Local Cycling and Walking Infrastructure Plans

Walking Route Audit Tool

Overview

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/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	·	street require maintenance.	
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	Even small numbers of vehicles on this narrow street impact on noise and pollution. The road is a route out from Corporation Street for buses.	Wider footways could be acieved along Church stree but only at the expense of present parking.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not presen - Temporary features affecting the at - Excessive use of guardrail or bollar	t, or is deficient; tractiveness of routes (e.g. refuse sac	ks).			
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 uneven flag stones.	Repair any broken eneven flags.
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	Footways are below one metre in width in places.	
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.	1	Although no pavement parking was observed the double yellow lines on Church Street are parked on regularly by disabled badge holders. This restricts visibility for pedestrians.	Provide marked disabled parking elsewhere.
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 in	, , ,				
- other	Barriers/gates restricting access; arBus shelters restricting clearance w	nd				
COMFORT				6		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g.	Footway provision could be improved to better cater for	Footways are not provided to cater for pedestrian desire lines.	1		
12.DIRECTNESS - location of crossings in relation to desire lines	adjacent to road). Crossings follow desire lines.	pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	The Corporation Street crossing point is set well back from Church 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).	1	Crossing the road can be impeded by pared vehicles, particularly delivery vans.	
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	The only formal crossing point is at the Aldergate signal controlled junction.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2		
16.DIRECTNESS - other	Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all user - Confusing layout for pedestrians cro	nmodated; s;				
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 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	Poor visibility, likely to result in collisions.	1	Parked cars / vans restrict visibility.	See above.
SAFETY		collisions.		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		
COLLEDENCE				1		
COHERENCE						

Route Name	Church Street
Length	143
Name of Assessor(s)	James Lowe
Date of Assessment	31 July 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	6
Directness	7
Safety	5
Coherence	1
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.	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).	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	Corportation Street is essentially a bus station and taxi rank for the town.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not present - Temporary features affecting the att - Excessive use of guardrail or bollard	or is deficient; ractiveness of routes (e.g. refuse sack	s).			
ATTRACTIVENESS	Exposition and of guardian of boliance			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		
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		
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.	1		
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	Barriers/gates restricting access; anBus shelters restricting clearance w	learance width for pedestrians (e.g. dri				
COMFORT				7		
11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines.	Footway provision could be improved to better cater for pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines.	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from desire lines.	1	The taxi rank and turning area creates a significant diversion for pedestrians, There are no formal crossing points located on Corporation Street.	Provide a more direct route for pedestrians. Provide improved crossing facilites at least two locations along Corporation 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).	1	Crossing the road involves negotiating buses on Corporation Street.	See above.
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	There are no formal crossing points located on Corporation Street.	See above.
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 - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre	modated; ;;				
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	Low flows but a very high percentage of buses.	
	Traffic speeds low, or pedestrians	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2		
18.SAFETY - traffic speed	can keep distance from moderate traffic speeds.				Buses impact on visibility,	
18.SAFETY - traffic speed 19.SAFETY - visibility	can keep distance from moderate	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1	particularly when crossing the road.	
18.SAFETY - traffic speed 19.SAFETY - visibility SAFETY	can keep distance from moderate traffic speeds. Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	5	particularly when crossing the	
18.SAFETY - traffic speed 19.SAFETY - visibility SAFETY 20. COHERENCE - dropped kerbs and tactile paving	can keep distance from moderate traffic speeds.	Visibility could be somewhat improved but unlikely to result in	Poor visibility, likely to result in	5	particularly when crossing the	
18.SAFETY - traffic speed 19.SAFETY - visibility SAFETY 20. COHERENCE - dropped kerbs and	can keep distance from moderate traffic speeds. Good visibility for all users. Adequate dropped kerb and tactile	Visibility could be somewhat improved but unlikely to result in collisions. Dropped kerbs and tactile paving provided, albeit not to current	Poor visibility, likely to result in collisions. Dropped kerbs and tactile paving	·	particularly when crossing the	

Route Name	Corporation Street
Length	150 metres
Name of Assessor(s)	James Lowe
Date of Assessment	31 July 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	7
Directness	7
Safety	5
Coherence	1
Total	24

Comments	
Actions	

Walking	Route	Audit	Tool
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Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
I. ATTRACTIVENESS maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2		
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	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		
. ATTRACTIVENESS other	Examples of 'other' attractiveness iss - Evidence that lighting is not present - Temporary features affecting the att - Excessive use of guardrail or bollare	, or is deficient; tractiveness of routes (e.g. refuse sack	s).		This is an attractive street section characterised by histiric buildings and the castle wall.	
ATTRACTIVENESS	3			6		
5. COMFORT condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	The heritage stone slabs are not all perfectly level.	Carry out minor improve
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 is one very tight pinch point at a building corner. There is also a narrow section of footway although there is a separate path at a higher level.	
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 are no controlled crossing points on this section.	
3. COMFORT footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2		
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	Holloway slopes down towards the river.	
10.COMFORT - other	Barriers/gates restricting access; anBus shelters restricting clearance wi	clearance width for pedestrians (e.g. drind				
COMFORT				7		
11.DIRECTNESS footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS I location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13.DIRECTNESS gaps in traffic (where no controlled crossings present or if likely to cross putside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	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	There are no controlled crossing points on this section.	
15. DIRECTNESS green man time	Green man time is of sufficient length to cross comfortably.	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		
6.DIRECTNESS other	Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre	nmodated; s;				
DIRECTNESS				10		
7.SAFETY traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2		
8.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.	1		
				5		
	I O also weeks also mand beats and to atile	Dropped kerbs and tactile paving	Dropped kerbs and tactile paving	1	There is no tactile paving	
SAFETY 20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	provided, albeit not to current standards.	absent or incorrect.		along this route section.	
20. COHERENCE - dropped kerbs and tactile		provided, albeit not to current	absent or incorrect. Total Score	1 29		

Route Name	Holloway
Length	110 metres
Name of Assessor(s)	James Lowe
Date of Assessment	31 July 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	7
Directness	10
Safety	5
Coherence	1
Total	29

Comments	
Actions	

	,	3
Walking	Route Audit	Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	This route over the river is newly resurfaced providing a very attractive route.	
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	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	This is a traffic free route.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not present, - Temporary features affecting the att - Excessive use of guardrail or bollard	or is deficient; ractiveness of routes (e.g. refuse sack	s).			
ATTRACTIVENESS	Excessive use of guardran of boliare			6		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	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.	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		
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	 Temporary obstructions restricting c Barriers/gates restricting access; an Bus shelters restricting clearance wi 	Examples of 'other' comfort issues include: Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); Barriers/gates restricting access; and Bus shelters restricting clearance width. Poorly drained footways resulting in noticeable ponding issues/slippery surfaces				
COMFORT				10		
11.DIRECTNESS - footway provision 12.DIRECTNESS	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines.	Footway provision could be improved to better cater for pedestrian desire lines. Crossings partially diverting	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from	2		
- location of crossings in relation to desire lines		pedestrians away from desire lines.	desire lines.			
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	No controlled crossing points on this essentially traffic free route.	
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	see above.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	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 severance issues for users.					
DIRECTNESS				10		
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 19.SAFETY	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds. Good visibility for all users.	Traffic speeds moderate and pedestrians in close proximity. Visibility could be somewhat	High traffic speeds, with pedestrians unable to keep their distance from traffic. Poor visibility, likely to result in	2		
- visibility	Cook visibility for all users.	improved but unlikely to result in collisions.	collisions.	2		
SAFETY	Adaguata drawa d leak and tast"	Dropped korbs and task!	Dropped korbs and test"	6		
	Adequate dropped kerb and tactile	Dropped kerbs and tactile paving provided, albeit not to current	Dropped kerbs and tactile paving absent or incorrect.	2	No tactile paving required.	
20. COHERENCE - dropped kerbs and tactile paving	paving provision.	standards.				
- dropped kerbs and tactile	paving provision.		Total Score	2		

Route Name	Fazeely Road
Length	430 metres
Name of Assessor(s)	James Lowe
Date of Assessment	30th July 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	10
Directness	10
Safety	6
Coherence	2
Total	34

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).	2		
3. ATTRACTIVENESS - traffic noise and	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	This is a very busy route into /out off the central area.	
4. ATTRACTIVENESS - other		ues include: or is deficient; activeness of routes (e.g. refuse sack	s).			
ATTRACTIVENESS	- Excessive use of guardrail or bollard	s		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.		There are a large number of side roads and access points onto Lichfield Road in a variety of conditions.	Improve crossing facilities at side roads and access points.
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	Footpath widths vary from one metre pinch points to three metre wide paths.	The road width is available in places to widen the footway at the expense of the carriageway. It is accepted that this would be very expensive.
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.	_	The width on the one controlled pedestrian crossing point is adequate.	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 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	All controlled parking (waiting restrictions or parking bays).	
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	Short slopes at side road junctions.	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces					
COMFORT				7		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent	Footway provision could be improved to better cater for	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS	to road). Crossings follow desire lines.	pedestrian desire lines. Crossings partially diverting	Crossings deviate significantly from	1	Some side road crossing	Provide crossing
location of crossings in relation to desire lines		pedestrians away from desire lines.	desire lines.		locations are located well back from the give way line (Sunset Close).	points with reduced offsets.
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.	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		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.					
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.	·	Traffic volumes are very high.	
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	Speeds are high when traffic levels aren't so great that flows grind to a halt.	
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		
SAFETY		voilibionio.		1		
20. COHERENCE - dropped kerbs and	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Provision of tactile paving is mixed at the many side roads and access points along Lichfield Road.	As above, review and improve all side roads and access crossings.
tactile paving					Liciliela Road.	orodonigo.
COHERENCE				1	Licinieu Road.	Crossings.

Route Name	Lichfield Street
Length	485 metres
Name of Assessor(s)	James Lowe
Date of Assessment	31 July 2019

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

Comments	
Actions	

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
ATTRACTIVENESS maintenance	significant issues noted.		including low branches. Street	1		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	paint). Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	furniture falling into major disrepair. Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	At the time of the site visit, despite the number of shops and restaurants, the road seemed to lack active frontage. This may be because a number of establishments don't open	Install public realm improvements centred around increasing footway widths and reducing vehicle speeds.
3. ATTRACTIVENESS - traffic noise and	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 isst - Evidence that lighting is not present, - Temporary features affecting the attr - Excessive use of guardrail or bollard	or is deficient; ractiveness of routes (e.g. refuse sack	s).			
ATTRACTIVENESS				3		
5. COMFORT - condition		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		
6. COMFORT - footway width	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	This is a busy pedestrian route out of town.	See above.
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		
8. COMFORT - footway parking	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	The road is subject to waiting restrictions or marked bays for disabled parking or loading.	
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 are dips at side road/access point crossings.	
10.COMFORT - other	Temporary obstructions restricting cl Barriers/gates restricting access; and Bus shelters restricting clearance wice	xamples of 'other' comfort issues include: Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); Barriers/gates restricting access; and Bus shelters restricting clearance width. Poorly drained footways resulting in noticeable ponding issues/slippery surfaces				
COMFORT				5		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for	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.	pedestrian 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).	1		
14.DIRECTNESS - impact of controlled crossings on journey time		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	The north end signals are two stage with a wait of more than 10 seconds.	Reduce the waiting time for pedestrians.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	0	Crossing at the north end signals. 20 second wait with a 5 second crossing time.	Increase the green man 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 severance issues for users.					
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	Very wide one way road with narrow footways.	See above.
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	The one way traffic travels to quickly due to the space available.	
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		
20. COHERENCE	Adequate dropped kerb and tactile Dropped kerbs and tactile paving Dropped kerbs and tactile paving		Dropped kerbs and tactile paving		No tactile paving at side road	Install tactile paving
20. COHENENCE		provided, albeit not to current	absent or incorrect.	0	junction or vehicular access	where required.
- dropped kerbs and tactile paving	paving provision.	standards.			points.	
	paving provision.		Total Score	0		

Route Name	
Length	
Name of Assessor(s	
Date of Assessmen	ł .

Criterion	Performance Scores
Attractiveness	3
Comfort	5
Directness	4
Safety	4
Coherence	0
Total	16

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		
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	Grafeeti on an adjacent boundary wall (being treated during the audit)	
3. ATTRACTIVENESS - traffic noise and	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		, or is deficient; ractiveness of routes (e.g. refuse sack	s).		There was a skip blocking part of the footway on the day of the audit.	
ATTRACTIVENESS	- Excessive use of guardrail or bollard			2		
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	Footways are in much better condition nearer to the town centre.	
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	Footpath width is restricted to 1 metres for a short length.	Widen footways where possible.
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		
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 most of Marmion Way. Otherwise there are marked parking bays.	
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	Barriers/gates restricting access; anBus shelters restricting clearance wi	clude: learance width for pedestrians (e.g. dr d	iveway gates opened into footway);			
COMFORT				5		
11.DIRECTNESS	Footways are provided to cater for pedestrian desire lines (e.g. adjacent	Footway provision could be improved to better cater for	Footways are not provided to cater for pedestrian desire lines.	1		
- footway provision 12.DIRECTNESS - location of crossings in relation to desire lines	to road). Crossings follow desire lines.	pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1		
13.DIRECTNESS	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Traffic speeds can be high on this one way link around the town centre.	
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	The one Zebra crossing has no island and is not staggered. Visibility is good.	
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 - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre	imodated; s;				
DIRECTNESS				7		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1		
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	Visibility is non-fe-	Provide acres "
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	0	Visibility is poor for pedestrians crossing at the Spinning School Lane turn.	Provide controlled crossing points of Marmion Way and Spinning School Lane.
SAFETY				2		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0	Tactile paving is absent in places.	Review the provision of Tactile paving along Marmion Street
COHERENCE				0		
			Total Score	16		

Route Name	Marmion Street
Length	265
Name of Assessor(s)	James Lowe
Date of Assessment	31-07 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	5
Directness	7
Safety	2
Coherence	0
Total	16

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	Some overgrown vegetation, damage around tree pits and at utility re-instatements.	Carry out the required minor repairs.
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		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not present - Temporary features affecting the att - Excessive use of guardrail or bollar	, or is deficient; ractiveness of routes (e.g. refuse sac	ks).		Street trees are an attractive feature (although they restrict path width and obstruct visibility).	
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	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.	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	Footways are at least two metres wide.	
- lootway 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	Some pavement parking occurs adjacent to both of the garages on Albert Road.	Liaise with the Garage owners to encourage their customers to not park on 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).	2		
10.COMFORT - other	Barriers/gates restricting access; arBus shelters restricting clearance w	clude: clearance width for pedestrians (e.g. d id	riveway gates opened into footway);			
COMFORT				8		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1	The Marmion Way junction has no crossing facilities if a pedestrian is on the south side of Albert Road.	Provide a pedestrian crossing facility of Mamion Way.
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).	1	Only slight delay encountered during the off peak period. Much more delay at peak times.	
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	The two stand alone signal controlled crossing had instant responses with a 5 second crossing time. The signal controlled junction at Gungate had a response time of 40 seconds and a 5 second 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.	2		
16.DIRECTNESS - other	Examples of 'other' directness issues - Routes to/from bus stops not accorr - Steps restricting access for all user - Confusing layout for pedestrians cre	nmodated; s;				
DIRECTNESS				7		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Albert road is a busy route into the town centre car parks.	There is little opportunity to reduce traffic flows on Albert Road.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1		
19.SAFETY - visibility 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		
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	Some access points would	Install tactile paving where required.
COHERENCE				1		
			Total Score	25		

Route Name	Albert Road
Length	415m
Name of Assessor(s)	James Lowe
Date of Assessment	31 July 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	8
Directness	7
Safety	4
Coherence	1
Total	25

Comments	
Actions	

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
ATTRACTIVENESS maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	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	1	Traffic flows and speeds can seem high on this route around the town centre.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness iss - Evidence that lighting is not present, - Temporary features affecting the attractive use of guardrail or bollard	or is deficient; ractiveness of routes (e.g. refuse sack	s).			
ATTRACTIVENESS	- Excessive use of guardrail of bollard	15		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	The footway narrows where parking places are provided.	
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		
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	Barriers/gates restricting access; anBus shelters restricting clearance wi	learance width for pedestrians (e.g. dri d				
COMFORT				9		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
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 side road crossing at the car park access is set well back from the 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	A controlled crossing provides a link from a small car park to the town centre.	
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	The green time would benefit from being longer.	Extend the pedestrian green 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 severance 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.	1	Traffic flows can seem high on this route around the town centre.	
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 can seem high on this route around the town centre.	
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	Dropped kerbs and tactile paying	Dropped kerbs and tactile paving	4	Tactile paving is not provided	Review the provision
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.		at side roads. Dropped kerbs are not provided at one side road	Review the provision of Dropped kerbs and side roads.
COHERENCE				0		
			Total Score	25		
DOLITE SUMMARY						

Route Na	e Mill Lane
Len	h 90 metres
Name of Assessor	James Lowe
Date of Assessme	nt 31 July 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	9
Directness	7
Safety	4
Coherence	0
Total	25

Comments	
Actions	

Walking	Route	Audit	Tool
· · u · · · · · · · · · · · · ·	···	, wait	

Contay parking Contays needed. Clearance within generating in excess of pin medical for given and task requestly such as the permanent destruction.	Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
2. ATTRACTIVENESS — Consider a state of colors of consideration and special consideration of colors of col			vegetation. Street furniture falling into minor disrepair (for example,	Seriously overgrown vegetation, including low branches. Street	2		
- Intelligence and controlled con			Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including	2		
4. ATTENCTIVENESS Consideration Controlled Consideration Controlled Controlle	- traffic noise and				1	could be improved at the top	
S. COMFORT T. COM	4. ATTRACTIVENESS	 Evidence that lighting is not present. Temporary features affecting the att 	, or is deficient; ractiveness of routes (e.g. refuse sack	s).			
and the process of th	ATTRACTIVENESS	- Excessive use of guardrali or bollard	15		5		
which you and take behavior and the common stage of the common sta			isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in	resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or	2		
### wildrock type and betheven crossings or rooks. Wildrock parking or rook		without 'give and take' between users or walking on roads. Footway widths generally in excess	approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on	(i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in	2		
Cockway parking Cockway noted. Clearance width Cockway noted for give and table Cockway parking equies users to present of the controlled cockway. Cockway parking equies were to present of the cockway parking causes some controlled cockway. Cockway parking causes some cockway parking causes some cockway. Cockway parking causes some cockway parking causes some cockway parking causes some cockway parking causes some cockway. Cockway parking causes some cockway parking	- width on staggered crossings/	without 'give and take' between users or walking on roads. Widths generally in excess of 2m to	1.5m and 2m. Occasional need for 'give and take' between users and	standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads	2		
- gradient - Gradient - Charges of 'other comfort issues include: - Charges of 'other comfort issues include		footways noted. Clearance widths generally in excess of 2m between	approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some	Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from	2		
- Other - Other - Improvary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway): - Barrier/gates restricting clearance width Poorly damed footways resulting in rectance for poorly damed footways restricting clearance width Poorly damed footways resulting in rectance for poorly damed footways restricting clearance width Poorly damed footways resulting in rectance for poorly damed footways resulting in restricting clearance width Poorly damed footways resulting in restricting		There are no slopes on footway.			1		Provide places to rest for those heading up hill.
Toolway provision Footway are provided to cater for pedestrian desire lines (e.g. adjacent for pedestrian desire lines). Footway provision		 Temporary obstructions restricting c Barriers/gates restricting access; an Bus shelters restricting clearance wi 	learance width for pedestrians (e.g. dr d idth.				
Procedure of pedestrian desire lines (e.g. adjacent for road). Crossings for lead to the desire lines (e.g. adjacent for road). Crossings for lead to the desire lines. Crossings for load desire lines. Crossings for lead to the desire lines. Crossings for lead to the desire lines. Crossings for lead to the desire lines. Crossings deviate significantly from desire lines. Crossings in traffic (where no controlled crossings present or if likely to cross graph. Crossings are single phase policarybuffin or zebra crossings. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings are staggered but do not add significantly to pumper time. Crossings	COMFORT				9		
12.DIRECTNESS Crossings follow desire lines. Crossings for road easy, direct, and controlled crossings are single phase Crossi		pedestrian desire lines (e.g. adjacent	improved to better cater for		2		
gaps in traffic (where no controlled crossings) present or if likely to cross outside of controlled crossing). 14.DIRECTNESS - Impact of controlled crossings are single phase pelican/puffin or zebra crossings. 15. DIRECTNESS - green man time 15. DIRECTNESS - green man time 16. DIRECTNESS - other 17. SAFETY - traffic speeds in can keep distance from moderate traffic speeds. 17. SAFETY - traffic speeds low, or pedestrians can keep distance from moderate traffic speeds. 18. SAFETY - visibility 20. COHERENCE - dropped kerbs and tactile paving provision. 20. COHERENCE - dropped kerbs and tactile paving provision.	- location of crossings in	Crossings follow desire lines.			2		
14.DIRECTNESS - Impact of controlled crossings are single phase pelican/puffin or zebra crossings. 15. DIRECTNESS - green man time 15. DIRECTNESS - green man time 16. DIRECTNESS - other 17. SAFETY - confusing layout for pedestrians creating severance issues for users. 18. SAFETY - traffic volume - traffic volumes. 18. SAFETY - traffic speed - raffic speeds	13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled	comfortable and without delay (< 5s average).	associated with some delay (up to	or associated with significant delay	1	junction at the top end of	Reduce the waiting time for pedestrians at the one signal controlled junction.
extended green man time length to cross comfortably. extended green man time but current interest time to lime unlikely to deter users. vulnerable users sufficient time to gillver Street.	14.DIRECTNESS - impact of controlled		add significantly to journey time. Unlikely to wait >5s in pedestrian	significantly to journey time. Likely to	2		
- other			extended green man time but current	vulnerable users sufficient time to	1	junction at the top end of	Increase the green time at the signal junction.
Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic volume moderate and pedestrians in close proximity. Traffic speeds low, or pedestrians can keep distance from moderate traffic speed speed. Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity. Traffic speeds, Traffic speeds moderate and pedestrians in close proximity. Traffic speeds, with pedestrians unable to keep their distance from traffic. Poor visibility, likely to result in collisions. Traffic speeds moderate and pedestrians in close proximity. Traffic speeds, with pedestrians unable to keep their distance from traffic. Poor visibility, likely to result in collisions. 2 collisions. Adequate dropped kerb and tactile paving provided, albeit not to current standards. Dropped kerbs and tactile paving absent or incorrect. 2 coherence COHERENCE 2 coherence 3 coherence 4 coherence 4 coherence 5 coherence 5 coherence 6 coherence 9 coherence 9 coherence 1 coherence 1 coherence 1 coherence 1 coherence 1 coherence 1 coherence 2 coherence 1 coherence 2 coherence 1 coherence 1 coherence 1 coherence 2 coherence 1 coherence 2 coherence 1 coherence 2 coherence 3 coherence 4 coherence 4 coherence 1 coherence 2 coherence 3 coherence 4 coherenc		Routes to/from bus stops not accomSteps restricting access for all users	nmodated; ;;				
- traffic volume can keep distance from moderate traffic volumes. 18.SAFETY - traffic speed low, or pedestrians can keep distance from moderate traffic speeds low, or pedestrians or close proximity traffic speed low can keep distance from moderate traffic speeds. 19.SAFETY - visibility Cood visibility for all users. Visibility could be somewhat improved but unlikely to result in collisions. Visibility could be somewhat improved but unlikely to result in collisions. COHERENCE - dropped kerbs and tactile paving - dropped kerbs and tactile - dropped	DIRECTNESS				8		
- traffic speed can keep distance from moderate traffic speeds. 19.SAFETY Good visibility for all users. Visibility Could be somewhat improved but unlikely to result in collisions. SAFETY 20. COHERENCE Adequate dropped kerb and tactile paving provision. Adequate dropped kerb and tactile paving provision. Adequate dropped kerb and tactile paving provision. Dropped kerbs and tactile paving absent or incorrect. COHERENCE 2 20. COHERENCE Adequate dropped kerb and tactile paving provided, albeit not to current standards. 21. Unable to keep their distance from traffic. Poor visibility, likely to result in collisions. 22. Dropped kerbs and tactile paving absent or incorrect.		can keep distance from moderate		unable to keep their distance from	1	afternoon) traffic flows were	
- visibility improved but unlikely to result in collisions. SAFETY 20. COHERENCE Adequate dropped kerb and tactile paving provision. Adequate dropped kerb and tactile paving provision. Dropped kerbs and tactile paving provided, albeit not to current standards. Dropped kerbs and tactile paving absent or incorrect. 2 COHERENCE COHERENCE 2 2	- traffic speed	can keep distance from moderate traffic speeds.	pedestrians in close proximity.	unable to keep their distance from traffic.			
20. COHERENCE - dropped kerbs and tactile paving provision. Adequate dropped kerb and tactile paving provided, albeit not to current standards. Dropped kerbs and tactile paving provided, albeit not to current standards. Dropped kerbs and tactile paving absent or incorrect.	- visibility	Good visibility for all users.	improved but unlikely to result in				
- dropped kerbs and paving provision. provided, albeit not to current standards. provided, albeit not to current standards.		Adequate	December 1	December			
	- dropped kerbs and tactile paving		provided, albeit not to current				
	COHERENCE						
Total Score 28				Total Score	28		

Route Name	Silver Street
Length	70 metres
Name of Assessor(s)	James Lowe
Date of Assessment	31 July 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	9
Directness	8
Safety	4
Coherence	2
Total	28

Comments	
Actions	

	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	There is a lack of active frontage due to the large empty building and large car park however the Police Station helps with the feeling of security.	
3. ATTRACTIVENESS	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1		
- traffic noise and 4. ATTRACTIVENESS	Examples of 'other' attractiveness iss	· ·			There is a large empty office	Liaise with building
- other	 Evidence that lighting is not present Temporary features affecting the att Excessive use of guardrail or bollard 	ractiveness of routes (e.g. refuse sack	s).		building on the road with an overgrown frontage.	owners to tidy frontage.
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 two access points with failed kerbs.	Replace the failed kerbs.
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	Footways are more than two metres wide.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	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	Most of the road is subject to waiting restrictions and the Police station is on this road detering footway parking.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	There are short uneven slopes at side road crossing	
	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces					
10.COMFORT - other	 Temporary obstructions restricting of Barriers/gates restricting access; and Bus shelters restricting clearance w 	elearance width for pedestrians (e.g. dr id idth.				
- other	 Temporary obstructions restricting of Barriers/gates restricting access; and Bus shelters restricting clearance w 	elearance width for pedestrians (e.g. dr id idth.		8		
COMFORT 11.DIRECTNESS - footway provision	Temporary obstructions restricting c Barriers/gates restricting access; an Bus shelters restricting clearance w Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	elearance width for pedestrians (e.g. dr d idth. noticeable ponding issues/slippery sur Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines	Temporary obstructions restricting of Barriers/gates restricting access; and Bus shelters restricting clearance we Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines.	elearance width for pedestrians (e.g. dr d id). didth. noticeable ponding issues/slippery sur Footway provision could be improved to better cater for pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines.	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from desire lines.			
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS	- Temporary obstructions restricting of Barriers/gates restricting access; an - Bus shelters restricting clearance w - Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines. Crossing of road easy, direct, and comfortable and without delay (< 5s average).	elearance width for pedestrians (e.g. dr d id). didth. noticeable ponding issues/slippery sur learning from the footway provision could be improved to better cater for pedestrian desire lines. Crossings partially diverting	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from	2		Reconfigure the access points to reduce turing speeds and ease pedestrian crossing movements.
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines 13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time	- Temporary obstructions restricting of - Barriers/gates restricting access; an - Bus shelters restricting clearance w - Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines. Crossing of road easy, direct, and comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings.	learance width for pedestrians (e.g. dr d id) didth. noticeable ponding issues/slippery sur Footway provision could be improved to better cater for pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines. Crossing of road direct, but associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from desire lines. Crossing of road associated indirect, or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2	There are two wide car park access points.	access points to reduce turing speeds and ease pedestrian crossing
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines 13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time	- Temporary obstructions restricting of Barriers/gates restricting access; an - Bus shelters restricting clearance w - Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines. Crossing of road easy, direct, and comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings.	learance width for pedestrians (e.g. drd didth. noticeable ponding issues/slippery surfection. The control of t	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from desire lines. Crossing of road associated indirect, or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to	2	There are two wide car park	access points to reduce turing speeds and ease pedestrian crossing
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines 13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time	- Temporary obstructions restricting of Barriers/gates restricting access; an - Bus shelters restricting clearance w - Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines. Crossing of road easy, direct, and comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings.	learance width for pedestrians (e.g. drd didth. noticeable ponding issues/slippery surfeth. noticeable ponding issues/slippery surfeth. Pootway provision could be improved to better cater for pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines. Crossing of road direct, but associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: immodated;	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from desire lines. Crossing of road associated indirect, or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to	2	There are two wide car park access points. There are no controlled crossing points. Traffic	access points to reduce turing speeds and ease pedestrian crossing
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines 13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - other	- Temporary obstructions restricting of Barriers/gates restricting access; an - Bus shelters restricting clearance w - Poorly drained footways resulting in Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines. Crossing of road easy, direct, and comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users	learance width for pedestrians (e.g. drd didth. noticeable ponding issues/slippery surfeth. noticeable ponding issues/slippery surfeth. Pootway provision could be improved to better cater for pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines. Crossing of road direct, but associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: immodated;	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from desire lines. Crossing of road associated indirect, or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to	2	There are two wide car park access points. There are no controlled crossing points. Traffic speeds can make crossing	access points to reduce turing speeds and ease pedestrian crossing
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines 13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - other	- Temporary obstructions restricting of Barriers/gates restricting access; an - Bus shelters restricting clearance w - Poorly drained footways resulting in Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines. Crossing of road easy, direct, and comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users	learance width for pedestrians (e.g. drd didth. noticeable ponding issues/slippery surfeth. noticeable ponding issues/slippery surfeth. Pootway provision could be improved to better cater for pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines. Crossing of road direct, but associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: immodated;	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from desire lines. Crossing of road associated indirect, or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to	1	There are two wide car park access points. There are no controlled crossing points. Traffic speeds can make crossing	access points to reduce turing speeds and ease pedestrian crossing
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines 13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed	- Temporary obstructions restricting of Barriers/gates restricting access; an - Bus shelters restricting clearance w - Poorly drained footways resulting in Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines. Crossing of road easy, direct, and comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	learance width for pedestrians (e.g. drd didth. noticeable ponding issues/slippery surfeth. Crossing partially diverting pedestrians away from desire lines. Crossing of road direct, but associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: monodated; is atting severance issues for users. Traffic volume moderate and pedestrians in close proximity.	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from desire lines. Crossing of road associated indirect, or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrians unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from traffic.	2 2 1 1 7 2	There are two wide car park access points. There are no controlled crossing points. Traffic speeds can make crossing As spining School Lane is one way and straight traffic speeds can be high despite the Police Station.	access points to reduce turing speeds and ease pedestrian crossing
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines 13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - green man time 17.SAFETY - traffic volume 18.SAFETY - traffic speed	- Temporary obstructions restricting of Barriers/gates restricting access; an Bus shelters restricting clearance w - Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines. Crossings follow desire lines. Crossing of road easy, direct, and comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians created in the control of the contr	learance width for pedestrians (e.g. drd didth. noticeable ponding issues/slippery surfection of the continuous provision could be improved to better cater for pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines. Crossing of road direct, but associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated; is atting severance issues for users. Traffic volume moderate and pedestrians in close proximity.	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from desire lines. Crossing of road associated indirect, or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrians unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from	2 2 1 1 7 2	There are two wide car park access points. There are no controlled crossing points. Traffic speeds can make crossing As spining School Lane is one way and straight traffic speeds can be high despite the Police Station. The road is straight.	access points to reduce turing speeds and ease pedestrian crossing movements.
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines 13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY	- Temporary obstructions restricting of Barriers/gates restricting access; an - Bus shelters restricting clearance w - Poorly drained footways resulting in Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines. Crossing of road easy, direct, and comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	learance width for pedestrians (e.g. drd didth. noticeable ponding issues/slippery surfeth. noticeable ponding issues/slippery surfeth. noticeable ponding issues/slippery surfeth. Pootway provision could be improved to better cater for pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines. Crossing of road direct, but associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated; is atting severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity.	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from desire lines. Crossing of road associated indirect, or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrians unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from traffic.	2 2 1 1 7 2	There are two wide car park access points. There are no controlled crossing points. Traffic speeds can make crossing As spining School Lane is one way and straight traffic speeds can be high despite the Police Station. The road is straight.	access points to reduce turing speeds and ease pedestrian crossing movements.
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines 13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - green man time 16.DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed 19.SAFETY - visibility SAFETY 20. COHERENCE - dropped kerbs and tactile paving	- Temporary obstructions restricting of Barriers/gates restricting access; an - Bus shelters restricting clearance w - Poorly drained footways resulting in Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines. Crossing of road easy, direct, and comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	learance width for pedestrians (e.g. drd didth. noticeable ponding issues/slippery surfeth. noticeable ponding issues/slippery surfeth. noticeable ponding issues/slippery surfeth. Pootway provision could be improved to better cater for pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines. Crossing of road direct, but associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated; is atting severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity.	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from desire lines. Crossing of road associated indirect, or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrians unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from traffic.	2 2 1 1 7 2	There are two wide car park access points. There are no controlled crossing points. Traffic speeds can make crossing As spining School Lane is one way and straight traffic speeds can be high despite the Police Station. The road is straight.	access points to reduce turing speeds and ease pedestrian crossing movements.
COMFORT 11.DIRECTNESS - footway provision 12.DIRECTNESS - location of crossings in relation to desire lines 13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed	- Temporary obstructions restricting of Barriers/gates restricting access; an Bus shelters restricting clearance w Poorly drained footways resulting in Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines. Crossings follow desire lines. Crossing of road easy, direct, and comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds. Good visibility for all users.	learance width for pedestrians (e.g. drd didth. noticeable ponding issues/slippery surfeth. Crossing partially diverting pedestrians away from desire lines. Crossing of road direct, but associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated; stating severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity. Visibility could be somewhat improved but unlikely to result in collisions.	Footways are not provided to cater for pedestrian desire lines. Crossings deviate significantly from desire lines. Crossing of road associated indirect, or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrians unable to keep their distance from traffic. Poor visibility, likely to result in collisions.	2 2 1 1 7 2 1 2	There are two wide car park access points. There are no controlled crossing points. Traffic speeds can make crossing As spining School Lane is one way and straight traffic speeds can be high despite the Police Station. The road is straight. No tactile paving at side road crossings and a wide car park access.	access points to reduce turing speeds and ease pedestrian crossing movements. Introduce traffic calming to slow speeds. Review the provision of tactile

Route Name	Spinning School Lane
Length	161
Name of Assessor(s)	James Lowe
Date of Assessment	31 07 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	8
Directness	7
Safety	5
Coherence	0
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.	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	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 iss - Evidence that lighting is not present - Temporary features affecting the att	ues include: , or is deficient; ractiveness of routes (e.g. refuse sack	s).			
ATTRACTIVENESS	- Excessive use of guardrail or bollard	ds .		6		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	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	In places trees obstruct the footway.	Minimise the impact of trees on footway space by clearing low hanging branches.
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		
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	Barriers/gates restricting access; anBus shelters restricting clearance wi	learance width for pedestrians (e.g. dr d		2		
COMFORT				11		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent	Footway provision could be improved to better cater for	Footways are not provided to cater for pedestrian desire lines.	1		
12.DIRECTNESS - location of crossings in relation to desire lines	to road). Crossings follow desire lines.	pedestrian desire lines. Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Traffic flows are low to the extent that formal crossing points aren't required.	
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 - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre	imodated; s;			The 'Flexi pave' type surfacing in one tree pit has failed.	Replace the material in the one tree pit.
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.	1	Trees cause restrictions to visibility.	The trees are very attractive features of the street. This outweighs other minor issues.
SAFETY				5		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Dropped kerbs are missing or minor access points	Review the provision of dropped kerbs and
COHERENCE			Total Con-	1		
			Total Score	32		

Route Name	Victoria Road
Length	122
Name of Assessor(s)	James Lowe
Date of Assessment	31 July 2010

Criterion	Performance Scores
Attractiveness	3
Comfort	11
Directness	9
Safety	5
Coherence	1
Total	32

Comme	nts		
Actions			

- maintenance 2. ATTRACTIVENESS - fear of crime 3. ATTRACTIVENESS	Footways well maintained, with no significant issues noted. No evidence of vandalism with appropriate natural surveillance.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation,	1		
- fear of crime 3. ATTRACTIVENESS		peeling paint).	including low branches. Street furniture falling into major disrepair.			
		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	Long, head height wall in front of flats blocks active frontage. There is also a direction sign post that blokes the footway.	Alter the post arrangement to reduce the impact of the direction sign.
	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	This is a very busy through route.	
traffic floise and	Examples of 'other' attractiveness iss	<u>'</u>	wante fields		Touto.	
- other	- Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks) Excessive use of guardrail or bollards					
ATTRACTIVENESS				2		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2		
-footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		Footways are approximately three metres along one side of the road and around two metres on the other side.	
- width on staggered crossings/	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		
- 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. No examples of footway parking were 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	There is a wide access point to cross (into Morrisons).	
	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width Poorly drained footways resulting in noticeable ponding issues/slippery surfaces					
COMFORT				9		
	Footways are provided to cater for	Footway provision could be	Footways are not provided to cater	2		
- Tootway provision	to road).	improved to better cater for pedestrian desire lines.	for pedestrian desire lines.			
- 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		
- gaps in traffic (where no	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 pedestrian crossing facilities at the signal junctions at both ends of Upper Gungate can take 40 seconds to trigger. At the southern junction there is a 5 second crossing time, at the north end the 'Green' stay on when the traffic on that arm is held on 'Red'.	Alter the signal timings to reduce pedestrian waiting times and increase crossing times.
	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	Both of the two signal controlled junction on this section of the B5493 have three stage crossings with a stagger.	
	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		Increase the green 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 severance issues for users.					
DIRECTNESS				4		
	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	This is a very busy through route.	
- 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	Traffic speeds can be high.	
	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1		
SAFETY				1		
- dropped kerbs and		Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0	Tactile paving is not provided to one side of the Morrisons access.	Provide appropriate tactile paving to match existing.
tactile paving COHERENCE				0		
			Total Score	16		

Route Name	Upper Gungate
Length	126 metres
Name of Assessor(s)	James Lowe
Date of Assessment	31 July 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	9
Directness	4
Safety	1
Coherence	0
Total	16

Comments	
Actions	

4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
ATTRACTIVENESS maintenance	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	General untidiness - Weeds growing in the kerbs. Bins out in the 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).	2		
3. ATTRACTIVENESS	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2		
- traffic noise and 4. ATTRACTIVENESS	Examples of 'other' attractiveness iss	'	traino noise		At the time of the site visit a	Rectify the drainage
- other	- Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks) Excessive use of guardrail or bollards			blocked gulley had caused considerable ponding across the footway at the Marmion Street end of Albion Street.	issue to prevent ponding on the footway.	
ATTRACTIVENESS				5		
5. COMFORT - condition		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		
6. COMFORT	Able to accommodate all users without 'give and take' between	Footway widths of between approximately 1.5m and 2m.	Footway widths of less than 1.5m (i.e. standard wheelchair width).	0	Footway widths are just over 1 metre on most of the road	Consider formalising parking in certain
- footway width	users or walking on roads. Footway widths generally in excess of 2m.	occasional need for 'give and take' between users and walking on roads.	Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.		and less in places.	parking in certain parts of the street, freeing space for footways to be widened.
 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 are no formal crossing points but traffic flows are low so do not impede 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	No pavement parking was observed but parked vans make the footway seem narrow.	
9. COMFORT - gradient		Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		Some minor slopes at access points.	
10.COMFORT - other	Barriers/gates restricting access; anBus shelters restricting clearance wi	learance width for pedestrians (e.g. dri d				
COMFORT				5		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
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 footway link to Marmian Street was impassible due to	See above.
					localised flooding at the time	
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		
- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings.	associated with some delay (up to	or associated with significant delay	2	localised flooding at the time	
- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably.	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current	or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to	_	localised flooding at the time	
- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably.	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated;	or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give	2	localised flooding at the time	
- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accomsteps restricting access for all users	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated;	or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to	2	localised flooding at the time	
- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - other	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accomsteps restricting access for all users - Confusing layout for pedestrians cre	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated;	or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to	2	localised flooding at the time	
- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accomsteps restricting access for all users - Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated; ; ating severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and	or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrians unable to keep their distance from traffic. High traffic speeds, with pedestrians	2 2	localised flooding at the time	
- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated; ; ating severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity. Visibility could be somewhat	or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrians unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from traffic. Poor visibility, likely to result in	2 2 9 2	localised flooding at the time	
- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed 19.SAFETY - visibility	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated; ating severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity.	or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrians unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from traffic.	2 2 9 2 2	localised flooding at the time	
- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed 19.SAFETY - visibility SAFETY	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated; ;; ating severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity. Visibility could be somewhat improved but unlikely to result in collisions.	or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrians unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from traffic. Poor visibility, likely to result in	2 2 2 2 2	localised flooding at the time of the audit.	Review the
- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed 19.SAFETY - visibility	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accom - Steps restricting access for all users - Confusing layout for pedestrians cre Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds. Good visibility for all users.	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated; ; ating severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity. Visibility could be somewhat improved but unlikely to result in	or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrians unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from traffic. Poor visibility, likely to result in collisions.	2 2 2 2 2 2 6 1	localised flooding at the time	Review the provision of tactile paving.
- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) 14.DIRECTNESS - impact of controlled crossings on journey time 15. DIRECTNESS - green man time 16.DIRECTNESS - other DIRECTNESS 17.SAFETY - traffic volume 18.SAFETY - traffic speed 19.SAFETY - visibility SAFETY 20. COHERENCE - dropped kerbs and	comfortable and without delay (< 5s average). Crossings are single phase pelican/puffin or zebra crossings. Green man time is of sufficient length to cross comfortably. Examples of 'other' directness issues - Routes to/from bus stops not accomediates of all users - Confusing layout for pedestrians creed traffic volume low, or pedestrians can keep distance from moderate traffic volumes. Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds. Good visibility for all users.	associated with some delay (up to 15s average). Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island. Pedestrians would benefit from extended green man time but current time unlikely to deter users. include: modated; ating severance issues for users. Traffic volume moderate and pedestrians in close proximity. Traffic speeds moderate and pedestrians in close proximity. Visibility could be somewhat improved but unlikely to result in collisions. Dropped kerbs and tactile paving provided, albeit not to current	or associated with significant delay (>15s average). Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island. Green man time would not give vulnerable users sufficient time to cross comfortably. High traffic volume, with pedestrians unable to keep their distance from traffic. High traffic speeds, with pedestrians unable to keep their distance from traffic. Poor visibility, likely to result in collisions.	2 2 2 2 2 2 6 1	Tactile paving is only provided at the Victoria Road	provision of tactile

Route Name	Albion Street
Length	150 metres
Name of Assessor(s)	James Lowe
Date of Assessment	31 July 2019

Criterion	Performance Scores
Attractiveness	3
Comfort	5
Directness	9
Safety	6
Coherence	1
Total	26

Comments	
Actions	