

#### **Appendix 19**

Pedestrian intercept survey template and summary of responses

# **Petersfield Pedestrian Survey 2018**

The purpose of this survey is to understand how people travel into Petersfield, by which mode, for how long and the purpose of their visit. This information is being collected on behalf of the Town Council who are gathering an evidence base in advance of developing any of the objectives set out in the Petersfield Neighbourhood Plan 2015.

Q1.	How did you travel here today?  Car Bus Train Taxi Motorbike Bicycle	(tick which is applicable)	
	Walking Other (please specify)		
Q2.	If you arrived by car, where did you park your car?	(tick which is applicable)	
	The High Street The Square		
	Central (Waitrose) Swan Street car park Castle Yard car park Festival Hall car park Rail Station car park Tesco car park/The Causeway Hospital car park The Avenue car park Love Lane car park Private car park		
	Other (please specify)		
	If you arrived by bike, where did you secure your bike.		
	Please specify location		
Q3.	In total, how long will you spend in town today  Less than 1 hour Between 1-3 hours More than 4 hours All day	(tick which is applicable)	
Q4.	What are the first 4 digits of your home postcode,		

Visit the GP or hospital	
Live in the town Other – please state	
Q6. Would any measure improve your journey to, or within the town encouraging you to visit the town more frequently or stay longer?  Slower traffic speeds (currently 20pmh) More car parking More provision for cyclists Improved quality of place/landscape CCTV/perception of safety More facilities/shops/services Better signage Street lighting Seating in public places Wider pavements  Do you have any other comments on travel to or within the town centre?  Prompt if required Air quality Noise Safety Environment Social behaviour	

Q7	Sex (not mandatory)	(tick which is
	Male	applicable)
	Female	
	Prefer not to answer	
Q8	Could you indicated which age band	(tick which is
	you are within? (not mandatory)	applicable)
	17 years old or under	
	18-24 years old	
	25-34 years old	
	35-44 years old	
	45-54 years old	
	55-64 years old	
	65-74 years old	
	75 years or older	



# **Intelligent Data Collection Limited Petersfield Car Park Survey**

Client: Hampshire County Council

Project Number: ID03875
Location: Petersfield
Survey Type: Census

**Dates of Survey:** 09.05.2018 & 12.05.2018



# **Quality Assurance and Issue Record**

#### **Quality Assurance**

Revision	Rev A		I
Date	04.06.2018		
Prepared by	Matthew Mills		
Signature			
Checked by	Luke Martin		
Signature			
Project Director	Paul O'Neill	·	
Signature			
Project Number	ID03875		
	ID03875 Petersfield		
	Car Park Survey -		
File Ref	Interviews -		
	09.05.2018 &		
	12.05.2018		

#### **Issue Sheet**

Issued to	Date									
100000 00	05.06.2018									
Leon Manley	E-mail									



# **Contents Page**

Location Plan Questionnaire Survey

### **Intelligent Data Collection Limited**



Client: Hampshire County Council

Project Number: ID03875 Location: Petersfield Survey Type: Census

**Dates of Survey:** 09.05.2018 & 12.05.2018

**Site Layout** Rams Walk (2) Robert Dyas Petersfield Waterstones Lloyds Bank Swan St Rams Walk NatWest Carphone Warehouse **HSBC** Bank Petersfield Physic Garden The Square Hampshire Farmers' Markets High St M&S Petersfield Simply Food Superdrug Petersfield Library ASK Italian Caffè Nero The Square Monoloco

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	Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):
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#### Intelligent Data Collection Limited



tion:	Junction of Rams Walk & High Street		
ey Type:	Census	Prepared by:	Matthew M
of Survey:	09.05.2018 & 12.05.2018	Checked by:	Luke Martin

Survey Date	Q1. How did you travel here today?	Q2. If you arrived by car, where did you park your car?	Comments	If you arrived by Bike, where did you Secure your Bike?		Q4. What are the first 4 digits of your home postcode?		Q5. What is	the reason for your visit to Peters	field today?		Comments	Q6. Would any measure improve your journey to, or within the town encouraging you to visit the town more frequently or stay longer?	Do you have any other comments on travel to or within the town centre?	Q7. Sex	Q8. Could you indicated which age band you are within ? (not mandatory)
09-May	Walking	N/A	-	-	Between 1-3 hours	GU32	Leisure activities	-	-	-	-	Market	-	Potholes need to be filling in on a couple of roads.	Female	18-24 years old
09-May	Car	Central (Waitrose) Central (Waitrose)	-	-	Less than 1 hour	GU31	Visit a bank/ PO	-	-	-	-	Market Market	•	Feel safe here.	Female	55-64 years old 65-74 years old
09-May	Car		-	-	Between 1-3 hours	GU33	Food Shopping	Non food shopping			-		-	Cheaper car parking (or free).	Female	
09-May 09-May	Bus	N/A N/A	-	-	Between 1-3 hours Between 1-3 hours	GU32	Food Shopping	Non food shapping Non food shapping	Visit a bank/ PO Visit a bank/ PO	Visit a coffee shop/pub/restaurant	-	Market Market	Continue in mobile whose	Pedestrian crossing by market would be helpful.	Male Male	65-74 years old 75 years or older
09-May	Car	Swan Street car park		-	All day	G132	Food Shopping Other- please state	Not loss stopping	VISIL & LIGHTLY PO			Work	Seating in public places	More public seating be nice. Male Great place to work Female		55-64 years old
09-May	Walking	N/A	-	-	Between 1-3 hours	GJ31	Food Shopping		-	-	-	Appointment	-	Ceeus pauce or was a real second or		35-44 years old
09-May	Walking	N/A	-	-	Less than 1 hour	GU32	Other- please state	i -	-	-	-	Dentist visit	Seating in public places	=	Female	65-74 years old
09-May	Car	Central (Waitrose)		-	Between 1-3 hours	GU27	Food Shopping	Non food shopping	Visit a bank/ PO	-	-	Market	Seating in public places	Sometimes Buskers are too loud.	Male	65-74 years old
09-May	Car	Central (Waitrose)	-	-	Between 1-3 hours	PO89	Food Shopping	Non food shapping	Visit the Library	-	-	-	Seating in public places	Decent independent café "too many chairs"	Female	45-54 years old
09-May 09-May	Walking Walking	N/A N/Δ	-	-	All day Between 1-3 hours	GJ32 GJ31	Live in the town Other- please state	· ·	-	-	-		Seating in public places	- Pavements need attention	Female Female	75 years or older 75 years or older
09-May		N/A N/A		-	Between 1-3 hours	G031		Mark a basel ( DO	Visit the Library	Live in the town		lalking for my health (part of a group of 50+ every We Market	•		Female	75 years or older 65-74 years old
	Walking	Other (Please Specify)	On the street	- :	Less than 1 hour	G031	Non food shopping	Visit a bank/ PO Visit a coffee shop/pub/restaurant	Visit the Library	Live in the town	- :	Market	More car parking	Pedestrian crossing	Petrale Male	55-64 years old
09-May 09-May	Walking	N/A	-	-	Between 1-3 hours	GIS	Food Shopping Live in the town	-	-	-	-			<del> </del>	Female	75 years or older
09-May	Walking	N/A	-	-	Less than 1 hour	GU32	Food Shopping	Non food shapping	Visit a bank/ PO	-	-	Market	More car parking	Stop Pavement parking	Female	SS-64 years old
09-May	Walking	N/A	-		Less than 1 hour	GU31	Food Shopping	Visit a bank/ PO		-	-	Market			Female	65-74 years old
09-May	Car	Central (Waitrose)		-	Less than 1 hour	GU32	Visit a bank/ PO	-	-	-	-			Maybe a few more fashion chain stores	Female	25-34 years old
09-May	Car	Other (Please Specify)	On the street	-	Less than 1 hour	GU33	Food Shopping	Visit a bank/ PO	-	-	-	Market	•	Need a proper crossing by Ram's walk	Male	65-74 years old
09-May	Car	Central (Waitrose)	-	-	Less than 1 hour	GU32	Food Shopping	Leisure activities	Live in the town	-	-	-	-	Always place feels safe	Female	75 years or older
09-May	Car	Central (Waitrose)		-	Less than 1 hour	GU30	Food Shopping	Non food shopping	Visit a bank/ PO			Market	÷	Street parking needs to be restricted	Female	45-54 years old
09-May	Car	Central (Waitrose) N/A	-	-	Less than 1 hour	GU35 PO8N	Food Shopping	Nan food shapping	Leisure activities	Visit a bank/ PO	Visit a coffee shop/pub/restaurant		•	Nice place to do shopping	Female Female	35-44 years old 65-74 years old
09-May 09-May	Car	(Waitrose)			Less than 1 hour Less than 1 hour	GI32	Other- please state Non food shopping	Visit a bank/ PO	Visit the Library		- :	Optician market		Potholes need to be addressed	Pettale Male	75 years or older
09-May	Car	Swan Street car park		<u> </u>	Less than 1 hour	GISS	Food Shopping	Non food shapping	Other- please state			Market	More car parking	Could do with Double yellow lines, best place to live in Hampshire.	Male	75 years or older
09-May	Walking	N/A	-	-	Less than 1 hour	GJ32	Food Shopping		-	-	-	P Service.	Place Car paining	Cheaper car park its difficult to get money back from Waitrose car park which is main & largest.	Male	55-64 years old
09-May	Car	Central (Waitrose)		-	Between 1-3 hours	GU31	Leisure activities	Visit a coffee shop/pub/restaurant	-	-	-	-	-	Fine place	Male	75 years or older
09-May	Car	Central (Waitrose)	-	-	Between 1-3 hours	GU33	Food Shopping	Non food shapping	-	-	-	Market	-	Few potholes need seeing too	Male	65-74 years old
09-May	Car	Central (Waitrose)		-	Between 1-3 hours	GU32	Food Shopping	Visit the Library	-	-	-	-	-	Pedestrianisation by the square would be helpful, nice place to live.	Female	65-74 years old
09-May	Bus	N/A	-	-	Between 1-3 hours	Not prepared to say	Food Shopping	Visit a bank/ PO	-	-	-	-	Slower traffic speeds (currently 20mph)	Anti-social behaviour (only after 6pm) not sure about safety.	Female	75 years or older
12-May	Car	Swan Street car park		-	Between 1-3 hours	GU33	Leisure activities	Visit a bank/ PO			-	Appointment	-	Cheaper parking, nice town always feel safe here.	Female Male	25-34 years old
12-May	Car	Tesco car park/ The Causeway	-	-	Between 1-3 hours	POB	Non food shopping	Leisure activities	Visit a coffee shop/pub/restaurant	Other- please state	-	Met family who live nearby	•	Surprised not to find a decent hotel I could stay, everything's positive.	Male	55-64 years old
12-May	Walking Walking	N/A N/A		-	Less than 1 hour All day	G132	Food Shopping Food Shopping	Leisure activities	Visit a bank/ PO	-	-	Market Market	Seating in public places	I think it is a pleasure living in Petersfield.  Hardly so any policeman in town "maybe we don't need them".	Male Male	65-74 years old 55-64 years old
12-May	Car	Central (Waitrose)		-	Between 1-3 hours	G133	Food Shopping	Leisure activities	Visit a bank/ PO	Other- please state		Meeting friends/ Market	searing in paties	Cheaper car parking & should pay when we leave not when we arrive, very positive place to come.	Female	55-64 years old
12-May	Walking	N/A	-	-	Between 1-3 hours	GJ31	Food Shopping	Non food shapping	Leisure activities	Visit a coffee shop/pub/restaurant	Live in the town	record money market	-	Quite happy with everything as a whole.	Male	65-74 years old
12-May	Bicycle	N/A		On Railing by Waitrose	Between 1-3 hours	GU31	Food Shopping	Non food shapping	Visit a bank/ PO	Visit a coffee shop/pub/restaurant	-	Market	-	All generally good.	Male	55-64 years old
12-May	Car	Festival Hall car park	-	-	Less than 1 hour	GU32	Other- please state		-	-	-	Visit Printers	-	More parking control i.e. yellow lines.	Female	55-64 years old
12-May	Car	Castle Yard car park		-	Less than 1 hour	GU24	Food Shopping	Non food shopping	-	-	-	-	-	Cheaper parking, potholes need attention and definitely need for more buses, very pleasant town.	Male	45-54 years old
12-May	Bus	N/A	-	-	Between 1-3 hours	GU31	Food Shopping	Leisure activities	Visit a bank/ PO	Visit a coffee shop/pub/restaurant	-	-	-	It's a very good place to live in.	Male	65-74 years old
12-May	Car	Festival Hall car park	-	-	Between 1-3 hours	GU30	Food Shopping	Non food shapping	Visit a bank/ PO		-	Market Market	-	All generally quite good.	Male	65-74 years old
12-May 12-May	Car	Central (Waitrose)	M-1-0.0	-	Between 1-3 hours Between 1-3 hours	PO8	Food Shopping	Non food shopping Visit a coffee shop/pub/restaurant	Leisure activities Other- please state	Visit a coffee shop/pub/restaurant	-	Market Market	*	Find it very nice.	Female	55-64 years old 65-74 years old
12-May	Car	Other (Please Specify) Other (Please Specify)	Marks & Spencer Marks & Spencer		Between 1-3 hours	GUS	Food Shopping	visit a corree snop/pub/restaurant	Utner- please state	- :	- :	Market		Quite a nice place.  Possibly some more hotels needed to attract & keep visitor longer. Possibly best market town.	Male	75 years or older
12-May	Walking	Other (Please Specify)	-	-	Between 1-3 hours	GIS	Food Shopping Food Shopping	Non food shapping	Leisure activities	Visit a bank/ PO	Visit a coffee shop/pub/restaurant			More bedestimated whether whether the state of the state	Male	75 years or older
12-May	Car	Other (Please Specify)	Lavant street	-	Less than 1 hour	GJ32	Non food shapping	Leisure activities	Visit a bank/ PO	Visit a coffee shop/pub/restaurant		Market	-	Nicest place to live in.	Male	SS-64 years old
12-May	Car	Private car park	-	-	More than 4 hours	KT4	Other- please state	-		-	-	Visiting family		Lovely place.	Male	65-74 years old
12-May	Car	Central (Waitrose) Central (Waitrose)		-	Less than 1 hour	GU32	Food Shopping	Non food shopping	Live in the town	-	-	2	-	Al fine	Female	45-54 years old
12-May	Car			-	Between 1-3 hours	GU31	Non food shopping	Visit a coffee shop/pub/restaurant	-	-	-	-	•	Some pavements need attention, pedestrianisation need to be considered especially for Saturday when people come into town for shopping.	Female	65-74 years old
12-May	Car	Central (Waitrose)	-	-	Between 1-3 hours	BN72	Food Shopping	Non food shapping	Other- please state	-	-	Market	-	Like the place.	Female	45-54 years old
12-May	Car	The High Street	-	-	Less than 1 hour	GU32	Food Shopping	Non food shapping	Visit a bank/ PO	-	-		*	More pedestrianisation if only for Saturday, need free parking even if only for weekend as Midhurst does.	Male	75 years or older 65-74 years old
12-May 12-May	Car	The High Street Festival Hall car park	-	-	Less than 1 hour Between 1-3 hours	PU/4	Other- please state Non food shopping	Visit a coffee shop/pub/restaurant	Other- please state	-	-	Appointment with Optician Market	•	Should pay when you leave the car park not when you arrive as it causes stress and makes you rush to do shopping, very pleasant town centre.	Male	75 years or older
12-May	Car	Private car park		<u> </u>	More than 4 hours	9022	Non food shopping	Visit a coffee shop/pub/restaurant	Other- please state			Pake.		It's fine	Female	65-74 years old
12-May	Car		-		Between 1-3 hours	S024	Food Shopping	Non food shapping	Visit a coffee shop/pub/restaurant				-	All positive	Female	75 years or older
12-May	Car	Central (Waitrose) Festival Hall car park	-	-	Between 1-3 hours	G035	Food Shopping	Non food shapping	Visit a bank/ PO	Visit a coffee shop/pub/restaurant	-	-	-	Paying when you leave car park as opposed to payment before.	Male	SS-64 years old
12-May	Walking	N/A	-	-	Between 1-3 hours	GU32	Food Shopping	Non food shapping	Other- please state	-	-	Wedding Dressers Appointment	-	Need more Clothes (fashion) shops.	Female	45-54 years old
12-May	Car	Central (Waitrose)	-	-	Between 1-3 hours	GU32	Food Shopping	Non food shapping	Visit a bank/ PO	Visit a coffee shop/pub/restaurant	-	-	More car parking	Should have pedestrian crossing and more CCTV.	Male	65-74 years old
12-May	Train	N/A	-	-	All day	PO8	Other- please state	-	-	-	-	Work	=	Pretty good better than Lavant.	Male	18-24 years old
12-May	Car	Festival Hall car park		-	Between 1-3 hours	GJ32	Other- please state			-	-	Appointment	-	Some potholes need filling in.	Male	55-64 years old
12-May	Lar	Central (Waitrose)	_	· ·	Between 1-3 hours	6031	Food Shopping	Non food shapping	Visit a bank/ PO	<u> </u>	<u> </u>		•	Best place I have ever lived.	Female	75 years or older
12-May	Car Walking	Festival Hall car park	<del>- : -</del>		Between 1-3 hours	F011 G102	Non food shapping	Leisure activities	Visit a coffee shop/pub/restaurant Visit a coffee shop/pub/restaurant	Lise in the town	-		Casting in public planer	Very positive.  We should have some depart hotels here for visitors, pasting in source would be quite nice.	Male Ferrole	65-74 years old
12-May 12-May	Walking Car	N/A Central (Waitrose)		<del> </del>	More than 4 hours Less than 1 hour	9032 P09	Food Shopping Food Shopping	Leisure activities Non food shopping	Visit a coffee shop/pub/restaurant Visit a bank/ PO	Live in the town	<u> </u>		Seating in public places	We should have some decent hotels here for visitors, seating in square would be quite nice.  Very positive lovely place to come to.	Female Female	65-74 years old 25-34 years old
12-May	Car	Central (Waitrose)	-	-	Between 1-3 hours	GU32	Food Shopping	Non food shopping	Leisure activities	Visit a coffee shop/pub/restaurant	-	-	-	Too many cars in town adds to only little.	Male	75 years or older
12-May	Car	Central (Waitrose)	-	-	Between 1-3 hours	GU35	Food Shopping	Non food shapping	Visit a bank/ PO	Visit a coffee shop/pub/restaurant	-	Market	-	Quite good here.	Male	65-74 years old
12-May	Car	Private car park	-	-	All day	GU31	Visit the Library	-	-	-	-	-	<u> </u>	Too many cars, pedestrianisation in centre by market would be advantageous, nice place.	Female	25-34 years old
12-May	Walking	N/A	-	-	Between 1-3 hours	GU32	Leisure activities	Visit the Library	Visit the Museum	Other- please state	-	Meet friends		Feels good here.	Male	75 years or older
12-May	Walking	N/A	-	-	Less than 1 hour	GU32	Live in the town	-	-	-	-	-	Seating in public places	It's quite old/fine.	Female	35-44 years old
12-May	Car	Central (Waitrose)	-	-	Between 1-3 hours	PO94	Non food shopping	Visit a bank/ PO	Visit a coffee shop/pub/restaurant	Other- please state	-	Market	-	It's a lovely place visit.	Male	17 years old are under
12-May	Car	Central (Waitrose)		-	Between 1-3 hours	GU29	Food Shopping	Non food shopping	Visit a coffee shop/pub/restaurant	15.54	-		=	Petersfield & Haslemere are the 2 best towns for living in.	Female	25-34 years old
12-May 12-May 12-May	Car Walking	Other (Please Specify)	Dropped off by car	l	Between 1-3 hours Less than 1 hour	GJ34	Food Shopping Food Shopping	Non food shopping Other- please state	Visit a bank/ PO	Visit the Library	i	Market Market		Maybe cheaper parking, quite nice here. All quite good.	Female Male	65-74 years old 65-74 years old
12-May	Car	Central (Waitrose)		l :	Between 1-3 hours	P011	Non food shapping	Leisure activities	Other- please state	l .	l :	Market + Pharmacy		Cheaper parking even though it better then most places.	Male	65-74 years old
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Appendix 20

**Pedestrian audit** 

### Town Spine Pedestrian Audit (March 21<sup>st</sup> 2018. Weather dry and sunny)

Street Name  High Street from jct with Heath Rd to Rams Walk.	Link Review	Score		Score	Crossing Review	Score
General observations:	20mph. No street lighting. Tree lined. Pleasant, wide street. Use of paviours on street surfacing, footways stone squares, use of cobbles and buff surfacing to create horizontal calming effect.					
Factor	Comments		Factor		Comments	
Width	Widths range between 3.2 and 5.0 metres. Adequate for observed pedestrian flows.	3	Crossing provision	2	x2 crossings over Dragon Street from Heath Road. x1 controlled and x1 uncontrolled. The controlled crossing was in frequent use and had a 3 second wait time. x2 crossing opportunities along the High Street. x1 outside M&S. crossing marked with bollards, tactile paving and a build out - some contrast in colours and materials, plus 'look both ways' signage on the carriageway. x1 outside	5

					Boots/Superdrug as above.	
Dropped kerbs	Dropped kerbs outside 'Minosa', tactile paving.	1	Deviation from desire line	1	Neither crossings over Dragon Street are located on desire line, both require pedestrians to deviate from their route. The crossings over the High Street are well used as they offered improved visibility.	2
Gradient	Level.	3	Capacity	3	Good	6
Obstructions	Some 'A' Boards present.	2	Delay	3	Controlled crossing very prompt.	6
Permeability	Good	3	Legibility	2	Signage is present, however, street is short and straight and legibility/visibility is good.	5
Legibility	No signage	1	Legibility for sensory impaired	1	Tactile paving and bollards with fluorescent bands are present at the uncontrolled crossing points.	2
Lighting	x1 column. Query adequacy.	0	Dropped kerbs	3	Present	3
Tactile Info	No additional tactile information than use of tactile paving at crossing points. Some parts of the footway had an adverse camber (north-side).	1	Gradient	3	Level.	
Colour contrast	None; very subtle changes to surface treatment and colours.	0	Obstructions	1	'A' Boards present in the High Street.	1

Personal security	Good surveillance, Active shop frontages. First and subsequent floor uses.	3	Surface quality.	2	Of good quality. Some minor repairs required.	5
Surface Quality	Good condition.	3	Maintenance	2	Some routine maintenance required.	5
User Conflict	None evident. No cycling on footways noted.	3				3
Quality of Environment	Good.	3				3
Maintenance	Some localised evidence of flooding and some potholes on the carriageway.					
	Public Transport Review		Route Review			
		Score		Score		Score
Factor	Comments		Factor		Comments	
Infrastructure	Bus stop, north of jct of The High Street/Heath Rd on Dragon Street. A black x2 sided shelter, with seating and timetable information.	2	Moving in the space/directness of route	2	Free flowing movement of pedestrians, busy but not over crowded. Few delays and impingements. Easy to move about.	4
Information	Timetables.	2	Interpreting the space	2	Space is well defined. Street furniture facilitates and guides movement.	4
Ease of boarding public transport	No raised kerbs or Kassel kerbs.	1	Personal safety	3	Over looking and flows of pedestrians provide plenty of activity.	4
Safety perceptions	Some overlooking by business and dwellings.	1	Feeling comfortable	2	Yes. No evidence of safe places for those needing assistance e.g. dementia.	3
Security measures	Some natural surveillance	1	Sense of place	1	Pleasant and	2

	from adjacent properties. No sign of CCTV.				unchallenging environment. Active street frontage.	
Lighting	Lighting columns along Dragon Street.	3	Rest places	1	Some seating (facing into the High Street outside Winton House).	4
Maintenance and cleanliness	Maintained and clean at time of audit.	3	Road safety	2	Traffic moving at or below the speed limit and was seen to give way to pedestrians crossing the High Street. Some traffic congestion on approach to The Square, specifically, vehicles looking to park.	5
Quality of place	Wide road, tree lined enhanced surface treatments, not unpleasant.	3				3
Waiting area and comfort	x2 sides of shelter is enclosed and has a room offering protection from inclement weather.	2				2

Street Name	Link Review				Crossing Review	
The junction of Rams Walk with the High Street.		Score		Score		Score
General observations:	Busy junction, lots of pedestrians using Rams Walk and crossing over the High Street. Cars slow down and let pedestrians cross; informal arrangement which works well.					
Factor	Comments		Factor		Comments	
Width	Widths range between 2.7 and 3.5 metres. Foot way on the southern-side outside Cubitt and West narrows to 2.7 metres.	2	Crossing provision	2	Slight build out. Uncontrolled crossing, although car drivers were observed stopping to let pedestrians cross with frequency.	4
Dropped kerbs	Dropped kerbs on both sides of the High Street.	3	Deviation from desire line	1	On desire line.	4
Gradient	Level.	3	Capacity	3	Good	6
Obstructions	None.	3	Delay	2	Slight delay due to traffic flows.	5
Permeability	Good	3	Legibility	2	Signage is present, legibility/visibility is good.	5
Legibility	Heritage style finger post as pedestrians exit Rams Walk. x2 overhead hanging signs indicating Rams Walk from the High Street.	2	Legibility for sensory impaired	0	Tactile paving only.	2
Lighting	None, other than from shop	0	Dropped kerbs	3	Present	3

	frontages.					
Tactile Info	No additional tactile information than use of tactile paving at crossing points.	1	Gradient	3	Level.	4
Colour contrast	Very subtle changes to surface treatment and colours. Crossing is buff coloured against grey paviours but it is worn.	0	Obstructions	1	'A' Boards present in the south-side of the High Street just beyond crossing point.	1
Personal security	Good surveillance, Active shop frontages. First and subsequent floor uses.	3	Surface quality.	2	Of good quality. Some minor repairs required.	5
Surface Quality	Average condition. Worn.	1	Maintenance	2	Some routine maintenance required.	3
User Conflict	None evident.	3				3
Quality of Environment	Good.	3				3
Maintenance	Some localised evidence of potholes on the carriageway.	1				1
	Public Transport Review		Route Review			
		Score		Score		Score
	None present.					
Factor	Comments		Factor		Comments	
Infrastructure			Moving in the space/directness of route	3	Very direct and well used crossing linking to Rams Walk.	3
Information			Interpreting the space	3	Space is well defined. Bollards and dropped kerbs facilitate and guide	3

				movement.	
Ease of boarding public transport	1	Personal safety	3	Over looking and flows of pedestrians provide plenty of activity.	
Safety perceptions	1	Feeling comfortable	2	Yes. No evidence of safe places for those needing assistance, e.g. dementia.	-
Security measures	1	Sense of place	3	Pleasant unchallenging environment. Active street frontage.	
Lighting	3	Rest places	0	Bench opposite the crossing in The Square (facing Rams Walk) partly hidden by 'A' boards. Still in use though.	
Maintenance and cleanliness	3	Road safety	1	Traffic moving at or below the speed limit and was seen to give way to pedestrians crossing the High Street. Some traffic congestion on approach to The Square, with vehicles looking to park.	
Quality of place	3				
Waiting area and comfort	2				

Street Name	Link Review				Crossing Review	
The Square.		Score		Score		Score
General observations:	Pleasant and enhanced environment. (Market occupied The Square during audit).					
Factor	Comments		Factor		Comments	
Width	Continuous foot way on around the outside of the Square and through the centre.	2	Crossing provision	0	Uncontrolled crossing points over St Peters Street and Sheep Street, also crossings into the Square from each side of The Square.  Pedestrians observed crossing at the jct of The Square with Swan Street.  Jct is wide (13m) here and there were no crossing facilities.	4
Dropped kerbs	Dropped kerbs on all sides.	3	Deviation from desire line	3	On desire line.	6
Gradient	Level.	3	Capacity	3	Good	6
Obstructions	Some tables and chairs spilling out.	3	Delay	2	Slight delay due to traffic parking and manoeuvring.	5
Permeability	Excellent	3	Legibility	2	Lots of signage is present, legibility/visibility is good.	5
Legibility	Heritage style finger post and the use of NCN signs, way marking, tourist signage and directional signs.	1	Legibility for sensory impaired	0	Tactile paving only.	2

Lighting	x5 heritage style lamp columns	2	Dropped kerbs	3	Present	3
Tactile Info	No additional tactile information than use of tactile paving at crossing points.	1	Gradient	3	Level.	4
Colour contrast	Very subtle changes to surface treatment and colours. Shades of buff and light grey.	0	Obstructions	1	'A' Boards present also some tables and chairs spill out onto the footways. Footways not impeded significantly.	1
Personal security	Good surveillance, Active shop frontages. First and subsequent floor uses.	3	Surface quality.	2	Of good quality. Some minor repairs required.	5
Surface Quality	Good condition.	2	Maintenance	2	Some routine maintenance required.	4
User Conflict	None evident. Even with the market in situ.	3				3
Quality of Environment	Good. Trees and use of high quality materials.	3				3
Maintenance	Good.	3				1
	Public Transport Review		Route Review			
		Score		Score		Score
Factor	Comments		Factor		Comments	
Infrastructure	x2 bus stops with shelters.	3	Moving in the space/directness of route	3	Very direct and well used area.	6
Information	Timetables supplied	3	Interpreting the space	3	Space is well defined. Bollards and dropped kerbs facilitate and guide	6

					movement.	
Ease of boarding public transport	No Kassel Kerbs.	1	Personal safety	3	Over looking and flows of pedestrians provide plenty of activity and natural surveillance.	4
Safety perceptions	None. Over looked and is in an open and area of generally good surveillance.	2	Feeling comfortable	2	Yes. No evidence of safe places for those needing assistance, e.g. dementia.	4
Security measures	None	0	Sense of place	3	Pleasant unchallenging environment. Street cafes and market.	3
Lighting	Light attached to Spec Savers adjacent to the east bound stop. No other lamp columns.	3	Rest places	3	Benches and seating all around The Square inviting pedestrians to stop/rest or enjoy the space.	6
Maintenance and cleanliness	Clean and well maintained	3	Road safety	1	Traffic moving at or below the speed limit and looking for parking availability. Large vehicle observed delivering causing some disruption and obstruction. Blue Badge holders parking on the inside The Square. Illegal cars parked on the bend outside HSBC.	1
Quality of place	Good.	3				3
Waiting area and comfort	Seating within shelters, although they are not totally enclosed.	2				2

Street Name	Link Review				Crossing Review	
Chapel Street.		Score		Score		Score
General observations:	Much narrower that the High Street. Eastern side of the street appeared more popular with pedestrians. Generally not so many pedestrians moving about. Bollards line both sides of the street, no other street furniture or greenery. Some maintenance to edge carriageway required.					
Factor	Comments		Factor		Comments	
Width	2.1 metre on the eastern side and 1.9 metres on the western side. Some tarmac patching to the footways.		Crossing provision		No formalised crossing points.	
Dropped kerbs	x3 dropped kerbs. x1 link to Hobbs Lane, the second outside Mark Kimber Shoes. x1 outside the access into the Swan public car park.	0	Obstructions	1	'A' boards limiting footway width in places. Edge of carriageway bollards restrict footway width also.	
Gradient	Slight incline from south to north.	0	Deviation from desire line	3	On desire line.	
Obstructions	'A' boards limited footway to 1.5 metres.	2	Capacity	3	Capacity appeared adequate for observed flows of pedestrians.	
Permeability	Good, though not signed	1	Delay	3	None observed.	

	adequately.					
Legibility	Poor	1	Legibility	-2	Poor signage; existing signs in poor repair and / or require reorientation.	
Lighting	None, other than from shop fronts.	-1	Legibility for sensory impaired	0	Uncontrolled crossing to access Hobbs Lane marked with red paviours. Buff footways and tarmacked carriageway.	
Tactile Info	Dropped crossing outside Mark Kimber Shoes has no tactile paving.	0	Dropped kerbs	1	Provided at the key desire line between the Swan Street car park and Hobbs Lane.	
Colour contrast	Footways contrast with carriageway. Also, coloured paviours mark crossing between Hobbs Lane and access into Lavant Street.	0	Gradient	2	Level.	
Personal security	Adequate. No evidence of any issues.	1	Surface quality	1	Some patching over the crossing, repairs not matching.	2
Surface Quality	Some areas need repair.	1	Maintenance	1	Some repairs have carried out, not using the red coloured paviours.	2
User Conflict	None.	0				
Quality of Environment	Adequate.	1				
Maintenance	Adequate	0				
	Public Transport Review		Route Review			
	None.	Score		Score		Score

Factor	Comments	Factor		Comments	
Infrastructure		Moving in the space/directness of route	3	Very direct and well used area.	
Information		Interpreting the space	3	Space is well defined. Bollards and dropped kerbs facilitate and guide movement.	
Ease of boarding public transport		Personal safety	1	Over looking from active shop frontage and footfall along the street.	
Safety perceptions		Feeling comfortable	2	Yes. No signs of safe needing assistance, e.g. dementia.	2
Security measures		Sense of place	1	Unchallenging environment. Shops frontages. Inviting.	1
Lighting		Rest places	-2	No evidence of seating/places to rest.	-2
Maintenance and cleanliness		Road safety	1	Traffic not observed as exceeding the speed limit. Traffic closer to pedestrians as the footways are narrower and potentially less comfortable.	
Quality of place					3
Waiting area and comfort					2

Street Name	Link Review				Crossing Review	
Lavant Street.		Score		Score		Score
General observations:	Wide street with long views towards to rail station when facing north-west. A number of Victorian properties with some private vehicular access over the footway. On street parking on the southern side only. Restrictions in place on the northern side. Pleasant streetscape with active frontage.					
Factor	Comments		Factor		Comments	
Width	Footway ranges from 2.5 metres to 5.0 (outside Belle De Vie) metres. Some areas of private frontage on back edge of footway	3	Crossing provision	2	No controlled crossings. Crossing is informal taking place on personal desire lines. Popular access into the Swan car park.	5
Dropped kerbs	Access into Swan Yard, and dropped kerb on both sides of the road.	1	Obstructions	2	Bollards and again some 'A' boards, however, not obstructing pedestrian flows.	3
Gradient	Slight up hill gradient towards the station.	1	Deviation from desire line	3	Strong desire line along the street and access into Swan Street for car parking.	4

Obstructions	Bollards and again some 'A' boards, however, not obstructing pedestrian flows.	2	Capacity	3	Good. No issues.	5
Permeability		2	Delay	3	None observed.	5
Legibility	Good visibility and directness of route make legibility easy; however, signage adds confusions as it appears in the incorrect orientation Poor signage, until the junction with Charles Street.	1	Legibility for sensory impaired	0	None.	1
Lighting	Lighting columns at the north-western end of the street only.	0	Surface quality	2	Adequate; improving in the vicinity of the station.	2
Tactile Info	Tactile paving at the jct with Charles Street.	0	Maintenance	0	Adequate.	0
Colour contrast	Buff tactile paving at uncontrolled crossings over Charles Street. Footway buff coloured square slabs.	0				0
Personal security	Good. Street activity and active frontages.	3				3
Surface Quality	Adequate. North-western end of the street has been enhanced and is of enhanced quality and appearance.	2				2
User Conflict	None observed.	3				3

Quality of Environment	Area south of rail station has been enhanced previously.	2				2
Maintenance	Some maintenance of carriageway outside the station forecourt not in matching materials.	1				1
	Public Transport Review		Route Review			
	None.	Score		Score		Score
Factor	Comments		Factor		Comments	
Infrastructure	Comments		Moving in the space/directness of route	3	Easy and unimpeded.	3
Information			Interpreting the space	2	Active street frontage.	2
Ease of boarding public transport			Personal safety	3	Good, natural surveillance by active frontage.	3
Safety perceptions			Feeling comfortable	3	Pleasant.	3
Security measures			Sense of place	1	Not a place, more a route.	1
Lighting			Rest places	0	None observed.	0
Maintenance and cleanliness			Road safety	2	Route not heavily trafficked and only concerns are vehicles accessing some of the private frontages of business/retail units.	2
Quality of place						
Waiting area and comfort						



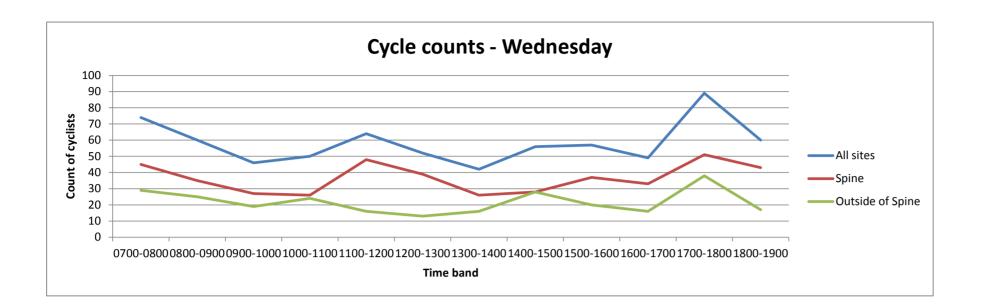
Appendix 21

**Cycle counts** 

Total Dounts For EaDh Site - Wednesday

	Dharles Street	Swan Street	Dhapel Street	Lavant Street	High Street	Hvlton Road	Sheep Steet	Park Roa	ad			All sites	Spine	Outside of Spir	ne
7:00- 7:15		6 2		3 11		_		0	0	28	0700-0800		74	45	2
7:15- 7:30		1 1	L	1 2		6 :		0	0	12	0800-0900		60	35	2
7:30- 7:45		3 2	2	3 5			2	0	0	16	0900-1000		46	27	1
7:45- 8:00		0 2		2 2				2	3	18	1000-1100		50	26	2
8:00- 8:15	(	0 3	3	 0				0	2	12	1100-1200		64	48	1
8:15- 8:30		0 1		0 0		4 (	-	0	0	5	1200-1300		52	39	1
8:30- 8:45		2 1	<u>-</u>	Δ Δ		9 (		2	0	28	1300-1400		42	26	1
8:45- 9:00		1 1	-	Д 1		2	_	2	0	15	1400-1500		56	28	2
9:00- 9:15		0 2		1 0		6 :		3	0	13	1500-1600		57	37	2
9:15- 9:30		0 1		2 2		3 :		3	0	12	1600-1700		49	33	1
9:30- 9:45		0 3	-	5 0		1		0	0	10	1700-1800		89	51	3
9:45-10:00		0 3		3 1		-		0	1	11	1800-1900		60	43	1
10:00-10:15		0 2		2 0				2	1	11	1000 1300		00	73	
10:15-10:30		0 2		4 0				4	1	15					
10:30-10:45		0 2		4 0				2	0	11					
10:45-11:00		0 2		6 0				1		13					
11:00-11:15		0 0		7 1				0	1	15					
11:15-11:30		0 2		5 0		4		2	1	14					
11:30-11:45				5 U 6 0		<del>4</del> . 6 :		3	0	19					
11:45-12:00		0 3 0 2		4 0				3 1	0	16					
12:00-12:15		0 2		3 2		3 :		1	0	11					
12:15-12:30		0 3		5 0				1							
12:30-12:45		1 (						2	0	19					
				4 0 6 1				2	0	10					
12:45-13:00		-	-	_				1	0	12					
13:00-13:15				1 2				2	1	13					
13:15-13:30		0 1		1 0				0	2	10 7					
13:30-13:45		1 (		0 1 3 0				0	0	•					
13:45-14:00 14:00-14:15		0 2						1	0	12					
		2 1		1 2 0 0				0	0	10					
14:15-14:30		0 (		-		-	-	5	1	9					
14:30-14:45		2 2		_				2	0	18					
14:45-15:00		0 4	•	7 0				0	1	19					
15:00-15:15		3 1		3 3				2	1	19					
15:15-15:30	•	2 2		2 5			_	1	1	15					
15:30-15:45		1 (		2 0				0	0	9					
15:45-16:00		2 (		2 3			0	1	0	14					
16:00-16:15		0 2		4 1			3	1	0	12					
16:15-16:30	•	3 (		1 3			<del>-</del>	0	0	15					
16:30-16:45		1 1		2 3			0	1	0	14					
16:45-17:00		0 0		1 1		•	0	1	1	8					
17:00-17:15		2 3		3 6			8	2	3	33					
17:15-17:30		0 2		5 0	1	0 :	1	1	5	24					
17:30-17:45		1 1	-	2 4 • -		/		0	1	17					
17:45-18:00		2 1		1 5		2	2	0	2	15					
18:00-18:15	:	3 1		2 6		<i>/</i>	1	1	0	21					
18:15-18:30		1 1		2 2		b .		0	0	15					
18:30-18:45		5 (		6 7		1 (		0	0	19					
18:45-19:00		0 1		1 1			-	0	0	5					
Sum	4	7 67	13	9 90	20	9 6	5 5	3	29	699	Total on spine:	2	138		

Total off spine:



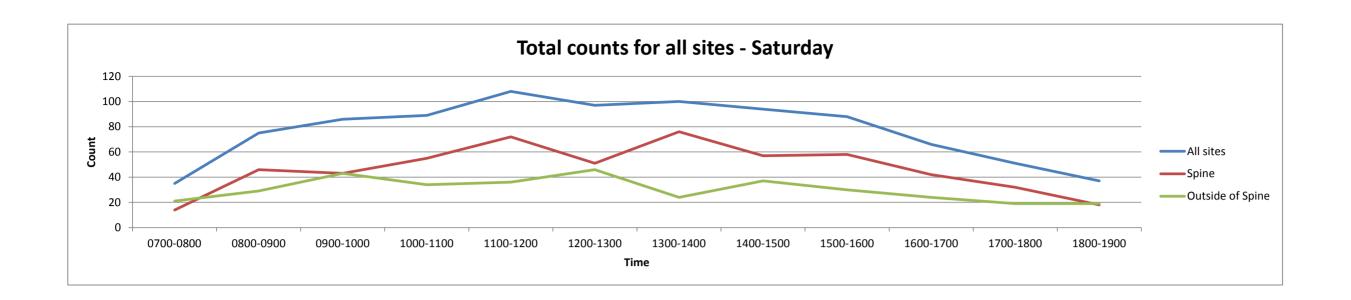
Total Counts For Each Site - Saturday

7:00-7:15         0         0         1         0         1         1         0         2         2         7:15-7:230         0         0         0         1         4         4         3         0         0         1         1         4         3         0         0         7:30-7:45         1         0         0         1         1         2         0 </th <th></th> <th>Charles Street</th> <th>Swan Street</th> <th>Chapel Street</th> <th>Lavant Street</th> <th>High Street</th> <th>Hylton Road</th> <th>Sheep Steet</th> <th>Park Road</th>		Charles Street	Swan Street	Chapel Street	Lavant Street	High Street	Hylton Road	Sheep Steet	Park Road
7-30 - 7-45	7:00- 7:15								
7-30 - 7-45		C					4		
7.45-8.00         3         2         0         0         4         3         1         1         1         2         3         1         3         1         0         0         1         3         1         0         0         1         3         0         5         5         5         1         1         2         3         1         3         1         0         3         1         0         2         1         4         2         4         4         2         1         4         2         4         4         2         1         0		1					0		
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8.15-8.30									
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10:00-10:15									
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11:00-11:15         1         3         12         2         14         3         3         0           11:15-11:30         6         2         4         3         10         4         2         0           11:30-11:45         0         0         7         1         10         3         2         1           11:45-12:00         0         1         5         1         3         4         0         1           12:00-12:15         8         2         8         1         2         3         3         10         1         0         0         0         1         0         0         1         0         0         2         2         2         2         2         2         2         2         2         2         2         2         2         0         0         0         0         0         0         1		5							
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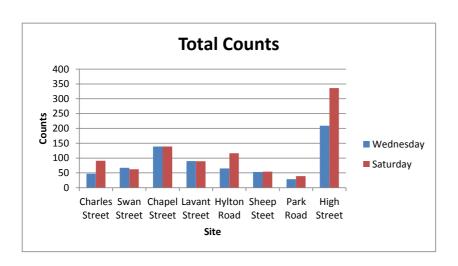
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Outside of Spine



#### **Total Counts**

	Charles Street	Swan Street	Chapel Street	Lavant Street	Hylton Road	Sheep Steet	Park Road	High Street	
Wednesday	47	67	139	90	65	53	29	209	)
Saturday	91	62	139	89	116	54	39	336	j



### Breakdown of cycle traffic

#### Wednesdays

Site	% road	% pavement	% adult	% child	% OAP
1	87	13	83	17	0
2	93	7	82	3	1
3	92	8	92	6	2
4	86	1	89	10	1
5	86	14	69	22	9
6	96	4	91	0	9
7	100	n/a	59	24	2
8		counted	86	11	3
Average %	90	8	81	12	4

#### Saturdays

Site	% road	% pavement	% adult	% child	% OAP
1	78	22	75	20	4
2	87	13	66	21	13
3	84	16	68	22	11
4	84	16	75	18	7
5	86	14	78	13	9
6	81	19	70	20	9
7	100	n/a	62	28	8
8			68	29	3
Average %	86	17	70	21	8

Average both days	88	12	76	16	6
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Appendix 22

Cycle audit

Cycling Level of Service assessme Source: http://lcc.org.uk/pages/clos		*For highlighted critical indicators, score is m	nultiplied by 3 (basic = 0, good = 3, highest = 6	5)						
Factor	Indicator	Critical * (fail)	Basic CLoS (score=0)	Good CLoS (score=1)	Highest CLoS (score=2)	Score	Weighted score lower range	Weighted score upper range		Comments
Safety (max possible = 48)	Left/sight hard, at its attimation	Harry share or of humine houffing out a second	Cide and investigations for mark and for	Farmeride and impaired the of	Cide and aloned as feet was in		1,20	0		There is a living and the hell are the of the impaire is
Collision risk	Left/right hook at junctions	Heavy streams of turning traffic cut acros main cycling stream	side road junctions frequent and/or untreated. Conflicting movements at major junctions not separated	Fewer side road junctions. Use of entry treatments. Conflicting movements on cycle routes are separated at major junctions	Side roads closed or footway is continuous. All conflicting streams separated at major junctions	0	x3 0	0		There is no lining and the bell mouth of the junction is very wide, this could make it difficult for cyclists to "take the lane" and clearly indicate their intentions
	Collision alongside or from behind	Nearside lane in range 3.2m to 4.0m	Cyclists in wide (4m+) nearside traffic lanes or cycle lanes less than 2m wide	Cyclists in dedicated cycle lanes at least 2m wide	Cyclists separated from motorised traffic	Dragon Street = Critical (fail), High Street = 0	x3 Critical	0		Dragon Street lanes are not marked but road width is c. 6.9m, giving approximately 3.45m per lane. High Street at the junction is very wide and does not promote good road positioning of cyclists
	Kerbside activity or risk of collision with door	Cycle lanes <1.5m alongside parking / loading with no buffer	Frequent kerbside activity / effective width for cyclists of 1.5m	Less frequent kerbside activity / effective width for cyclists of 2m	No kerbside activity / No interaction with vehicles parking or loading	Dragon Street = 2, High Street at the junction = 1	x3 3	6		Lorry loading observed at the junction on High Street westbound over several site visits
	Other vehicle falls to give way or disobeys signals		Poor visibility, no route continuity across junctions and unclear priority	Clear route continuity through junctions, good visibility, priority clear for all users, visual priority for cyclists across side roads	Cycle priority at signalised junctions; visual priority for cyclists across side roads		0	0		
Feeling of safety	Separation from heavy traffic		Cyclists in general traffic lanes or cycle lanes less than 2m	Cycle lanes at least 2m wide	Cyclists physically separated from other traffic at junctions and on links, or no heavy freight	0	0	0		
	Speed of traffic (where cyclists are not separated)	85th percentile greater than 30mph	85th percentile greater than 25mph	85th percentile 20-25mph	85th percentile less than 20mph	Dragon Street = 0, High Street = 1	x3 0	3		
	Total volume of traffic (where cyclists are not separated)	>1,000 vehicles/ hour at peak	500 - 1,000 vehicles / hour at peak (but becomes 'critical' if 5 per cent or more are HGVs)	200 - 500 vehicles / hour at peak (but becomes 'basic' if 2 per cent or more are HGVs)	<200 vehicles / hour at peak	High Street, 1, reduced to due to % HGVs, Dragon Street = 0	0 x3 0	0		
	Interaction with HGVs	Frequent, close interaction	Frequent interaction	Occasional interaction	No interaction	Dragon Street = 1 . High Street = 0	x3 0	3		Dragon Street = max 11 one way, 18 two way, generally no higher than 11 two way across the day. High Street has
Social safety	Risk/fear of crime		High risk: 'ambush spots', loitering, poor maintenance	Low risk: area is open, well designed and maintained	No fear of crime: high quality streetscene and pleasant interaction	1	1	1		high level of "HGVs" travelling westbound
	Lighting		Long stretches of darkness	Short stretches of darkness	Route lit thoroughly	2	2	2		
	Isolation		Route passes far from other activity, for most of the day	Route close to activity, for all of the day	Route always overlooked	1	1	1		
	Impact of highway design on behaviour		Layout encourages aggressive behaviour	Layout controls behaviour throughout	Layout encourages civilised behaviour: negotiation and forgiveness	0.5	0.5	0.5		Junction layout encourages "assertive" behaviour at least
Directness (max possible = 8)					Max score	e 48	7.5	16% 16.5	34%	
Journey time	Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle ahead (including other	Cyclists can usually pass other vehicles (including cyclists)	Cyclists can always pass other vehicles	1	1	1		
	Delay to cyclists at junctions		cyclists)  Journey time longer than motor vehicles	Journey time around the same as motor vehicles	Journey time less than motor vehicles	0	0	0		It is anticipated that journey time for cyclists through this junction is longer than cars as cyclists would require a
Value of time	For cyclists compared to private car use (normal weather conditions)		VOT greater than private car use value due to some site- specific	VOT equivalent to private car use value: similar	VOT less than private car use value due to attractive nature of route	High Street = 2, Dragon St	= 1	2		larger "gap" in traffic to accept a safe time to proceed
Directness	Deviation of route (against straight line or nearest		factors  Deviation factor greater than 40 per	delay-inducing factors and convenience  Deviation factor 20-40 per cent	Deviation factor less than	2	2	2		
on ectros	main road alternative)		cent	Deviation factor 20-40 per cent	20 per cent	e 8	1 4	50% 5	63%	
Coherence (max possible = 4)						-			10070	
Connections	Ability to join/leave route safely and easily		Cyclists cannot connect to other routes without dismounting	Cyclists share connections with motor traffic	Cyclists have dedicated connections to other routes	1	1	1		
Way-finding	Signing		Basic direction signing (cyclists follow road signs and markings)	Some cycle-specific direction signing	Consistent signing of range of routes and destinations at decision points	s 0	0	0		No cycle signs at this location
Comfort (max possible = 20)				'	Max score	e 4	1	25% 1	25%	
Surface quality	Defects: non cycle friendly ironworks, raised/	Major defects	Many minor defects	Few minor defects	Smooth, high-grip surface	1	x3 3	3		
Surface material	sunken covers/gullies  Construction		Hand-laid asphalt or unstable blocks/sets	Machine laid asphalt concrete or HRA; smooth blocks	Machine laid asphalt concrete; smooth and firm blocks undisturbed	0.5	0.5	0.5		Some loose paviours/cobbles at uncontrolled crossing north of the junction and controlled crossing south of the
Effective width without conflict	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position	Secondary: <1.5m Primary: high motor vehicle flow	Secondary: 1.5m Primary: medium motor vehicle flow	Secondary: 1.5-2.0m Primary: low motor vehicle flow	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles	Dragon Street = 0, High Street = 1	x3 0	3		junction
Gradient	Uphill gradient over		>5 per cent	3-5 per cent	<3 per cent	2	2	2		
Deflections	100m Pinch points caused by horizontal deflections		(Remaining) lane width <3.2m	(Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)	2	2	2	2		Traffic calming in form of signals and change in surfacing
Undulations	Vertical deflections		Round top humps	Sinusoidal humps	No vertical deflections	2	2	2		
					Max score	e 20	9.5	48% 12.5	63%	
Attractiveness (max possible = 8) Impact on walking	Pedestrian Comfort		Reduction in PCL to C, D	No impact on pedestrian provision	Pedestrian provision enhanced by	1	1	1		
Greening	Level (PCL)  Green infrastructure or sustainable materials		or E  No greening element	or PCL never lower than B  Some greening elements	cycling provision or PCL A  Full integration of greening element	s 0	0	0		
Minimise street clutter	incorporated into design  Signing required to support scheme layout		Large amounts of regulatory signing to conform with complex layout	Moderate amount of signing, particularly around junctions	Minimal signing, eg for wayfinding purposes only	2	2	2		
Secure cycle parking	Ease of access to secure cycle parking on- and		No additional secure cycle parking	Minimal levels of cycle parking	Cycle parking is provided to meet	2	2	2		
	off-street			provided	future demand and is of good quality and securely located			500		
Adaptability (max possible = 4)					Max score	e 8	5	63% 5	63%	
Public transport integration	Smooth transition between modes or route continuity maintained through interchanges		No consideration for cyclists within interchange area	Cycle route continuity maintained through interchange and some cycle parking available	Cycle route continuity maintained and secure cycle parking provided. Transport of cycles available.	1	1	1		Cycle parking available at bus stop
Flexibility	Facility can be expanded or layouts adopted within area constraints		No adjustments are possible within constraints. Road works may require some closure	Links can be adjusted to meet	Layout can be adapted freely without constrain to meet demand	1	1	1		
			50116	limitations. Road works will not	collision risk. Adjustments can be					
				require closure; cycling will be maintained although	made to maintain full route quality when roadworks are present					
						e 4	2	50% 2	50%	

### High Street east to junction with Rams Walk

	Cycling Level of Service assessment Source: http://lcc.org.uk/pages/clos		*For highlighted critical indicators, score is mult	tiplied by 3 (basic = 0, good = 3, highest = 6)					
Marie   Mari	Factor	Indicator	Critical * (fail)	Basic CLoS (score=0)	Good CLoS (score=1)	Highest CLoS (score=2)	Score		% Comments
Control   Cont	Safety (max possible = 48)							score	
Second	Collision risk	Left/right hook at junctions		untreated. Conflicting movements	entry treatments. Conflicting movements on cycle routes are	continuous. All conflicting streams	1	x3 3	very wide, this could make it difficult for cyclists to "take
The process of a control of the co		Collision alongside or from behind	Nearside lane in range 3.2m to 4.0m	traffic lanes or cycle lanes less than			0.5	x3 1.5	Descriptions less applicable - narrow lanes in this location discourage overtaking of cyclists in primary position. Low
Registration   Regi		Kerbside activity or risk of collision with door		Frequent kerbside activity / effective		, ,	0.5	x3 1.5	Frequent kerbside activity - cyclists take primary position
March   Marc		Other vehicle fails to give way or disobeys signals			junctions, good visibility, priority clear for all users, visual priority for	visual priority for cyclists across side		1	
## Part	Feeling of safety				Cycle lanes at least 2m wide	separated from other traffic at junctions and on links, or no	0	0	
March   Marc		Speed of traffic (where cyclists are not separated)	85th percentile greater than 30mph		85th percentile 20-25mph	85th percentile less than	1	x3 3	
Control   Cont				at peak (but becomes 'critical'	(but becomes 'basic' if	<200 vehicles / hour at peak	0	x3 0	1 reduced to 0 due to higher percentage of HGVs
# March 19 1			Frequent, close interaction			No interaction	0	x3 0	High Street has high level of "HGVs" travelling westbound
	Social safety						2	2	
Part		Lighting		Long stretches of darkness	Short stretches of darkness	Route lit thoroughly	1	1	
The content		Isolation				Route always overlooked	1	1	
Mary		Impact of highway design on behaviour		Layout encourages aggressive	Layout controls behaviour		2	2	
							e 48	16	33%
Marie   Mari	Directness (max possible = 8)								
Make the plate and plate	Journey time	Ability to maintain own speed on links		vehicle ahead (including other			0	0	
## Companies of the control of the c		Delay to cyclists at junctions		Journey time longer than motor			1	1	
Second print printing printing reads and part of the	Value of time			VOT greater than private car use value due to some site- specific	VOT equivalent to private car use value: similar	VOT less than private car use value	2	2	
Market   19   19   19   19   19   19   19   1	Directness				convenience		2	2	
Second   Part							P 8	5	63%
Specify Specif	Coherence (max possible = 4)					Will scott	- 19		
The following of the proof again and marking of the rector against and marking of the rector against an extension of the control of the proof of the control	Connections	Ability to join/leave route safely and easily					1	1	
Interface analysis of services concept femolity incoments, remail superior processors, remail superior processors, remail superior processors, remail superior processors, remail superior processors of the control of	Way-finding	Signing					s 0	0	No cycle signs at this location
price country						Max score	e 4	1	25%
whether constraints of contractions of contrac	, , ,	Defects: non-cycle friendly ironworks, raised/	Major defects	Many minor defects	Four minor defects	Smooth high grip surface	1	u2 2	Come notheles along the soute
Texture worth without conflict  Clear near-ratie space in accordancy positions or motor whiche flow  Secondary: 1.5 - 10 Primary law leads on motor whiche flow  motor whiche flow  secondary: 1.5 - 20 Primary law leads on overstack gly motor whiche greed volume in primary position motor whiche flow  motor whiche flow  secondary: 1.5 - 20 Primary law leads on overstack gly motor whiche greed volume in primary position or motor whiche flow  motor whiche flow  secondary: 1.5 - 20 Primary law leads on overstack gly motor whiche flow  secondary: 1.5 - 20 Primary law leads on overstack gly motor whiche flow  secondary: 1.5 - 20 Primary law leads on overstack gly motor whiche flow  secondary: 1.5 - 20 Primary law leads on overstack gly motor whiche flow  secondary: 1.5 - 20 Primary law leads on overstack gly motor whiche flow  secondary: 1.5 - 20 Primary law leads on overstack gly motor which gly motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 - 20 Primary law leads flow with flow motor whiche flow  secondary: 1.5 -	Surface quality	sunken covers/gullies	major derects				1	1	Some potnoies along the route
received feeds of the control specific				blocks/sets	HRA; smooth blocks	smooth and firm blocks undisturbed by turning vehicles			
Some	Effective width without conflict						2	x3 0	Higher score for this location compared to junction with Dragon Street where the road widens into the bellmouth
horizontal deflections A 2.3 m	Gradient			>5 per cent	3-5 per cent	<3 per cent	2	2	
Round top humps Sinusoidal humps No vertical deflections 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Deflections				>4.0m or <3.0m (low motor		1	1	Traffic is calmed via changes in surfacing
tractivenes (max possible = 8)  Pedestrian Confort Level (PCL) Reduction in PCL to C, D Or EL neer lower than 8 Reduction in PCL to C, D Reduction or PCL to C, D Reduction	Undulations	Vertical deflections		Round top humps	Sinusoidal humps	No vertical deflections	2	2	
Pedestrian Comfort Level (PCL) Prediction in PCL to C, D Or E. Pedestrian provision or PCL and provision or PCL an						Max score	e 20	9	45%
Level (PCL)  Or E Or PCL never lower than B Or Green infrastructure or sustainable materials incorporated into design Or Green infrastructure or sustainable materials incorporated into design Or Signing required to support scheme layout Off-street  Or PCL never lower than B Or Or Green infrastructure or sustainable materials incorporated into design  Moderate amount of signing, particularly around junctions Advisoring particularly around junctions  Minimal signing, eg for supyrinding purpose only  Wayfinding purpose only  Off-street  Max score Off-street  No additional secure cycle parking provided  Interchange area  Interchange area  Interchange area  Interchange area  Within area constraints  No adjustments are possible within constraints. Noad works may require some closure  Some off-street  Max score Off-street		Dedoctrion Comfort		Reduction in BCI to C. D.	No impact on padastrian provision	Dedectrian provision enhanced by	4		
incorporated into design  Signing required to support scheme layout  Large amounts of regulatory signing to conform with complex layout of street  Ease of access to secure cycle parking on- and off-street  No additional secure cycle parking off-street  No additional secure cycle parking off-street  No additional secure cycle parking on- and off-street  No additional secure cycle parking on- and off-street  No additional secure cycle parking off-street  No additional secure cycle parking on- and off-street  No consideration for cyclists within interchange area interchange area off-street on the constraints of croute continuity maintained interchange area off-street on the constraints. Should works may require some closure  within area constraints  No additional secure cycle parking provided to meet demand and is of good quality and securely located  No consideration for cyclists within interchange area interchange area of cycle route continuity maintained distribution interchange area of some cycle parking available.  No adjustments are possible within constraints. Road works may require constrainted by vehicle capacity limitations. Road works will not require closure, cycling will be maintained although route quality without constraint to meet demand or collision risk. Adjustments can be constrained by vehicle capacity limitations. Road works will not require closure, cycle will be maintained although route quality when roadworks are present  No additional secure cycle parking provided to meet demand or constraints when roadworks are present  No additional secure cycle parking provided to meet demand or constraints when roadworks are present  No additional secure cycle parking provided to meet demand or constraints when roadworks are present  No additional secure cycle parking provided to meet d		Level (PCL)		or E	or PCL never lower than B	cycling provision or PCL A	1		
Ease of access to secure cycle parking on and off-street    No additional secure cycle parking off-street		incorporated into design					3	0	
off-street provided provided provided future demand and is of good quality and securely located  **Total Contract Country and the provided parking and securely located parking and securely located parking provided parking available.  **Total Country and the parking and some cycle parking provided parking available.  **Total Country and the parking available parking available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Country and the parking provided. Transport of cycles available.  **Total Coun	withining street tracter	signing required to support scrience layout					2		
daptability (max possible = 4)  ublic transport integration Smooth transition between modes or route continuity maintained interchange area interchanges and some cycle parking available parking available.  Exhibility Facility can be expanded or layouts adopted within area constraints  Facility can be expanded or layouts adopted within area constraints  Facility can be expanded or layouts adopted within area constraints  Facility can be expanded or layouts adopted within area constraints  Facility can be expanded or layouts adopted within area constraints  Facility can be expanded or layouts adopted within area constraints  Facility can be expanded or layouts adopted within area constraints  Facility can be expanded or layouts adopted within area constraints  Facility can be expanded or layouts adopted within area constraints  Facility can be expanded or layouts adopted within area constraints  Facility can be expanded or layouts adopted without constraint to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present  Facility can be expanded or layouts adopted without constraint to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present  Facility can be adapted freely without constraint to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present  Facility can be expanded or layout can be adapted freely without constraint to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present  Facility can be expanded or layout can be adapted freely without constraint to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present  Facility can be expanded or layout can be adapted freely without constraint to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present  Facility can be expanded or layou	Secure cycle parking			No additional secure cycle parking		future demand and is of good	1	1	Small number of cycle stands close to Marks and Spencer
Smooth transition between modes or route continuity maintained through interchange area interchanges area interchanges interchanges interchanges area interchanges interchanges interchanges interchanges interchanges interchanges interchanges interchanges interchanges area interchanges area interchanges area interchanges interchanges area interchanges area interchanges area interchanges interchanges interchanges interchanges interchanges interchanges interchanges interchanges interchanges area interchanges interchanges area interchanges and some cycle parking provided. The provided, The provided						Max score	e 8	4	50%
interchanges  Exhibitivy  Facility can be expanded or layouts adopted within area constraints  Within area constraints  Some closure  Within area constraints  Within area constraints  Some closure  Within area constraints  Without constraint on the edapted freely  Without constraint on erea deapted freely  Without constraint on erea deapted freely  Collision risk. Adjustments can be made to maintain full route quality  Whe	Adaptability (max possible = 4) Public transport integration						n/a	n/a	Not applicable at this location
within area constraints  constraints. Road works may require some closure  demand but junctions are constraint to meet demand or constraint to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present route quality may be compromised  DTAL (max 90)  demand but junctions are without constrain to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present when roadworks are present  Max score 2  1 506		interchanges			parking available	Transport of cycles available.			
maintained although route quality may be compromised maintained although route quality may be compromised max score 2 1 50%  OTAL (max 90)  36	Flexibility			constraints. Road works may require	demand but junctions are constrained by vehicle capacity limitations. Road works will not	without constrain to meet demand or collision risk. Adjustments can be	1	1	
OTAL (max 90)					maintained although	when roadworks are present			
For highlighted critical indicators, score is multiplied by 3 (basic = 0, good = 3, highest = 6)	TOTAL (max 90)					Max scor	e 2	_	50%

### The Square

Factor	Indicator	*For highlighted critical indicators, score is mult			Highest Clos (seeve-2)	Coore	Weighted	Comments
	Indicator	Critical * (fail)	Basic CLoS (score=0)	Good CLoS (score=1)	Highest CLoS (score=2)	Score	Weighted score	Comments
of str. (may possible = 40)							lower	
afety (max possible = 48) Collision risk	Left/right hook at junctions	Heavy streams of turning traffic cut across	Side road junctions frequent and/or	Fewer side road junctions. Use of	Side roads closed or footway is	1	x3 3	Few side roads, junctions treated to reduce speeds
		main cycling stream	untreated. Conflicting movements at major junctions not separated	entry treatments. Conflicting movements on cycle routes are	continuous. All conflicting streams separated at major junctions			
			at major junctions not separateu	separated at major junctions	separated at major junctions			
	Collision alongside or from behind	Nearside lane in range 3.2m to 4.0m	Cyclists in wide (4m+) nearside	Cyclists in dedicated cycle lanes at	Cyclists separated from	0	x3 0	Lanes are not marked, but measured at approx 6m so
	comport alongstac of from behind	rearrie and arrange sizin to 4.011	traffic lanes or cycle lanes less than	least 2m wide	motorised traffic		730	assumed 3m per lane. Cycists can take the lane to avoid
			2m wide					being overtaken, but risk "dooring" due to on street parallel parking
	Kerbside activity or risk of collision with door	Cycle lanes <1.5m alongside parking / loading with no buffer	Frequent kerbside activity / effective width for cyclists of 1.5m	Less frequent kerbside activity / effective width for cyclists of 2m	No kerbside activity / No interaction with vehicles parking or loading	0	x3 0	Frequent kerbside activity. The Square also has echelon parking which encourages cars to reverse "out" which
			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					can pose a danger to cyclists passing behind, particular
								child cyclists who would be smaller, and may not be visible to a reversing driver
	Other vehicle fails to give way or disobeys signals		Poor visibility, no route continuity across junctions and unclear priority	Clear route continuity through junctions, good visibility, priority	Cycle priority at signalised junctions; visual priority for cyclists across side		1	
		1	,	clear for all users, visual priority for	roads			
		1		cyclists across side roads				
Feeling of safety	Separation from heavy traffic		Cyclists in general traffic lanes or cycle lanes less than 2m	Cycle lanes at least 2m wide	Cyclists physically separated from other traffic	0	0	
	neavy tranic	1	cycle lattes less trial 2111		at junctions and on links, or no			
	Speed of traffic (where cyclists are not separated)	85th percentile greater than 30mph	85th percentile greater than	85th percentile 20-25mph	heavy freight  85th percentile less than	1	x3 3	
	speed of traine (where cyclists are not separated)	ostri percentile greater than sompri	25mph	ostri percentile 20-25mpii	20mph		A3 3	
	Total volume of traffic (where cyclists are not	>1,000 vehicles/	500 - 1,000 vehicles / hour	200 - 500 vehicles / hour at peak	<200 vehicles / hour at peak	0	x3 0	1, reduced to 0 due to % HGVs
	separated)	hour at peak	at peak (but becomes 'critical'	(but becomes 'basic' if				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
	Interaction with	Frequent, close interaction	if 5 per cent or more are HGVs)  Frequent interaction	2 per cent or more are HGVs)  Occasional interaction	No interaction	0	x3 0	High Street has high level of "HGVs" travelling westbound
Social safety	HGVs Risk/fear of crime		High risk: 'ambush spots', loitering,	Low risk: area is open, well designed		2	2	
Social Salety	Nisk/Teal of Cliffie	1	poor maintenance	and maintained	streetscene and pleasant interaction	2	2	
	Lighting		Long stretches of darkness	Short stretches of darkness	Pouto lit thoroughly	2	2	
	Lighting  Isolation		Route passes far from other activity,	Route close to activity, for all of the	Route lit thoroughly  Route always overlooked	2	2	
			for most of the day	day	,			
	Impact of highway design on behaviour		Layout encourages aggressive behaviour	Layout controls behaviour throughout	Layout encourages civilised behaviour: negotiation and	2	2	
					forgiveness			
Directness (max possible = 8)					Max score	48	15	31%
Journey time	Ability to maintain own speed on links		Cyclists travel at speed of slowest	Cyclists can usually pass other	Cyclists can always pass other	0	0	
		1	vehicle ahead (including other cyclists)	vehicles (including cyclists)	vehicles			
	Delay to cyclists at junctions		Journey time longer than motor	Journey time around the same as	Journey time less than motor	1	1	
Value of time	For cyclists compared to private car use (normal		vehicles  VOT greater than private car use	motor vehicles  VOT equivalent to private car use	vehicles VOT less than private car use value	2	2	
	weather conditions)	1	value due to some site- specific factors	value: similar delay-inducing factors and	due to attractive nature of route			
			Tactors	convenience				
Directness	Deviation of route (against straight line or nearest main road alternative)		Deviation factor greater than 40 per cent	Deviation factor 20-40 per cent	Deviation factor less than 20 per cent	2	2	
						. 0	-	Land
Coherence (max possible = 4)					Max score	8	5	63%
Connections	Ability to join/leave route safely and easily		Cyclists cannot connect to other	Cyclists share connections	Cyclists have dedicated connections	1	1	
		l	routes without dismounting	with motor traffic	to other routes			
Way-finding	Signing		Basic direction signing (cyclists	Some cycle-specific	Consistent signing of range of routes	0	0	Cycle signage hard to spot, mostly NCN stickers on
		l	follow road signs and markings)	direction signing	and destinations at decision points			lampposts. One sign, on Sheep Street is completely obscured a lorry prohibition sign. Signing could be
					Max score	4	1	25%
Comfort (max possible = 20)								
Surface quality	Defects: non cycle friendly ironworks, raised/ sunken covers/gullies	Major defects	Many minor defects	Few minor defects	Smooth, high-grip surface	1	x3 3	
Surface material			Hand-laid asphalt or unstable	Machine laid asphalt concrete or	Machine laid asphalt concrete;	1	1	
	Construction		blocks/sets	HRA; smooth blocks				
	Construction		Diocks/ Secs	,	smooth and firm blocks undisturbed by turning vehicles			
Effective width without conflict	Clear nearside space in secondary position or	Secondary: <1.5m Primary: high motor	Secondary: 1.5m Primary: medium	Secondary: 1.5-2.0m Primary: low	by turning vehicles Secondary: >2.0m Primary: no		x3 3	
Effective width without conflict		Secondary: <1.5m Primary: high motor vehicle flow			by turning vehicles		x3 3	
	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over		Secondary: 1.5m Primary: medium	Secondary: 1.5-2.0m Primary: low	by turning vehicles Secondary: >2.0m Primary: no		x3 3	
Effective width without conflict  Gradient  Deflections	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position		Secondary: 1.5m Primary: medium motor vehicle flow	Secondary: 1.5-2.0m Primary: low motor vehicle flow	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles			Traffic calming in the form of changes in surfacing
Gradient	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m		Secondary: 1.5m Primary: medium motor vehicle flow	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >4.0m or <3.0m (low motor	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent		2	Traffic calming in the form of changes in surfacing
Gradient	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m Pinch points caused by		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width	Secondary: 1.5-2.0m Primary: low motor vehicle flow 3-5 per cent (Remaining) lane width	by turning vehicles Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent Traffic is calmed so no need for		2	Traffic calming in the form of changes in surfacing
Gradient Deflections	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m  Pinch points caused by horizontal deflections		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width <3.2m	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflection		2 2	Traffic calming in the form of changes in surfacing
Gradient Deflections	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m  Pinch points caused by horizontal deflections		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width <3.2m	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflection	2 2 2	2 2	Traffic calming in the form of changes in surfacing
Gradient Deflections	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m  Pinch points caused by horizontal deflections		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width <3.2m	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)	by turning vehicles  Secondary: 22.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflection  No vertical deflections	2 2 2	2 2	
Gradient  Deflections  Undulations	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m Pinch points caused by horizontal deflections  Vertical deflections		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width <3.2m  Round top humps	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)  Sinusoidal humps	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflection  No vertical deflections  Max score  Pedestrian provision enhanced by	2 2 2	2 2	
Gradient  Deflections  Undulations  Attractiveness (max possible = 8)  Impact on walking	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m Pinch points caused by horizontal deflections  Vertical deflections  Pedestrian Comfort Level (PCL)		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width <3.2m  Round top humps  Reduction in PCL to C, D or E	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)  Sinusoidal humps  No impact on pedestrian provision or PCL never lower than B	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflection  No vertical deflections  Max score  Pedestrian provision enhanced by cycling provision or PCL A	2 2 2 2 20	2 2 2 13 13	65%
Gradient  Deflections  Undulations  Attractiveness (max possible = 8)	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m Pinch points caused by horizontal deflections  Vertical deflections		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width <3.2m  Round top humps	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)  Sinusoidal humps	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflection  No vertical deflections  Max score  Pedestrian provision enhanced by	2 2 2 2 20	2 2	
Gradient  Deflections  Undulations  Attractiveness (max possible = 8)  Impact on walking  Greening	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m  Pinch points caused by horizontal deflections  Vertical deflections  Pedestrian Comfort Level (PCL)  Green infrastructure or sustainable materials		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent (Remaining) lane width <3.2m  Round top humps  Reduction in PCL to C, D or E  No greening element  Large amounts of regulatory signing	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >-4.0m or <-3.0m (low motor vehicle flow)  Sinusoidal humps  No impact on pedestrian provision or PCL never lower than B  Some greening elements  Moderate amount of signing,	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflection  No vertical deflections  Max score  Pedestrian provision enhanced by cycling provision or PCL A  Full integration of greening elements  Minimal signing, eg for	2 2 2 2 20	2 2 2 13 13	65%
Gradient  Deflections  Undulations  Attractiveness (max possible = 8)  Impact on walking  Greening	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m  Pinch points caused by horizontal deflections  Vertical deflections  Pedestrian Comfort Level (PCL)  Green infrastructure or sustainable materials incorporated into design		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width <3.2m  Round top humps  Reduction in PCL to C, D or E  No greening element	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >-4.0m or <-3.0m (low motor vehicle flow)  Sinusoidal humps  No impact on pedestrian provision or PCL never lower than B  Some greening elements	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflection  No vertical deflections  Max score  Pedestrian provision enhanced by cycling provision or PCL A  Full integration of greening elements	2 2 2 2 20	2 2 2 13 1 1 1 1	65%
Gradient  Deflections  Undulations  Max possible = 8)  Impact on walking  Greening  Minimise street clutter	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m Pinch points caused by horizontal deflections  Vertical deflections  Pedestrian Comfort Level (PCL)  Green infrastructure or sustainable materials incorporated into design  Signing required to support scheme layout		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width <3.2m  Round top humps  Reduction in PCL to C, D or E  No greening element  Large amounts of regulatory signing to conform with complex layout	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)  Sinusoidal humps  No impact on pedestrian provision or PCL never lower than B  Some greening elements  Moderate amount of signing, particularly around junctions	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflection  No vertical deflections  Max score  Pedestrian provision enhanced by cycling provision or PCL A  Full integration of greening elements  Minimal signing, eg for wayfinding purposes only	2 2 2 2 20	2 2 2 13 1 1 1 1	65%  Trees at The Square, planting in front of the Church
Gradient  Deflections  Undulations  Undulations  (max possible = 8)  Impact on walking  Greening  Minimise street clutter	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m  Pinch points caused by horizontal deflections  Vertical deflections  Pedestrian Comfort Level (PCL)  Green infrastructure or sustainable materials incorporated into design		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent (Remaining) lane width <3.2m  Round top humps  Reduction in PCL to C, D or E  No greening element  Large amounts of regulatory signing	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >-4.0m or <-3.0m (low motor vehicle flow)  Sinusoidal humps  No impact on pedestrian provision or PCL never lower than B  Some greening elements  Moderate amount of signing,	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflections  Max score  Pedestrian provision enhanced by cycling provision or PCL A  Full integration of greening elements  Minimal signing, eg for wayfinding purposes only  Cycle parking is provided to meet future demand and is of good	2 2 2 2 20	2 2 2 13 1 1 1 1	Trees at The Square, planting in front of the Church  Very minimal level of cycle parking, only within Church grounds. Evidence of bicycles chained to railings around
Gradient  Deflections  Undulations  Undulations  (max possible = 8)  Impact on walking  Greening  Minimise street clutter	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m  Pinch points caused by horizontal deflections  Vertical deflections  Pedestrian Comfort Level (PCL)  Green infrastructure or sustainable materials incorporated into design  Signing required to support scheme layout  Ease of access to secure cycle parking on- and		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width <3.2m  Round top humps  Reduction in PCL to C, D or E  No greening element  Large amounts of regulatory signing to conform with complex layout	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)  Sinusoidal humps  No impact on pedestrian provision or PCL never lower than B  Some greening elements  Moderate amount of signing, particularly around junctions  Minimal levels of cycle parking	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflection  No vertical deflections  Max score  Pedestrian provision enhanced by cycling provision or PCL A  Full integration of greening elements  Minimal signing, eg for wayfinding purposes only  Cycle parking is provided to meet	2 2 2 2 20	2 2 2 13 1 1 1 1	Trees at The Square, planting in front of the Church  Very minimal level of cycle parking, only within Church grounds. Evidence of bicycles chained to railings around the Square - this could be formalised, perhaps through signage but dedicated facilities would be beneficial -
Gradient  Deflections  Undulations  Undulations  (max possible = 8)  Impact on walking  Greening  Minimise street clutter	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m  Pinch points caused by horizontal deflections  Vertical deflections  Pedestrian Comfort Level (PCL)  Green infrastructure or sustainable materials incorporated into design  Signing required to support scheme layout  Ease of access to secure cycle parking on- and		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width <3.2m  Round top humps  Reduction in PCL to C, D or E  No greening element  Large amounts of regulatory signing to conform with complex layout	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)  Sinusoidal humps  No impact on pedestrian provision or PCL never lower than B  Some greening elements  Moderate amount of signing, particularly around junctions  Minimal levels of cycle parking	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflection  No vertical deflections  Max score  Pedestrian provision enhanced by cycling provision or PCL A  Full integration of greening element:  Minimal signing, eg for wayfinding purposes only  Cycle parking is provided to meet future demand and is of good quality and securely located	2 2 2 20 1 1 1 2	2 2 2 13 1 1 1 1 2 2 1 1	Trees at The Square, planting in front of the Church  Very minimal level of cycle parking, only within Church grounds. Evidence of bicycles chained to railings around the Square - this could be formalised, perhaps through signage but dedicated facilities would be beneficial - particularly for those with adapted bikes.
Gradient  Deflections  Undulations  Hatractiveness (max possible = 8)  Impact on walking  Greening  Minimise street clutter  Secure cycle parking	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m  Pinch points caused by horizontal deflections  Vertical deflections  Pedestrian Comfort Level (PCL)  Green infrastructure or sustainable materials incorporated into design  Signing required to support scheme layout  Ease of access to secure cycle parking on- and		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width <3.2m  Round top humps  Reduction in PCL to C, D or E  No greening element  Large amounts of regulatory signing to conform with complex layout	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)  Sinusoidal humps  No impact on pedestrian provision or PCL never lower than B  Some greening elements  Moderate amount of signing, particularly around junctions  Minimal levels of cycle parking	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles  <3 per cent  Traffic is calmed so no need for horizontal deflections  Max score  Pedestrian provision enhanced by cycling provision or PCL A  Full integration of greening elements  Minimal signing, eg for wayfinding purposes only  Cycle parking is provided to meet future demand and is of good	2 2 2 20 1 1 1 2	2 2 2 13 1 1 1 1	Trees at The Square, planting in front of the Church  Very minimal level of cycle parking, only within Church grounds. Evidence of bicycles chained to railings around the Square - this could be formalised, perhaps through signage but dedicated facilities would be beneficial -
Gradient  Deflections  Undulations  Attractiveness (max possible = 8)  Impact on walking  Greening  Minimise street clutter  Secure cycle parking  Adaptability (max possible = 4)	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m  Pinch points caused by horizontal deflections  Vertical deflections  Pedestrian Comfort Level (PCL)  Green infrastructure or sustainable materials incorporated into design  Signing required to support scheme layout  Ease of access to secure cycle parking on- and off-street  Smooth transition between modes		Secondary: 1.5m Primary: medium motor vehicle flow  >5 per cent  (Remaining) lane width <3.2m  Round top humps  Reduction in PCL to C, D or E  No greening element  Large amounts of regulatory signing to conform with complex layout  No additional secure cycle parking	Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width >-4.0m or <-3.0m (low motor vehicle flow)  Sinusoidal humps  No impact on pedestrian provision or PCL never lower than B  Some greening elements  Moderate amount of signing, particularly around junctions  Minimal levels of cycle parking provided	by turning vehicles  Secondary: >2.0m Primary: no overtaking by motor vehicles <a href="#"><a #"="" href="#&lt;/td&gt;&lt;td&gt;2&lt;br&gt;2&lt;br&gt;2&lt;br&gt;20&lt;br&gt;1&lt;br&gt;1&lt;br&gt;1&lt;br&gt;2&lt;/td&gt;&lt;td&gt;2 2 2 13 1 1 1 1 2 2 1 1&lt;/td&gt;&lt;td&gt;Trees at The Square, planting in front of the Church  Very minimal level of cycle parking, only within Church grounds. Evidence of bicycles chained to railings around the Square - this could be formalised, perhaps through signage but dedicated facilities would be beneficial - particularly for those with adapted bikes.  63%  Although bus stops are in very close proximity, no formal&lt;/td&gt;&lt;/tr&gt;&lt;tr&gt;&lt;td&gt;Gradient  Deflections  Undulations  (max possible = 8)  Impact on walking  Greening  Minimise street clutter  Secure cycle parking&lt;/td&gt;&lt;td&gt;Clear nearside space in secondary position or motor vehicle speed/ volume in primary position  Uphill gradient over 100m Pinch points caused by horizontal deflections  Vertical deflections  Pedestrian Comfort Level (PCL)  Green infrastructure or sustainable materials incorporated into design  Signing required to support scheme layout  Ease of access to secure cycle parking on- and off-street&lt;/td&gt;&lt;td&gt;&lt;/td&gt;&lt;td&gt;Secondary: 1.5m Primary: medium motor vehicle flow  &gt;5 per cent  (Remaining) lane width &lt;3.2m  Round top humps  Reduction in PCL to C, D or E  No greening element  Large amounts of regulatory signing to conform with complex layout  No additional secure cycle parking&lt;/td&gt;&lt;td&gt;Secondary: 1.5-2.0m Primary: low motor vehicle flow  3-5 per cent  (Remaining) lane width &gt;4.0m or &lt;3.0m (low motor vehicle flow)  Sinusoidal humps  No impact on pedestrian provision or PCL never lower than B  Some greening elements  Moderate amount of signing, particularly around junctions  Minimal levels of cycle parking provided&lt;/td&gt;&lt;td&gt;by turning vehicles  Secondary: &gt;2.0m Primary: no overtaking by motor vehicles  &lt;a href="><a href="#"><a href="#"></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a>			

### Chapel Street to bus stops on Swan Street

Safety (max possible = 48)  Collision risk		*For highlighted critical indicators, score is mul Critical * (fail)  Heavy streams of turning traffic cut across main cycling stream	Basic CLoS (score=0)		Highest CLoS (score=2)	Score	Weighted score	Comments	
Collision risk	Left/right hook at junctions		Side road junctions frequent and/or				score		
Collision risk	Left/right hook at junctions		Side road junctions frequent and/or						
	LENTINGITE HOUR AT JUHLTUNIS			Fower cide read junctions. Hea of	Side roads closed or footway is	0			
			untreated. Conflicting movements at major junctions not separated	Fewer side road junctions. Use of entry treatments. Conflicting movements on cycle routes are separated at major junctions	continuous. All conflicting streams separated at major junctions	U	x3 0		
	Collision alongside or from behind	Nearside lane in range 3.2m to 4.0m	Cyclists in wide (4m+) nearside traffic lanes or cycle lanes less than	Cyclists in dedicated cycle lanes at least 2m wide	Cyclists separated from motorised traffic	Critical	x3 0	Lanes are not marked, but measured at a assumed 3.5m per lane. Risk of close pass	
	Kerbside activity or risk of collision with door	Cycle lanes <1.5m alongside parking / loading with no buffer	Frequent kerbside activity / effective width for cyclists of 1.5m	Less frequent kerbside activity / effective width for cyclists of 2m	No kerbside activity / No interaction with vehicles parking or loading	0	x3 0	assumed 3.3m per lane. Risk of close pass	
	Other vehicle fails to give way or disobeys signals		Poor visibility, no route continuity across junctions and unclear priority	Clear route continuity through junctions, good visibility, priority clear for all users, visual priority for cyclists across side roads	Cycle priority at signalised junctions; visual priority for cyclists across side roads	1	1		
English of the	Constitution from		Coding to the control of the least of	Cycle lanes at least 2m wide	Conflicts of controlled		0		
	Separation from heavy traffic		Cyclists in general traffic lanes or cycle lanes less than 2m	Cycle lanes at least 2m wide	Cyclists physically separated from other traffic at junctions and on links, or no heavy freight	U			
	Speed of traffic (where cyclists are not separated)	85th percentile greater than 30mph	85th percentile greater than 25mph	85th percentile 20-25mph	85th percentile less than 20mph	1	x3 3	High Street speed survey used as a proxy	for "the Spine"
	Total volume of traffic (where cyclists are not separated)	>1,000 vehicles/ hour at peak	500 - 1,000 vehicles / hour at peak (but becomes 'critical' if 5 per cent or more are HGVs)	200 - 500 vehicles / hour at peak (but becomes 'basic' if 2 per cent or more are HGVs)	<200 vehicles / hour at peak	0	х3 0	1, reduced to 0 due to % HGVs. High Stree a proxy for "the Spine"	
	Interaction with HGVs	Frequent, close interaction	Frequent interaction	Occasional interaction	No interaction	0	x3 0	High Street, used as a proxy for "the Spine of "HGVs" travelling westbound	e", has high level
Social safety	Risk/fear of crime		High risk: 'ambush spots', loitering, poor maintenance	Low risk: area is open, well designed and maintained	No fear of crime: high quality streetscene and pleasant interaction	2	2		
	Lighting		Long stretches of darkness  Route passes far from other activity,	Short stretches of darkness  Route close to activity, for all of the	Route lit thoroughly  Route always overlooked	1	1		
	Impact of highway design on behaviour		for most of the day  Layout encourages aggressive	day  Layout controls behaviour	Layout encourages civilised	1	1		
			behaviour	throughout	behaviour: negotiation and forgiveness				
Directness (max possible = 8)					Max score	48	9	19%	
	Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle ahead (including other	Cyclists can usually pass other vehicles (including cyclists)	Cyclists can always pass other vehicles	0	0		
	Delay to cyclists at junctions		cyclists)  Journey time longer than motor	Journey time around the same as	Journey time less than motor	1	1		
Value of time	For cyclists compared to private car use (normal		vehicles  VOT greater than private car use	motor vehicles  VOT equivalent to private car use	vehicles  VOT less than private car use value	1	1		
	weather conditions)		value due to some site- specific factors	value: similar delay-inducing factors and convenience	due to attractive nature of route				
	Deviation of route (against straight line or nearest main road alternative)		Deviation factor greater than 40 per cent	Deviation factor 20-40 per cent	Deviation factor less than 20 per cent	2	2		
	-				Max score	8	4	50%	
Coherence (max possible = 4)	Al-Way and the Company of the Compan		L Cultura and a second transfer	Cultivation	Collista have deally-stand accounting	le.			
Connections	Ability to join/leave route safely and easily		Cyclists cannot connect to other routes without dismounting	Cyclists share connections with motor traffic	Cyclists have dedicated connections to other routes		1		
Way-finding	Signing		Basic direction signing (cyclists follow road signs and markings)	Some cycle-specific direction signing	Consistent signing of range of routes and destinations at decision points	2	2		
Comfort (max possible = 20)					Max score	4	3	75%	
	Defects: non cycle friendly ironworks, raised/	Major defects	Many minor defects	Few minor defects	Smooth, high-grip surface	1	x3 3	Minor defects at junction of Chapel St and	d Lavant St
	sunken covers/gullies Construction		Hand-laid asphalt or unstable	Machine laid asphalt concrete or	Machine laid asphalt concrete;	1	1	, ,	
			blocks/sets	HRA; smooth blocks	smooth and firm blocks undisturbed by turning vehicles				
	Clear nearside space in secondary position or motor vehicle speed/volume in primary position	Secondary: <1.5m Primary: high motor vehicle flow	Secondary: 1.5m Primary: medium motor vehicle flow	Secondary: 1.5-2.0m Primary: low motor vehicle flow	Secondary: >2.0m Primary: no overtaking by motor vehicles	1	x3 3		
	Uphill gradient over 100m		>5 per cent	3-5 per cent	<3 per cent	2	2		
	Pinch points caused by horizontal deflections		(Remaining) lane width <3.2m	(Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)	Traffic is calmed so no need for horizontal deflection	1	1		
Undulations	Vertical deflections		Round top humps	Sinusoidal humps	No vertical deflections	2	2		
					Max score	20	12	60%	
Attractiveness (max possible = 8) Impact on walking	Pedestrian Comfort		Reduction in PCL to C, D	No impact on pedestrian provision	Pedestrian provision enhanced by	1	1		
	Level (PCL)  Green infrastructure or sustainable materials		or E  No greening element	or PCL never lower than B  Some greening elements	cycling provision or PCL A  Full integration of greening elements	0	0	Trees at The Square, planting in front of ti	the Church
	incorporated into design			Moderate amount of signing,		2	2		
Minimise street clutter	Signing required to support scheme layout		Large amounts of regulatory signing to conform with complex layout	particularly around junctions	Minimal signing, eg for wayfinding purposes only	2	2		
	Ease of access to secure cycle parking on- and off-street		No additional secure cycle parking	Minimal levels of cycle parking provided	Cycle parking is provided to meet future demand and is of good quality and securely located	0	0	No cycle parking available visible from the	e road
Adamtabilia					Max score	8	3	38%	
	Smooth transition between modes or route continuity maintained through interchanges		No consideration for cyclists within interchange area	Cycle route continuity maintained through interchange and some cycle parking available	Cycle route continuity maintained and secure cycle parking provided. Transport of cycles available.	0	0	No formal storage is available and carriage supported. Carriage of bikes to and from in National Park on bus- based bike racks co	the areas of the
	Facility can be expanded or layouts adopted within area constraints		No adjustments are possible within constraints. Road works may require some closure	Links can be adjusted to meet demand but junctions are constrained by vehicle capacity limitations. Road works will not	Layout can be adapted freely without constrain to meet demand or collision risk. Adjustments can be	2	2	considered for the tourist market	
				require closure; cycling will be maintained although route quality may be compromised	made to maintain full route quality when roadworks are present				
				,,,	Max score	4	2	50%	
TOTAL (max 92) *For highlighted critical indicators, score is multiplied by	y 3 (basic = 0, good = 3, highest = 6)						3 <b>3</b> 36%		

### Lavant Street

Source: http://lcc.org.uk/pages/clos Factor	Indicator	*For highlighted critical indicators, score is mult  Critical * (fail)		Good CLoS (score=1)	Highest CLoS (score=2)	Score	Weighted	Comments
Factor	Indicator	Critical * (fail)	Basic CLoS (score=0)	Good CLoS (score=1)	Hignest CLos (score=2)	Score	score	Comments
Safety (max possible = 48)								
Collision risk	Left/right hook at junctions	Heavy streams of turning traffic cut across main cycling stream	Side road junctions frequent and/or untreated. Conflicting movements at major junctions not separated	Fewer side road junctions. Use of entry treatments. Conflicting movements on cycle routes are separated at major junctions	Side roads closed or footway is continuous. All conflicting streams separated at major junctions	1	x3 3	Junction of Lavant and Chapel is wide, a tighter geometry or treatment to calm traffic on Chapel St in this location could improve safety
	Collision alongside or from behind	Nearside lane in range 3.2m to 4.0m	Cyclists in wide (4m+) nearside traffic lanes or cycle lanes less than 2m wide	Cyclists in dedicated cycle lanes at least 2m wide	Cyclists separated from motorised traffic	Critical	x3 0	Lanes are not marked, but measured at approx 6.1m so assumed 3m per lane, so, whilst not dedicated or separated, this provision is not critical and supports cyclists to take the lane and discourages close passes
	Kerbside activity or risk of collision with door	Cycle lanes <1.5m alongside parking / loading with no buffer	Frequent kerbside activity / effective width for cyclists of 1.5m	Less frequent kerbside activity / effective width for cyclists of 2m	No kerbside activity / No interaction with vehicles parking or loading	1	x3 3	
	Other vehicle fails to give way or disobeys signals	locality with 10 out 12.	Poor visibility, no route continuity across junctions and unclear priority	Clear route continuity through junctions, good visibility, priority clear for all users, visual priority for cyclists across side roads	Cycle priority at signalised junctions; visual priority for cyclists across side roads	1	1	
Feeling of safety	Separation from heavy traffic		Cyclists in general traffic lanes or cycle lanes less than 2m	Cycle lanes at least 2m wide	Cyclists physically separated from other traffic at junctions and on links, or no heavy freight	0	0	
	Speed of traffic (where cyclists are not separated)	85th percentile greater than 30mph	85th percentile greater than 25mph	85th percentile 20-25mph	85th percentile less than 20mph	1	x3 3	High Street speed survey used as a proxy for "the Spine"
	Total volume of traffic (where cyclists are not separated)	>1,000 vehicles/ hour at peak	500 - 1,000 vehicles / hour at peak (but becomes 'critical' if 5 per cent or more are HGVs)	200 - 500 vehicles / hour at peak (but becomes 'basic' if 2 per cent or more are HGVs)	<200 vehicles / hour at peak	1	x3 3	High Street proxy not used for this variable as site visits suggest HGV level is lower in this location
	Interaction with HGVs	Frequent, close interaction	Frequent interaction	Occasional interaction	No interaction	1	x3 3	High Street proxy not used for this variable as site visits suggest HGV level is lower in this location
Social safety	Risk/fear of crime		High risk: 'ambush spots', loitering, poor maintenance	Low risk: area is open, well designed and maintained	No fear of crime: high quality streetscene and pleasant interaction	2	2	
	Lighting		Long stretches of darkness	Short stretches of darkness	Route lit thoroughly	1	1	
	Isolation		Route passes far from other activity, for most of the day	Route close to activity, for all of the day	Route always overlooked	1	1	
	Impact of highway design on behaviour		Layout encourages aggressive behaviour	Layout controls behaviour throughout	Layout encourages civilised behaviour: negotiation and	2	2	
					forgiveness  Max score	48	22	46%
Directness (max possible = 8)								
Journey time	Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle ahead (including other cyclists)	Cyclists can usually pass other vehicles (including cyclists)	Cyclists can always pass other vehicles	0	0	
	Delay to cyclists at junctions		Journey time longer than motor vehicles	Journey time around the same as motor vehicles	Journey time less than motor vehicles	1	1	
Value of time	For cyclists compared to private car use (normal weather conditions)		VOT greater than private car use value due to some site- specific factors	VOT equivalent to private car use value: similar delay-inducing factors and convenience	VOT less than private car use value due to attractive nature of route	1	1	
Directness	Deviation of route (against straight line or nearest main road alternative)		Deviation factor greater than 40 per cent	Deviation factor 20-40 per cent	Deviation factor less than 20 per cent	2	2	
Coherence (max possible = 4)					Max score	8	4	50%
Connections	Ability to join/leave route safely and easily		Cyclists cannot connect to other routes without dismounting	Cyclists share connections with motor traffic	Cyclists have dedicated connections to other routes	1	1	
Way-finding	Signing		Basic direction signing (cyclists follow road signs and markings)	Some cycle-specific direction signing	Consistent signing of range of routes and destinations at decision points	2	2	
					Max score	4	3	75%
Comfort (max possible = 20)						1-		
Surface quality	Defects: non cycle friendly ironworks, raised/ sunken covers/gullies	Major defects	Many minor defects	Few minor defects	Smooth, high-grip surface	2	x3 6	
Surface material	Construction		Hand-laid asphalt or unstable blocks/sets	Machine laid asphalt concrete or HRA; smooth blocks	Machine laid asphalt concrete; smooth and firm blocks undisturbed by turning vehicles	1	1	Recent scheme has seen improvements to western end o Lavant St
Effective width without conflict	Clear nearside space in secondary position or motor vehicle speed/volume in primary position	Secondary: <1.5m Primary: high motor vehicle flow	Secondary: 1.5m Primary: medium motor vehicle flow	Secondary: 1.5-2.0m Primary: low motor vehicle flow	Secondary: >2.0m Primary: no overtaking by motor vehicles	1	x3 1	
Gradient	Uphill gradient over		>5 per cent	3-5 per cent	<3 per cent	1	1	Gradient approx 3%
Deflections	Pinch points caused by horizontal deflections		(Remaining) lane width <3.2m	(Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)	Traffic is calmed so no need for horizontal deflection	2	2	Narrow lane width acts as traffic calming
Undulations	Vertical deflections		Round top humps	Sinusoidal humps	No vertical deflections	2	2	
					Max score	20	13	65%
Attractiveness (max possible = 8) Impact on walking	Pedestrian Comfort		Reduction in PCL to C, D	No impact on pedestrian provision	Pedestrian provision enhanced by	1	1	
	Level (PCL)		or E	or PCL never lower than B	cycling provision or PCL A			
Greening	Green infrastructure or sustainable materials incorporated into design		No greening element	Some greening elements	Full integration of greening elements	0	0	
Minimise street clutter	Signing required to support scheme layout		Large amounts of regulatory signing to conform with complex layout	Moderate amount of signing, particularly around junctions	Minimal signing, eg for wayfinding purposes only	2	2	
Secure cycle parking	Ease of access to secure cycle parking on- and off-street		No additional secure cycle parking	Minimal levels of cycle parking provided	Cycle parking is provided to meet future demand and is of good quality and securely located	0	0	No cycle parking available visible from the road
Adaptability /may nos-lbl 4)					Max score	8	3	38%
Adaptability (max possible = 4) Public transport integration	Smooth transition between modes		No consideration for cyclists within	Cycle route continuity maintained	Cycle route continuity maintained	2	2	Good level of secure cycle storage available at the train
	or route continuity maintained through interchanges  Facility can be expanded or layouts adopted		interchange area  No adjustments are possible within	through interchange and some cycle parking available Links can be adjusted to meet	Transport of cycles available.  Layout can be adapted freely	2	2	station. Carriage of cycles permitted.
Flexibility	and the first of the second se	i .	constraints. Road works may require	demand but junctions are	without constrain to meet demand		1.1	
Flexibility	within area constraints		some closure	constrained by vehicle capacity limitations. Road works will not require closure; cycling will be	or collision risk. Adjustments can be made to maintain full route quality			
Flexibility	within area constraints		some closure	limitations. Road works will not	collision risk. Adjustments can be			100%

Summary	y of Cycling Level of Service Assessment - The Spine		% score						
Link number	Link name	Safety	Directness	Comfort	Attractiveness	Adaptability	Combined score	Overall score	Comments and recommendations
1	Junction of High Street with Dragon Street and Heath Road and the High Street (both roads assessed in the vicinity of the junction						32-46%		Very wide bell mouth at High Street makes assertive positioning difficult for cyclists. 10 traffic movements are possible in this location. Dragon Street is at a critical width which could encourage unsafe overtaking and close passes. Relatively high flows of HGVs noted travelling westbound on High Street
2	High Street east to junction with Rams Walk						40%		Reduced maximum score as no interchange with public transport in this location. Generally low traffic speeds but high percentage of HGVs. On street parking creates "dooring risk", althought low speeds and lane width support cyclists taking primary position. Traffic calming encourage civilised behaviour. Insufficient cycle parking. Potholes observed, and raised through interactions with users during site visits.
3	The Square						45%		Enhanced cycle parking and signage are recommended, removal of echelon parking would improve safety at this location. Generally low traffic speeds but high percentage of
4	Chapel Street to bus stops on Swan Street						36%		Lane width in "critical" range which could encourage unsafe overtaking and close passes. Generally low traffic speeds but high percentage of HGVs. No cycle parking to serve the shops and services fronting the road.
5	Lavant Street						53%		Lack of cycle parking, and on street parallel parking effect the score in this location.

44%

Average

75-100% 50-74% 25-49% 0-24%



Appendix 23

**Audit of wayfinding** 

# Wayfinding Audit – The Spine, Petersfield

Sign	Location	Condition	Destinations	Photograph
Heritage Style finger post sign. Black, with x3 direction al arms.	High Street, south side, outside Café Mezzo.	Good.	<ul> <li>The Heath</li> <li>Festival Hall/Town Hall</li> <li>Citizens Advise Bureau</li> <li>Swimming Pool</li> <li>Market Square</li> <li>Toilets</li> </ul>	THE MENTS PROPERTY OF THE PROP
Town map	North side of the High Street, outside M&S	Good	Town Wide. 'You are here'	Information Z
Heritage Style finger post sign. Black with x4 directiona I arms	Junction between The Square and the High Street.	Good	<ul> <li>Police Station</li> <li>Toilets</li> <li>Museum</li> <li>Tourist Information Centre</li> </ul>	ROWLANDS  INTERIORS  INTERIORS  OF ANTI-OPERATORS  ANTI-OPERAT
Brown Tourist Sign	North side of the High Street, outside Barclays Bank	Fair	<ul> <li>Flora Twort Gallery</li> <li>Heath Pond &amp; Millennium Walk</li> </ul>	BARCLAYS  A STATE OF THE STATE

Cycle sign	North side of the High Street, outside Barclays Bank	Fair	• NCN 22	
Cycle sign	The Square, outside the Church	Good	• NCN 22	Cloisters
Cycle sign	The Square, opposite the Post Office	Good	• NCN 22	
Wayfindin g stickers	The Square, bollards outside The Square PH	Fair	• 'Hangerway	
Heritage Style finger post. Black. x1 directiona I arm	East side of Chapel Street	Fair. Sign positioned on back edge of footway and not easy to see close up.	Swan     Street car     park	

Cycle sign	East side of Chapel Street at the jct with Lavant Street	Poor. Sign pointing in the wrong direction	<ul><li>Town Centre</li><li>Taro Centre</li></ul>	Taro centre dib
Heritage Style finger post sign. x2 directiona I arms	South side of Lavant Street	Poor. Sign has been badly damaged, both column and arms.	<ul> <li>Rail Station</li> <li>Market Place</li> <li>Rams Walk</li> </ul>	
Cycle sign x2	East of the junction of Charles Street and Lavant Street.	Good.	<ul> <li>Queen Elizabeth Park</li> <li>Shipwrights Way</li> <li>Town Centre</li> <li>Taro Centre</li> </ul>	Text contry Tory Cortes  Owner Enaburn John State Cortes  State Cortes  Owner Enaburn John State Cortes  State Cortes  Owner Enaburn John State Cortes  Owner Enaburn
Heritage Style finger post x1 directiona I arm and Info board	Western end of Lavant Street	Good	Town     Centre     Tourist     Information     Centre	Information (

Town Map	Outside of the Station building	Good	South     Downs by     bike. 22     mile route     using road     and     bridleways	The South Downs by bike sont Downs A 22-mile on road cycle route

## Other examples of town centre wayfinding:

Heritage Style finger post x1 directional arm	East of Festival Hall, within the car park	Good	<ul><li>Town Centre</li><li>Toilets</li></ul>	
Heritage style Finger post x3 directional arms	Northeast of Waitrose in the Central car park	Fair x1 broken arm	<ul> <li>Market Square</li> <li>Museum</li> <li>Toilets</li> <li>Chapel Street</li> </ul>	MARZII SQUARE MIST DIMARE
Town Map (Mosaic style)	West side of Dragon, south of junction with the High Street	Good	Decorative town map	

Heritage style finger post x3 directional arms	Within Swan Street car park	Good	<ul> <li>Lavant Street</li> <li>Market     Square</li> <li>Rams Walk</li> <li>Shops</li> </ul>	PAY
Wooden sign.	Central car park, adjacent to Waitrose	Fair	Lavant Street	