in good condition, with no	Some defects noted, typically isolated (such as	Large number of footway crossovers resulting		1 There are some very wide side road	
S. COMFORT  Tools accommodate all same without give and programmary. Firm and 20 approximately 1.5 m a	- condition	trip hazards.	trenching or patching) or minor (such as	in uneven surface, subsided or fretted		crossing points.	
A. COMPORT  Compared or a processor incoming in a common and or a many or and or a processor incoming in a common and or a many or and or a processor incoming in a common and or a many or and or a common and or			result in trips or difficulty for wheelchairs, prams	trenching			
E. COMFORT  Thorse years and walking or noute.  COMFORT  Thorse years are no slope on horlowy.  Company description, the company is necessed or noute.  Company description in the company is necessed or noute.  Company description in the company is necessed or noute.  Thorse years are walking or noute.  Company years and years are no slope on horlowy.  Company years are no slope on horlowy.  Company years are no slope on horlowy.  Company years are not year or noute.  Company years are not			etc. Some footway crossovers resulting in				
Index   Inde			uneven surface.				
Index   Inde							
Index   Inde	6. COMFORT					1 Pinch points around bus stops and	Provide more space for
Accounter free for the past due towards on the control of the past due towards on control of the past due towards on control of the past due towards on control of the past due to the past due to the past due towards on control of the past due to the past due towards on control of the past due to the past due towards on control of the past due to the past due towards on control of the past due to			approximately 1.5m and 2m.			around street 'clutter' (direction sign	pedestrians behind bus
T. COMFORT width on staggered crossingly prodestrain situated vertices prodestrain situated for upon accommodate without give and an extended production accommodate without give and accommodate all upon including production and accommodate all upon without give and accommodate all upon without give and accommodate all upon without give and accommodate and accommodate all upon without give and accommodate and accomm		rootway widths generally in excess of 2m.	users and walking on roads	on roads and/or results in crowding/delay		posis, advertising A frames).	stups.
weight on staggered crossings, and between services or walking on most, production is staggered crossing or most, production is an advantage or most, and walking or walking or most, and walking or m			and making or roads.	and or rooms in crowding reliay.			
weight on staggered crossings, and between services or walking on most, production is staggered crossing or most, production is an advantage or most, and walking or walking or most, and walking or m	7 COMEORT	Able to accommodate all users without 'give and	Widths of between approximately 1.5m and 2m	Widths of less than 1.5m (i.e. standard		2	
S. COMFORT  1. Control of the company of the compan		take' between users or walking on roads.	Occasional need for 'give and take' between	wheelchair width). Limited width requires users		4	
8. COMFORT Fortway parking Fortway parking Fortway parking Fortway parking Fortway parking causes some Social Columnous wideling parking in excess of 2m between parmament dediructions.  9. COMFORT Fortway parking causes some Social Columnous wideling parking registers of the fortway parking causes some Social Columnous wideling parking in excess of 2m between parmament dediructions.  9. COMFORT Fortway parking causes some Social Columnous wideling parking in excess of 2m between parmament dediructions.  9. COMFORT Fortway parking causes some Social Columnous wideling parking registers with the fortway parking registers within its parking register			users and walking on roads.	to 'give and take' frequently, walk on roads			
Todos parking controlled controll		accommodate wheel-chair users.		and/or results in crowding/delay.			
Todos parking controlled controll							
noted. Clearance width generally in caccas of 2nd between permanent obstructors.  Combined permanent obstructors.  South Comparison of the	8. COMFORT	No instances of vehicles parking on footways		Clearance widths less than 1.5m. Footway		2	
COMFORT  9. COMFORT  1. There are no slopes on fockway.  2. There are no slopes on fockway.  1. There are no slopes on fockway.  2. There are no slopes on fockway.  2. There are no slopes on fockway.  2. There are no slopes on fockway.  3. Space seeds to digital and such a fockward on ordinary and such and such a fockward on ordinary.  3. DOMFORT  1. There are no slopes on fockway.  4. There are no slopes on fockway.  5. There are no slopes on fockway.  5. There are no slopes on fockway.  6. There are no slopes on fockway.  7. There are no slopes on fockway.  8. There are no slopes on fockway.  9. There are no slopes on fockway.  1. There are no slopes of slopes on fockway.  1. There are no slopes of slopes on fockway.  1. There are no slopes of slopes on fockway.  1. There a		noted. Clearance widths generally in excess of	approximately 1.5m and 2m.	parking requires users to 'give and take'		-	
parking. parking proteins creates from parking creates from proteins (proteins from deare lines.    Suppose seal but gradients do not exceed 8 per cent (1 in 12).   2   2		2m between permanent obstructions.	Occasional need for 'give and take' between	frequently, walk on roads and/or results in crowding/delay. Footway parking causes			
COMPORT   There are no slopes on footneys   Stopes seeds but gradered do not exceed 8 per cent (1 in 12).   2			parking.	significant deviation from desire lines.			
Security			Footway parking causes some				
- gradient processing and the processing of the common issues include: - Interport y destructions restricting clearance with for pedestrians (e.g. driveway grades opened with footway); - Poorly drained footways resulting in noticeable processing access; and processing access; and processing access and processing accessing access and processing accessing access	A COMPORT	There are no clopes on factors		Crediente evened 9 per (4  - 40)			
COMFORT   Campaigned or 'other Comfort issues includes   Campaigned or 'other Common   Campaigned o		There are no slopes on rootway.		Graulenis exceed 8 per cent (1 in 12).		2	
Barriersjates restricting accesses; and   Barriersjates; and   Barrier	10.COMFORT	Examples of 'other' comfort issues include:	idth for padastrians (s.a. 1	nto footused:			
- Bus shelters restricting disearance width Porolly diamed foctways resulting in noticeable pending issues/slippery surfaces    Footway provision	- other	<ul> <li>Barriers/gates restricting access; and</li> </ul>	riotn for pedestrians (e.g. driveway gates opened i	nto rootway);			
The Common Provision   Follows are provided to cater for pedestrian fearer in recommendation of care for pedestrian desire lines   Follows are provided to cater for pedestrian desire lines   Follows are provided to cater for pedestrian desire lines   Follows are provided to cater for pedestrian desire lines   Follows are provided to cater for pedestrian desire lines   Follows are not pedestrian desire lines   Follows are not pedestrian desire lines   Follows are not pedestrian desire lines   Follows are		<ul> <li>Bus shelters restricting clearance width.</li> <li>Poorly drained footways resulting in noticeable</li> </ul>	ponding issues/slippery surfaces				
11.DIRECTNESS	COMEORT	J. Company				0	
Lours   Lour		England or provided to optor for padesting	Contract provision and the improved to better	England or and provided to enter for			
12.DIRECTNESS   - Incompany   Crossings in relation to desire lines.   Crossings follow desire lines.   Crossings for crossings in relation to desire lines.   Crossings for crossings and significantly for modesire lines.   1   Allough wide the Octagon signal controlled crossings are startle (where no controlled crossings present or if likely to cross outside of controlled crossings of mode daisy, during the controlled crossings are single phase pelicanipuffin or about significantly to provide the controlled crossings or line and without delay (c. 5s average).   Crossings are single phase pelicanipuffin or about significantly to provide the controlled crossings or line and to controlled crossings or line and the controlled crossings or line and the controlled crossings are single phase pelicanipuffin or about significantly to company and can be compatible and an accompany of a controlled crossings are single phase pelicanipuffin or about significantly to provide the significant to controlled crossings are single phase pelicanipuffin or about significantly to provide the significant to controlled crossings are single phase pelicanipuffin or about significantly to provide the significant to controlled crossings are single phase pelicanipuffin or about significantly to provide the significant to provide the significant to provide the significant to controlled crossings are single phase pelicanipuffin or about significantly to provide the significant to provide the significant to controlled crossings and significantly to journey about a controlled crossing are single phase pelicanipuffin or about a controlled crossing are single phase pelicanipufficantly to provide significantly to plant the controlled crossing and significantly to journey and can be controlled crossing and significantly to journey are applied to the controlled crossing and significantly to journey and can be controlled crossing and significantly to journey and can be controlled crossing and significantly to journey and controlled crossing and sig		desire lines (e.g. adjacent to road).	cater for pedestrian desire lines.	pedestrian desire lines.		2	
Crossing of road easy, direct, and comfortable and without delay (c 5s average).   Crossing of road direct, but associated with significant delay (as to 15s average).   Crossing of road easy, direct, and comfortable and without delay (c 5s average).   Crossing of road direct, but associated with significant delay (as to 15s average).   Crossing of road easy, direct, and comfortable and without delay (c 5s average).   Crossing of road direct, but associated with significant delay (as to 15s average).   Crossing of road easy, direct, and comfortable and without delay (c 5s average).   Crossings are single phase pelican/puffin or controlled crossings or crossing controlled crossings.   Crossings are staggered but do not add significant delay (spin controlled crossings in charge) controlled crossings and significant delay (spin controlled crossings in charge) controlled crossings and significant delay (spin can can can can can can ca	12.DIRECTNESS			Crossings deviate significantly from desire lines.		1	
13.DIRECTNESS — gase in traffic (where no controlled crossings present or if likely to cross outside of controlled crossings are single phase pelicar/puffin or controlled crossings.    Crossing of road dessy, direct, and controllable and without delay (< 5s average).   Crossing of road dessy, direct, and controllable crossings average).   It will be to controlled crossings are single phase pelicar/puffin or controlled crossings.   Crossings are single phase pelicar/puffin or substance for controlled crossings.   Crossings are single phase pelicar/puffin or substance for controlled crossings.   Crossings are staggered but do not add significantly to journey time. Unlikely to wait > 50 in pedestrian island.   The pedestrian crossing had a 10 second waiting time with 5 seconds to cross.   Crossing time would be pedestrian stand.   The pedestrian island.   The pedestrian island.   The prospect of waiting time with 5 seconds to cross.   Crossing time would be pedestrian island.   The crossing lime would benefit from set of the controllably.   Crossing time would benefit from extended green controllably.   Crossing time would not give vulnerable users sufficient time be cross comfortably.   Crossing time would not give vulnerable users sufficient time be cross comfortably.   Crossing time would benefit from extended green controllably.   Crossing time would not give vulnerable users sufficient time be cross comfortably.   Crossing time would benefit from extended green controllably.   Crossing time would not give v	- location of crossings in relation		from desire lines.				
and without delay (= 5s average).  Controlled crossings are single phase pelican/puffin or signals.  Second wall puffin or second wall signals.  Crossings are single phase pelican/puffin or signals.  Crossings are single phase pelican/puffin or signals.  Second wall puffin or second wall signals.  Crossings are single phase pelican/puffin or signals.  Crossin		Crossing of road easy, direct, and comfortable	Crossing of road direct, but associated with	Crossing of road associated indirect, or		Altough wide the Octagon signal	Widen the crossing
Interest controlled crossings present or if likely to cross outside of controlled crossings are single phase pelican/puffin or 2		and without delay (< 5s average).	some delay (up to 15s average).	associated with significant delay (>15s		controlled crossing point is very busy	further.
Illikely to cross outside of controlled crossing)   Crossings are single phase pelican/puffin or spin are single phase pelic				average).			
14.DIRECTNESS consisings. Surprised to controlled crossings are single phase pelican/puff or spiral crossings are single phase pelican/puff or spiral crossings. Singlificantly to journey time. Unlikely to wat > 56 in pedestrian island.  15. DIRECTNESS 9 reen man time is of sufficient length to cross 9 reen man time. Pedestrian securities unlikely to deter users.  16. DIRECTNESS 9 camples of other discrimes issues include: 16. Routes form to accommodated: 16. Routes form to accommodated: 16. Routes form to accommodated: 17. Supprise retricting access for all users: 17. SAFETY 17. SAFETY 17. Traffic speeds low, or pedestrians can keep distance from moderate traffic volumes.  18. SAFETY 18. SAFETY 17. Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.  19. SAFETY 19. SafeTY 19. Supprise traffic speeds.  19. SAFETY 20. Cool visibility for all users.  19. SAFETY 20. Cool visibility for all users.  21. Traffic speed with and tactile pawing provided. 22. Safeting the course of the course						signals.	
on journey time 15. DIRECTNESS - green man time is of sufficient length to cross - green man time  ormofortably.  General productions would benefit from extended green man time would not gliev vulnerable users sufficient time to cross comfortably.  The crossing time would benefit from extended green man time would not gliev vulnerable users sufficient time to cross comfortably.  The crossing time would benefit from extended green man time would not gliev vulnerable users sufficient time to cross comfortably.  The crossing time would benefit from extended green man time but current time unlikely to deter users.  The crossing time would benefit from extended green man time would not gliev vulnerable users sufficient time to cross comfortably.  The crossing time would benefit from extended green man time would not gliev vulnerable users.  The crossing time would benefit from extended green man time would not gliev vulnerable.  The crossing time would benefit from extended green man time would not gliev vulnerable users.  The crossing time would benefit from extended green man time would not gliev vulnerable.  The crossing time would benefit from extended green man time would not gliev vulnerable users.  The crossing time would benefit from extended green man time would not gliev vulnerable users.  The crossing time would benefit from extended green put the cross comfortably.  The crossing time would benefit from extended green put the cross comfortably.  The crossing time would benefit from extended green put the cross comfortably.  The crossing time would benefit from extended green put the cross comfortably.  The crossing time would benefit from extended green put the cross comfortably.  The crossing time would benefit from extended green put the cross comfortably.  The crossing time would benefit from extended green put the put the cross comfortably.  The crossing time would benefit from extended green put the put the cross comfortably.  The crossing time would benefit from extended green put the put the put th	14.DIRECTNESS	Crossings are single phase pelican/puffin or	Crossings are staggered but do not add	Staggered crossings add significantly to iourney		1 The pedestrian crossing had a 10	Increase the pedestrian
on journey time  15. GIRECTNESS - green man time  16. CIRECTNESS - other  16. CIRECTNESS - other  17. Safety - traffic yolume low, or pedestrians can keep distance from moderate traffic yolumes  18. SAFETY - traffic speed  19. SAFETY - visibility  19. Good visibility for all users.  19. Other low of the product of green man time is of sufficient length to cross  19. Pedestrians would benefit from extended green man time but current time unlikely to deter users.  16. DIRECTNESS - other  16. Contest production  17. Safety - traffic yolume low, or pedestrians creating severance issues for users.  17. Safety - traffic yolume low, or pedestrians creating severance issues for users.  17. Safety - traffic yolume low, or pedestrians creating severance issues for users.  18. Safety - traffic yolume low or pedestrians can keep distance from moderate traffic yolumes - traffic speed slow, or pedestrians can keep distance from moderate traffic yolumes - traffic speeds moderate and pedestrians in - close proximity.  18. Safety - traffic speeds moderate and pedestrians in - close proximity.  19. Safety - visibility	- impact of controlled crossings	zebra crossings.	significantly to journey time. Unlikely to wait >5s	time. Likely to wait >10s in pedestrian island.		second waiting time with 5 seconds to	crossing time.
15.DIRECTNESS - other  15.DIRECTNESS - other  17.SAFETY - traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.  18.SAFETY - visibility  17.SAFETY - visibility  18.SAFETY - visibility  18.SAFET	on journey time	Comment that the death of the d		Comment of the state of the sta		1 111	
Examples of 'other' directness issues include: - Routes to from bus stops not accommodated; - Steps restricting access for all users; - Conflusing layout to pedestrians creating severance issues for users.    DIRECTNESS		comfortably.	man time but current time unlikely to deter	users sufficient time to cross comfortably.		<ol> <li>rne crossing time would benefit from an increase.</li> </ol>	see above.
- Routes toffrom bus stops not accommodated Stops restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.  DIRECTNESS  17.SAFETY - traffic volume - distance from modarate traffic volume.  Traffic volume moderate and pedestrians in close proximity.  Traffic speed distance from reaffic.  18.SAFETY - traffic speeds low, or pedestrians can keep distance from modarate traffic volumes.  Traffic speeds moderate and pedestrians in close proximity.  Traffic speed speeds moderate and pedestrians in close proximity.  Traffic speed moderate and pedestrians in left traffic speeds, with pedestrians unable to keep their distance from traffic.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  Traffic speeds, with pedestrians unable to keep their distance from traffic.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (busus) make the street seem busier than it is.  The number of large vehicles (		Evamples of 'other' directors issues in the	users.				
Super restricting access for all users; -Confusing layout for pedestrians creating severance issues for users.  DIRECTNESS  17.SAFETY - traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Visibility columnes and pedestrians in close proximity.  18.SAFETY - traffic speed - distance from moderate traffic volumes.  Traffic speeds moderate and pedestrians in close proximity.  18.SAFETY - traffic speed - distance from moderate traffic volumes.  Traffic speeds moderate and pedestrians in close proximity.  Super pedestrians unable to keep their distance from moderate traffic volumes.  Traffic speeds moderate and pedestrians in close proximity.  Super pedestrians unable to keep their distance from traffic.  18.SAFETY - traffic speeds.  Traffic speeds moderate and pedestrians in keep their distance from traffic.  Super pedestrians unable to keep their distance from traffic.  The number of large vehicles (buses) make the street seem busier than it is.  The number of large vehicles (buses) make the street seem busier than it is.  The number of large vehicles (buses) make the street seem busier than it is.  The number of large vehicles (buses) make the street seem busier than it is.  The number of large vehicles (buses) make the street seem busier than it is.  The number of large vehicles (buses) make the street seem busier than it is.  The number of large vehicles (buses) make the street seem busier than it is.  The number of large vehicles (buses) make the street seem busier than it is.  The number of large vehicles (buses) make the street seem busier than it is.  The number of large vehicles (buses) make the street seem busier than it is.  The number of large vehicles (buses) make the street seem busier than it is.  The number of large vehicles (buses) make the street seem busier than it.  The number of large vehicles (buses) make the street seem busier than it.  The number of large vehicles (buses) make the street seem busier than it.  The number of large vehicles (buses) make the street		- Routes to/from bus stops not accommodated:					
DIRECTNESS  17.SAFETY 17.SAFETY 17.SAFETY 17.SAFETY 18.SAFETY 28.SAFETY 29.SAFETY 29.SAFETY 20.COHERENCE 20.CO	- omer	- Steps restricting access for all users:	sanaa laayaa fax yaasa				
17.SAFETY distance from moderate traffic volume with pedestrians unable to distance from moderate traffic volume with pedestrians unable to distance from moderate traffic volume.  18.SAFETY distance from moderate traffic volumes.  18.SAFETY distance from moderate traffic speeds.  19.SAFETY distance from moderate traffic speeds.  19.SAFETY visibility of all users.  10.SAFETY visibility of all users.  11. Visibility is impaired by bus shelters. with reached all repeated all repeats and tactile pairing provided, abelien not ourrent standards.  20. COHERENCE visibility of all users.  21. Visibility is impaired by bus shelters. with reached all repeats and tactile pairing provided, abelien not ourrent standards.  22. COHERENCE visibility of all users.  23. Visibility is impaired by bus shelters. with reached all repeats and tactile pairing provided, abelien not ourrent standards.  24. Visibility is impaired by bus shelters. with reached all repeats and tactile pairing absent or incorrect.  25. Visibility is impaired by bus shelters. with reached all repeats and tactile pairing absent or incorrect.  26. Visibility is impaired by bus shelters. When the reached all repeats and tactile pairing absent or incorrect.  27. The number of large vehicles (busen) make the street seem busic than it is.  28. Visibility is impaired by bus shelters. When the reached all repeats are pair to collisions.  28. Visibility is impaired by bus shelters. When the reached all repeats are pair to collisions.  28. Visibility is impaired by bus shelters. When the reached all repeats are pair to collisions.  29. Visibility is impaired by bus shelters.  20. COHERENCE visibility is impaired by	DIDEOTI ISO	- Controling layout for pedestrians creating sever	Tance issues for users.				
distance from moderate traffic volumes. close proximity. keep their distance from traffic. make the street seem busier than it is.  18.SAFETY 18.SAFETY 18.SAFETY 19.SAFETY 19.COHERENCE 20.COHERENCE 4 Adequate dropped kerbs and tactile paving provision.  Adequate dropped kerbs and tactile paving provision.  distance from moderate traffic speeds. with pedestrians unable to keep their distance from traffic.  1 The number of large vehicles (busus) make the street seem busier than it is.  1 The number of large vehicles (busus) make the street seem busier than it is.  19.SAFETY 20.COHERENCE 20.COHERENCE 21.SAFETY 22.COHERENCE 23.COHERENCE 24.SAFETY 25.SAFETY 26.SAFETY 26.SAFETY 27.SAFETY 28.SAFETY 28.SAFETY 29.COHERENCE 29.COHERENCE 30.COHERENCE 40.SAFETY 40.SAF							
Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.  Traffic speeds with pedestrians unable to close proximity.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to keep their distance from traffic.  Traffic speeds with pedestrians unable to kee		Traffic volume low, or pedestrians can keep	Traffic volume moderate and pedestrians in close proximity	High traffic volume, with pedestrians unable to keep their distance from traffic		1 The number of large vehicles (buses)	
- traffic speed distance from moderate traffic speeds. close proximity. keep their distance from traffic. make the street seem busier than it is.  1 Visibility of valuers. Visibility of valuers. Visibility or valuers. Visibility			,				
SAFETY   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 impaired by bus shelters.   When b reached life regist that provided and visibility   Poor visibility   Poor visibility   Poor visibility, likely to result in collisions.   1   Visibility is impaired by bus shelters.   When b reached that provided and visibility   Poor visibility, likely to result in collisions.   1   Visibility is impaired by bus shelters.   When b reached that provided and visibility   Poor visibility, likely to result in collisions.   1   Visibility is impaired by bus shelters.   When b reached that provided and visibility   Poor visibility, likely to result in collisions.   1   Visibility is impaired by bus shelters.   When b reached that provided and visibility   Poor visibility, likely to result in collisions.   1   Visibility is impaired by bus shelters.   When b reached that provided and visibility   Poor visibility, likely to result in collisions.   1   Visibility is impaired by bus shelters.   When b reached that provided and visibility   Poor visibility, likely to result in collisions.   1   Visibility is impaired by bus shelters.   When b reached that provided and visibility   Poor visibility, likely to result in collisions.   1   Visibility is impaired by bus shelters.   When b reached that provided and visibility   Poor visibility, likely to result in collisions.   1   Visibility is impaired by bus shelters.   When b reached that provided and visibility   Poor visibility, likely to result in collisions.   1   Visibility is impaired by bus shelters.   When b reached that provided and visibility   Visi		Traffic speeds low, or pedestrians can keep	Traffic speeds moderate and pedestrians in	High traffic speeds, with pedestrians unable to		1 The number of large vehicles (busus)	
- visibility unlikely to result in collisions. I reached if repair that provided and visit of the provided and visit of the provided and tactile paving provided. I abelit not to current standards.  Dropped kerbs and tactile paving absent or incorrect.  There are no tactiles at a number of wide side road crossings. I reached tactile paving absent or incorrect.	- traffic speed	· ·					When hus shelters have
SAFETY  20. COHERENCE - dropped kerbs and tactile paving provided, abbeil not to current standards.  Adequate dropped kerb and tactile paving provided, abbeil not to current standards.  Dropped kerbs and tactile paving absent or incorrect.  1 There are no tactiles at a number of wide side road crossings.  1 There are no tactiles at a number of wide side road crossings.			unlikely to result in collisions.			I	reached the end of there
SAFETY 3 and visit  20. COHERENCE - Adequate dropped kerb and tactile paving provided, abelit not to current standards.  Dropped kerbs and tactile paving absent or incorrect.  Dropped kerbs and tactile paving absent or incorrect.  There are no tactiles at a number of wide side road crossings.  Review tactile paving absent or incorrect.							life replace with designs that provide more space
20. COHERENCE  - dropped kerbs and tactile paving  Adequate dropped kerb and tactile paving provided, albeit not to current standards.  Dropped kerbs and tactile paving absent or incorrect.  There are no tactiles at a number of wide side road crossings.  Review incorrect.							and visibility.
- dropped kerbs and tactile provision.    albeit not to current standards.   Incorrect.   wide side road crossings.   tactile paying	SAFETY					3	
- uruppen kerus anu tactire paving				Dropped kerbs and tactile paving absent or			Review the provision of
		provision.	albeit not to current standards.	incorrect.		wide side road crossings.	tactile paving.
OFFICE TO THE PROPERTY OF THE						1	
	CONERENCE					1	
Total Score 23				Total Score	2	3	

Route Name	New Street
Length	310 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	8
Directness	6
Safety	3
Coherence	1
Total	23

Comments	
Actions	

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		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	The frontage adjacent to the Rugby Club is made up of very poor quality fencing.	Work with the Rugby Club to improve the frontage.
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	This is a busy access road to the town centre.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is defici - Temporary features affecting the attractiveness - Excessive use of guardrail or bollards					
ATTRACTIVENESS				3		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1		
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	There are pinch points where the footway narrows to under a metre in width (Leopard Inn). Usable width is also narrowed in a number of places by direction sign posts and at the Orchard Street roundabout by Guardrail and hedge.	Reduce the impact of pinch points where it is possible to do so ie. Where sign posts obstruct the footway and where vegetation is overgrown.
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	The one pedestrian crossing island on Lichfield Street is 1.2metres wide.	Provide a wider Island or if this is not possible replace with a signal controlled crossing.
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	Vehicles encroaching onto the footway at the Polish supermarket.	Enforcement action should be taken to stop supermarket customers parking on and obstructing the footway.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	There is a slope in the footway at the Leopard Inn.	Difficult to rectify without taking a considerable amount of carriageway for footway.
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance wi - Barriers/gates restricting access; and - Bus shelters restricting clearance width Poorly drained footways resulting in noticeable	dth for pedestrians (e.g. driveway gates opened in ponding issues/slippery surfaces	nto footway);			
COMFORT				4		
11.DIRECTNESS	Footways are provided to cater for pedestrian	Footway provision could be improved to better	Footways are not provided to cater for	1		
- footway provision 12.DIRECTNESS - location of crossings in relation to desire lines	desire lines (e.g. adjacent to road).  Crossings follow desire lines.	cater for pedestrian desire lines.  Crossings partially diverting pedestrians away from desire lines.	pedestrian desire lines.  Crossings deviate significantly from desire lines.	1	The Orchard Street roundabout the Lichfield Street crossing location is set approximately 17 metres back from the direct desire line.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	0	The crossing at the Octagon is very wide without a useable central island.	Provide a wider, useable traffic Island at the Park Street crossing point.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	No signal controlled junctions.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating sever					
DIRECTNESS				4		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1		
18.SAFETY	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1		
- traffic speed 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	The horizontal alignment of Lichfield Street restricts visibility for pedestrians.	Introduce measures to slow vehicle speeds.
SAFETY				3		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.		There is no tactile paving at the wide Park Street side road junction.	Provide tactile paving at all side road crossings.
COHERENCE				1		

Route Name	Lichfield Street
Length	485 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	4
Directness	4
Safety	3
Coherence	1
Total	15

Comments	
Actions	

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.		Examples of vegetation growing out of kerbs.	Improve maintainance carried out on Green Street.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	No active frontage, very little traffic. The only significant pedestrain flows are to/from the town centre and the Dingle.	
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		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is deficing the attractiveness - Excessive use of guardrail or bollards	ient;				
ATTRACTIVENESS				3		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	pavement, or significant uneven patching or	0	Footways are narrow, in poor condition and in places missing altogether.	footway on one side of Green Street particujlarly across the triangle .
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.	0	Footway widths of below one metre.	Either provide 2 metre wide footways at the expense of carriageway space or develop a 'Sharec Space' where pedestrians have priority.
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		
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).	1		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance w - Barriers/gates restricting access; and - Bus shelters restricting dearance width Poorly drained footways resulting in noticeable	idth for pedestrians (e.g. driveway gates opened i	nto footway);			
COMFORT				3		
11.DIRECTNESS	Footways are provided to cater for pedestrian	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for	0		
- footway provision 12.DIRECTNESS - location of crossings in relation to desire lines	desire lines (e.g. adjacent to road).  Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	pedestrian desire lines.  Crossings deviate significantly from desire lines.	0	Vehicle flows are low making formal crossing points un-necessary.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
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		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating sever	rance issues for users.				
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.	2		
19.SAFETY	Good visibility for all users.	Visibility could be somewhat improved but	Poor visibility, likely to result in collisions.	2		
- visibility SAFETY		unlikely to result in collisions.		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.		No tactile paving is present.	Provide Tactile paving where required.
paving						
paving COHERENCE				0		

Route Name	Green Street
Length	100 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	3
Directness	6
Safety	6
Coherence	0
Total	19

Comments	
Actions	

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	Manor Dirve runs alongside a small well maintained park.	
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		
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	Manor Drive only provides access to a handful of properties.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is defici- - Temporary features affecting the attractiveness - Excessive use of guardrail or bollards	ent;				
ATTRACTIVENESS				6		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as traching or paticing) or minor (such as cracked, but level powers). Defects unlikely to result in tips or defaulty 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	Pedestrians walk in the road or alongside on the grass proabably depending to some extent on weather/ground conditions. Traffic flows are such that this situation may be acceptable for the able bodied but not for those with impaired mobility.	Install a footway alongside the Manor Drive carriageway.
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		
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	There aren't any footways or crossing points.	
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		
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		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance w - Barriers/gates restricting access; and - Bus shelters restricting clearance width Poorly drained footways resulting in noticeable	idth for pedestrians (e.g. driveway gates opened i	nto footway);			
COMFORT				10		
11.DIRECTNESS	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	0	There is a clear desire line in the grass alongside the carriageway.	
- footway provision  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		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
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	Green man time would not give vulnerable users sufficient time to cross comfortably.	2		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating sever	users. ance issues for users.				
DIRECTNESS				8		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2		
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2		
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		
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.		There are no dropped kerbs or tactile paving.	
COHERENCE				0		
			Total Score	30		

Route Name	Manor Drive
Length	110 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	10
Directness	8
Safety	6
Coherence	0
Total	30

Comments	
Actions	

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 into minor disrepair (for	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches.	2		
maintenance		example, peeling paint).	Street furniture falling into major disrepair.			
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	2		
		back onto street).	surveillance (including where sight lines are inadequate).			
3. ATTRACTIVENESS	Traffic noise and pollution do not affect the	Lougle of traffic poles and/or collusion actiff in	Severe traffic pollution and/or severe traffic		Varioe depending where on Ulah	
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	Varies depending where on High Street. Traffic can be intrusive at the northern end.	
					normen end.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is defici - Temporary features affecting the attractiveness	ient;				
ATTRACTIVENESS	- Excessive use of guardrail or bollards	or routes (e.g. reruse saune).				
5. COMFORT	Footways level and in good condition, with no	Some defects noted, typically isolated (such as	Large number of footway crossovers resulting	5	Some of the block paving has begun to	
- condition	trip hazards.	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.	in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	·	fail.	
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	In places the footways are not wide enough for the level of pedestrian movement in this busy shopping street.	This section of the High Street would benefit from improved wider footways and a review of the street furniture to see if it can be reduced/re-located.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Most crossing points are a reasonable width but the Worthington Way crossing point is restricted.	
8. COMFORT	No instances of vehicles parking on footways	Clearance widths between	Clearance widths less than 1.5m. Footway	1	At the time of the audit (weekday mid	Restrict delivery times and pavement parking.
- footway parking	noted. Clearance widths generally in excess of 2m between permanent obstructions.	approximately 1.5m and 2m.  Occasional need for 'give and take' between users and walking on roads due to footway parking.  Footway parking causes some deviation from desire lines.	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.		morning) the footways through the 'closed' part of High Street were blocked by parked service/delivery vehicles	pavement 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		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance w - Barriers/gates restricting access; and - Bus shelters restricting clearance width Poorly drained footways resulting in noticeable	idth for pedestrians (e.g. driveway gates opened i	nto footway);			
COMFORT				6		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1		
12.DIRECTNESS - location of crossings in relation	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
to 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).	1		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating sever					
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 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 19.SAFETY	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 SAFETY		Minimary to result in conscious.		5		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1		
COHERENCE				1		
			Total Score	23		

Route Name	High Street
Length	730 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	6
Directness	6
Safety	5
Coherence	1
Total	23

Comments	
Actions	

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS -	Footways well maintained, with no significant	Minor littering. Overgrown vegetation. Street	Littering and/or dog mess prevalent. Seriously	2		
maintenance	issues noted.	furniture falling into minor disrepair (for example, peeling paint).	overgrown vegetation, including low branches. Street furniture falling into major disrepair.			
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	Major or prevalent vandalism. Evidence of criminal/antisocial	1	Only a limited amount of active frontage.	
		back onto street).	activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	0	High traffic flows with regular standing queues.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is deficing the attractiveness - Excessive use of quardrail or bollards	ent;				
ATTRACTIVENESS	-			3		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Minor issues at re-instatements.	Cary out local path surface improvements.
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.	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	Footpath widths are a minimum 1.5 metres with most being 1.8 metres or more. However. Direction sign posts obstruct the footway in a number of places.	review street furniture provision and sign posts.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Space to accommodate pedestrians is very limited at the Union Street signal controlled junction.	More space could only be found from the carriageway which would impact on junction capacity.
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	Waiting restrictions are in place along Guild Street. No pavement 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		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance w - Barriers/gates restricting access; and - Bus shelters restricting access; and - Poorly drained footways resulting in noticeable	idth for pedestrians (e.g. driveway gates opened i	nto footway);			
COMFORT				7		
11.DIRECTNESS	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1		
- footway provision 12.DIRECTNESS - location of crossings in relation	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
to desire lines 13.DIRECTNESS	Crossing of road easy, direct, and comfortable	Crossing of road direct, but associated with	Crossing of road associated indirect, or	0	Waiting times recorded along Guild	Alter traffic signals to
- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	and without delay (< 5s average).	some delay (up to 15s average).	associated with significant delay (>15s average).	,	Street varied from 13 seconds to 40 seconds.	reduce pedestrian delay.
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		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1	Crossing time is approximately 5 seconds at all of the crossings.	An increase in crossing time would be a benefit to vulnerable users.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating sever	ance issues for users.				
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.	0	Guild Street is a main route through the town and although pedestrian movement is uncomfortable where footways are narrow there is little that can be done without re-routing traffic or major re-development.	
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.	0		
19.SAFETY	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 SAFETY		and the state of t		1		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Tactile paving is missing at some side road junctions.	Riview the provision of tactile paving.
COHERENCE				1		
			Total Score	18		

Route Name	Guild Street
Length	420 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	7
Directness	6
Safety	1
Coherence	1
Total	18

Comments	
Actions	

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.		Examples of vegetation growing out of kerbs.	Improve maintainance carried out on Fleet Street.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	There is a lack of active frontage on Fleet Street.	
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 flow is very low on Fleet Street.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is defici - Temporary features affecting the attractiveness - Excessive use of guardrail or bollards	ent;				
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prame etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1		
6. COMFORT	Able to accommodate all users without 'give and	Footway widths of between	Footway widths of less than 1.5m (i.e. standard	0	The footway on one side of the road is	Widen the footway into the
- footway width	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.	wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		below 1 metre in width.	carriageway.
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		
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	Cars parked in the adjacent footway encroach on the narrow footway.	install a low fence and widen the footway (as above).
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		
10.COMFORT	Examples of 'other' comfort issues include:					
- other	Temporary obstructions restricting clearance w     Barriers/gates restricting access; and     Bus shelters restricting clearance width.     Poorly drained footways resulting in noticeable	dth for pedestrians (e.g. driveway gates opened in ponding issues/slippery surfaces	nto footway);			
COMFORT				3		
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		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	Missing dropped kerb and tactiles.	See below.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
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		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating sever	ance issues for users.				
DIRECTNESS				9		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2		
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2		
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		
				6		
SAFETY		Dropped kerbs and tactile paving provided,	Dropped kerbs and tactile paving absent or	0	There is a dropped kerb with tactile paying which is not mirrored on the	Provide a set of dropped kerbs and tactile paying on
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	albeit not to current standards.	incorrect.		other side of the road.	the other side of the road.
20. COHERENCE - dropped kerbs and tactile			incorrect.	0	other side of the road.	the other side of the road.

Route Name	Fleet Street
Length	210 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	3
Directness	9
Safety	6
Coherence	0
Total	22

Comments	
Actions	

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.	0	Examples of vegetation growing out of kerbs.	Improve maintainance carried out on Fleet Street.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	No active frontage.	
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		
4. ATTRACTIVENESS	Examples of 'other' attractiveness issues include					
- other	Evidence that lighting is not present, or is defici- Temporary features affecting the attractiveness Excessive use of guardrail or bollards					
ATTRACTIVENESS				3		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level 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 freted pavement, or significant uneven patching or trenching.	0	Footways on one side of the road are narrow and patched. On the other side there are wide access points and a fence blocking the footway.	Remove the footway blocking fence.
6. COMFORT	Able to accommodate all users without 'give and	Footway widths of between	Footway widths of less than 1.5m (i.e. standard	0	Very narrow footway (sub 1 metre) on	A 'Shared Space' solution
- footway width	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.	wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		one side of the road.	with pedestrians have priority may at this location.
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	No formal crossing points required due to low traffic flows.	
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		
9. COMFORT	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1		
- gradient 10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance w - Barriers/gates restricting access; and - Bus shelters restricting clearance width Poorly drained footways resulting in noticeable	idth for pedestrians (e.g. driveway gates opened i ponding issues/slippery surfaces	nto footway);			
COMFORT				5		
11.DIRECTNESS	Footways are provided to cater for pedestrian	Footway provision could be improved to better	Footways are not provided to cater for	1		
- footway provision 12.DIRECTNESS	desire lines (e.g. adjacent to road).  Crossings follow desire lines.	cater for pedestrian desire lines.  Crossings partially diverting pedestrians away	pedestrian desire lines.  Crossings deviate significantly from desire lines.	•	Formal crossing points are not	
- location of crossings in relation to desire lines	•	from desire lines.		U	required due to low traffic flows but footway provision is so poor that a low score is considered appropriate.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
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		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating sever	rance issues for users.				
DIRECTNESS				7		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2		
18.SAFETY	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 19.SAFETY	Good visibility for all users.	Visibility could be somewhat improved but	Poor visibility, likely to result in collisions.	2		
- visibility SAFETY		unlikely to result in collisions.		6		
20. COHERENCE	Adequate dropped kerb and tactile paving	Dropped kerbs and tactile paving provided,	Dropped kerbs and tactile paving absent or	_	Dropped kerbs are missing at a	Review the provision of
- dropped kerbs and tactile paving	provision.	albeit not to current standards.	incorrect.		number of access points.	tactile paving.
COHERENCE				0		
			Total Score	21		

Route Name	Bond Street
Length	175 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	5
Directness	7
Safety	6
Coherence	0
Total	21

Comments	
Actions	

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.		There is vegetation growing out of the kerb edges and the lining is in poor condition.	Tidy up the street or carry out the larger scheme noted below.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	This is a quiet road but it does lack active frontage.	
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		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is defic - Temporary features affecting the attractiveness - Excessive use of guardrail or bollards	ient;				
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or freted pavement, or significant uneven patching or trenching.		There are utility company re- instatements along the footways.	
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.	Foctway 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.	0	Footways are very narrow particularly adjacent to the Leopard Inn.	Due to the light traffic flows along Abbey Street a shared pedestrian priority approach should be considered with the formal footways removed.
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 need for controlled crossing points on this lightly trafficked road. There are two sets of dropped kerbs with tactile paving with an 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 pavement parking was observed during the site visit.	
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		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance w - Barriers/gates restricting access; and - Bus shelters restricting clearance width Poorly drained footways resulting in noticeable	idth for pedestrians (e.g. driveway gates opened i	nto footway);			
COMFORT				7		
11.DIRECTNESS	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
- footway provision 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		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
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		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating sever	rance issues for users.		2		
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		
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		
19.SAFETY	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 SAFETY		dramary to result in comstons.		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	Only one private access point on this short road.	
paving						
COHERENCE			Total Score	1 30		

Route Name	Abbey Street
Length	80 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	7
Directness	12
Safety	6
Coherence	1
Total	30

Comments	
Actions	

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
I. ATTRACTIVENESS -	Footways well maintained, with no significant	Minor littering. Overgrown vegetation. Street	Littering and/or dog mess prevalent. Seriously	1	At the Borough Road/A5121 junction	Rationalise the street
maintenance	issues noted.	furniture falling into minor disrepair (for example, peeling paint).	overgrown vegetation, including low branches. Street furniture falling into major disrepair.		the footway is very "busy' with guard rail / lamp columns / sign posts / bollards / signal boxes.	furniture in this area.
2. ATTRACTIVENESS fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1		
B. ATTRACTIVENESS	Traffic noise and pollution do not affect the	Levels of traffic noise and/or pollution could be	Severe traffic pollution and/or severe traffic	1	No traffic at the time of the audit past	
traffic noise and pollution	attractiveness	improved	noise		the station due to station car park works. Very busy on the remaining open section of Borough Road.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is defic - Temporary features affecting the attractiveness - Excessive use of guardrail or bollards	ient;				
ATTRACTIVENESS				3		
5. COMFORT	Footways level and in good condition, with no	Some defects noted, typically isolated (such as	Large number of footway crossovers resulting in	1		
- condition	trip hazards.	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.	uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.			
6. COMFORT - footway width	Able to accommodate all users without "give and taker between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.7m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard hardschair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Altough footways are for the most part approximately 2 metres wide the harmount and make up of traffic along with the building line make the foctways feel uncomfortable (Waterloo Street end).	On the through route section of Borough Road there is little opportunity to widen fockways due to the building lines and heavy traffic flows. On the section of Borough Road past the station that is presently closed it is unclear at present how wide the footways will be when works are completed.
7. COMFORT	Able to accommodate all users without 'give	Widths of between approximately 1.5m and 2m.	Widths of less than 1.5m (i.e. standard	1	Space is limited at crossings	
- width on staggered crossings/ pedestrian islands/refuges	and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Occasional need for 'give and take' between users and walking on roads.	wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		particularly at the Waterloo Street Borough Road southern corner.	
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		
9. COMFORT	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per	Gradients exceed 8 per cent (1 in 12).	1	There are gradients up to /down from	
- gradient 10.COMFORT	Examples of 'other' comfort issues include:	cent (1 in 12).			the station building.	
- other		idth for pedestrians (e.g. driveway gates opened in ponding issues/slippery surfaces	nto footway);			
COMFORT				6		
11.DIRECTNESS	Footways are provided to cater for pedestrian	Footway provision could be improved to better	Footways are not provided to cater for	2		
- footway provision 12.DIRECTNESS - location of crossings in relation	desire lines (e.g. adjacent to road).  Crossings follow desire lines.	cater for pedestrian desire lines.  Crossings partially diverting pedestrians away from desire lines.	pedestrian desire lines.  Crossings deviate significantly from desire lines.	2		
to 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).	1		
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	Waits of up to 21 seconds were noted at crossings.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1		Vunerable users would benefit from an increase in green time.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes tolfrom bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating seven.	ance issues for users.				
DIDECTHESS				6		
DIRECTNESS	Traffic volume low or pedestrians can keep	Traffic volume moderate and pedestrians in	High traffic volume, with pedestrians unable to keep their distance from traffic.	0	High volumes and high HGV content make for an uncomfortable pedestrian environment.	
17.SAFETY - traffic volume	distance from moderate traffic volumes.	close proximity.				
17.SAFETY - traffic volume 18.SAFETY		close proximity.  Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	The close building lines and relatively narrow footways make the speeds intrusive although they probably aren't that high due to tight hends	Speed enforcement may reduce racing from the lights.
17.SAFETY - traffic volume  18.SAFETY - traffic speed  19.SAFETY - visibility	distance from moderate traffic volumes.  Traffic speeds low, or pedestrians can keep	Traffic speeds moderate and pedestrians in		1	narrow footways make the speeds intrusive although they probably aren't that high due to tight bends.	reduce racing from the
17.SAFETY - traffic volume  18.SAFETY - traffic speed  19.SAFETY - visibility SAFETY	distance from moderate traffic volumes.  Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.  Good visibility for all users.	Traffic speeds moderate and pedestrians in close proximity.  Viability could be somewhat improved but unlikely to result in collisions.	keep their distance from traffic.  Poor visibility, likely to result in collisions.	1	narrow footways make the speeds intrusive although they probably aren't that high due to tight bends.	reduce racing from the lights.
17.SAFETY - traffic volume  18.SAFETY - traffic speed  19.SAFETY - visibility	distance from moderate traffic volumes.  Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.  Visibility could be somewhat improved but	keep their distance from traffic.	1	narrow footways make the speeds intrusive although they probably aren't that high due to tight bends.	reduce racing from the
17.SAFETY -traffic volume  18.SAFETY -traffic speed  19.SAFETY -visibility SAFETY 20. COHERENCE	distance from moderate traffic volumes.  Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.  Good visibility for all users.	Traffic speeds moderate and pedestrians in close proximity.  Visibility could be somewhat improved but unlikely to result in collisions.  Dropped kerbs and tactile paving provided,	keep their distance from traffic.  Poor visibility, likely to result in collisions.  Dropped kerbs and tactile paving absent or	1	narrow footways make the speeds intrusive although they probably aren't that high due to tight bends.  Tactile paving is missing at an access	reduce racing from the lights.  Review the requirements for Tactile paying along

Route Name	Borough Road
Length	370 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	6
Directness	6
Safety	2
Coherence	1
Total	19

Comments	
Actions	

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
. ATTRACTIVENESS - naintenance	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	There is a hedge along one side of the majority of Meadowside Drive that was overgrown at the time of the site visit.	Cut back the hedge.
. 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 crimina/lantisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	There is little active frontage along Meadowside Drive although the adjacent park means the road does not feel enclosed.	
B. ATTRACTIVENESS traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2		
4. ATTRACTIVENESS other	Examples of 'other' attractiveness issues include - Evidence that lighting is not present, or is deficing the attractiveness - Excessive use of guardrail or bollards	ient;				
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheel	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2		
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.		The usable footway at the time of the site visit was below 1.5 metres due to the overgrown hedge. The footway alongside the Council carpark is also narrow although it is duplicated at a lower level within the park.	
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	Controlled crossing points are not required due to light traffic flows.	
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		
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		
- other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance w - Barriers/gates restricting access; and - Bus shelters restricting clearance width Poorly drained footways resulting in noticeable	idth for pedestrians (e.g. driveway gates opened i	nto footway);			
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.	1	Footways within the car park section of Meadowside Drive lead to the Council offices but the route to the town centre / High Street junction could be more direct.	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
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		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating sever	rance issues for users.				
DIRECTNESS				9		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2		
18.SAFETY	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 19.SAFETY	Good visibility for all users.	Visibility could be somewhat improved but	Poor visibility, likely to result in collisions.	1	Visibility could be improved by cutting	
- visibility SAFETY		unlikely to result in collisions.		5	the hedge back.	
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.		Droped kerbs and tactile paving are missing at the redundant site access point close to the High Street junction.	
COHERENCE				2		
			Total Score	29		
			10.01 00016	23		

Route Name	Meadowside Drive
Length	500 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	9
Directness	9
Safety	5
Coherence	2
Total	29

Comments	
Actions	

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		
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 crimina/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	0	Very busy road subject to considerable traffic noise and pollution.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks) Exosselve use of guardrail or bollards					
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	There are a number of wide access points to cross and there are utility re- instatements along this route section.	
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		
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking or roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Thare are traffic sign posts that restrict the footways useable width.	Where possible relocate sign posts.
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	Short term examples of footway parking were observed during the site visit.	
9. COMFORT	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2		
- gradient 10.COMFORT	Examples of 'other' comfort issues include:	Cent (1 in 12).				
- other	Examples to other chind its suses include:  - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway);  - Barriers/gates restricting access; and  - Bus shelters restricting clearance width.  - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces					
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		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	The Aldi access is set back by approximately 7 metres.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	0	On this section of Horninglow Street there are only controlled crossings at the two signal controled junctions (Guild Street and High Street). Delay of up to 45 seconds was recorded at the High Street junction.	Reduce the delay for pedestrians at both traffic signal junctions.
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		
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	A green time of approximately 5 seconds at the Guild Street junction is not considered to be a comfortable crossing time.	Increase the green time for pedestrians.
16.DIRECTNESS - other	Examples of 'other' directness issues include: Roules folfrom bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.					
DIRECTNESS				5		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	0	Horninglow Street is a heavily trafficked through route.	
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.	0		
- traint speed 19.SAFETY - visibility SAFETY	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
	Adequate dropped kerb and tactile paving	Dranned kerbs and tactile navine acquists t	Dropped kerbs and tactile paving absent or	2	Tactile naving is missing from a	Davious the presision of
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Tactile paving is missing from a number of side road crossing points.	Review the provision of tactile paving.
COHERENCE				1		
				19		

Route Name	Horninglow Street
Length	340 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	7
Directness	5
Safety	2
Coherence	1
Total	19

Comments	
Actions	