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

| | | | |
|---|---|---|---|
| Q5. | What is the reason for your visit to Petersfield today?<br><br>Food shopping<br>Non food shopping<br>Leisure activities<br>Visit a bank/PO<br>Visit a coffee shop/pub/restaurant<br>Visit the Library<br>Visit the Museum<br>Take a child to school<br>Visit the GP or hospital<br>Live in the town<br>Other – please state | (tick which is applicable) | |
| Q6. | Would any measure improve your journey to, or within the town encouraging you to visit the town more frequently or stay longer?<br><br>Slower traffic speeds (currently 20pmh)<br>More car parking<br>More provision for cyclists<br>Improved quality of place/landscape<br>CCTV/perception of safety<br>More facilities/shops/services<br>Better signage<br>Street lighting<br>Seating in public places<br>Wider pavements<br><br>Do you have any other comments on travel to or within the town centre?<br><br>Prompt if required<br>Air quality<br>Noise<br>Safety<br>Environment<br>Social behaviour<br><br>a | (tick which is applicable) | |

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

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

## Issue Sheet

| Issued to | Date | | | |
|---|---|---|---|---|
| | 05.06.2018 | | | |
| | | | | |
| Leon Manley | E-mail | | | |
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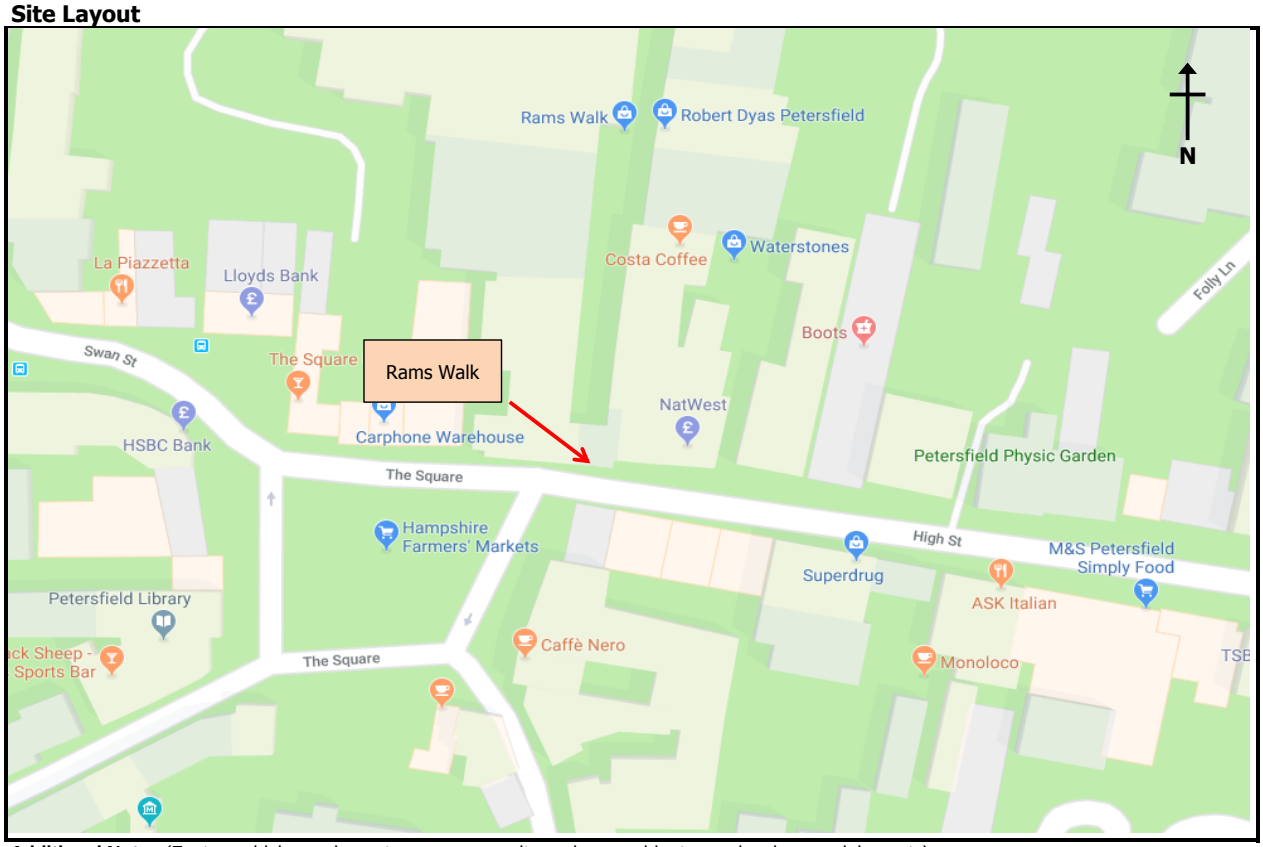
# Contents Page

# 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




**Additional Notes** (Factors which may impact on survey results such as accidents, roadworks, special events)**:**

# Intelligent Data Collection Limited

**Client:** Hampshire County Council
**Project Number:** ID03875
**Location:** Junction of Rams Walk & High Street
**Survey Type:** Census
**Date of Survey:** 09.05.2018 & 12.05.2018

**Prepared by:** Matthew Mills
**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? | Q3. In total, how long will you spend in town today? | Q4. What are the first 4 digits of your home postcode? | Q5. What is the reason for your visit to Petersfield 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) | - | - | Less than 1 hour | GU31 | Visit a bank/ PO | - | - | - | - | Market | - | Feet safe here. | Female | 55-64 years old |
| 09-May | Car | Central (Waitrose) | - | - | Between 1-3 hours | GU33 | Food Shopping | Non food shopping | - | - | - | Market | - | Cheaper car parking (or free). | Female | 65-74 years old |
| 09-May | Bus | N/A | - | - | Between 1-3 hours | GU32 | Food Shopping | Non food shopping | Visit a bank/ PO | Visit a coffee shop/pub/restaurant | - | Market | - | Pedestrian crossing by market would be helpful. | Male | 65-74 years old |
| 09-May | Bus | N/A | - | - | Between 1-3 hours | GU32 | Food Shopping | Non food shopping | Visit a bank/ PO | - | - | Market | Seating in public places | More public seating be nice. | Male | 75 years or older |
| 09-May | Car | Swan Street car park | - | - | All day | GU32 | Other- please state | - | - | - | - | Work | - | Great place to work | Female | 55-64 years old |
| 09-May | Walking | N/A | - | - | Between 1-3 hours | GU31 | Food Shopping | - | - | - | - | Appointment | - | Would be helpful for area around the market be more pedestrianised as I have 2 children. | Female | 35-44 years old |
| 09-May | Walking | N/A | - | - | Less than 1 hour | GU32 | Other- please state | - | - | - | - | 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 shopping | Visit the Library | - | - | - | Seating in public places | Decent independent café "too many chains" | Female | 45-54 years old |
| 09-May | Walking | N/A | - | - | All day | GU32 | Live in the town | - | - | - | - | - | Seating in public places | - | Female | 75 years or older |
| 09-May | Walking | N/A | - | - | Between 1-3 hours | GU31 | Other- please state | - | - | - | - | walking for my health (part of a group of 50+ every We | - | Pavements need attention | Female | 75 years or older |
| 09-May | Walking | N/A | - | - | Between 1-3 hours | GU31 | Non food shopping | Visit a bank/ PO | Visit the Library | Live in the town | - | Market | - | Pedestrian crossing | Female | 65-74 years old |
| 09-May | Car | Other (Please Specify) | On the street | - | Less than 1 hour | GU33 | Food Shopping | Visit a coffee shop/pub/restaurant | - | - | - | - | More car parking | - | Male | 55-64 years old |
| 09-May | Walking | N/A | - | - | Between 1-3 hours | GU32 | Live in the town | - | - | - | - | - | - | - | Female | 75 years or older |
| 09-May | Walking | N/A | - | - | Less than 1 hour | GU32 | Food Shopping | Non food shopping | Visit a bank/ PO | - | - | Market | More car parking | Stop Pavement parking | Female | 55-64 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 | - | - | - | - | Street parking needs to be restricted | Female | 45-54 years old |
| 09-May | Car | Central (Waitrose) | - | - | Less than 1 hour | GU35 | Food Shopping | Non food shopping | Leisure activities | Visit a bank/ PO | Visit a coffee shop/pub/restaurant | Market | - | Nice place to do shopping | Female | 35-44 years old |
| 09-May | Bus | N/A | - | - | Less than 1 hour | PO8N | Other- please state | - | - | - | - | Optician market | - | - | Female | 65-74 years old |
| 09-May | Car | Central (Waitrose) | - | - | Less than 1 hour | GU32 | Non food shopping | Visit a bank/ PO | Visit the Library | - | - | - | - | Potholes need to be addressed | Male | 75 years or older |
| 09-May | Car | Swan Street car park | - | - | Less than 1 hour | GU32 | Food Shopping | Non food shopping | 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 | GU32 | Food Shopping | - | - | - | - | - | - | 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 shopping | - | - | - | 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 | GU32 | Leisure activities | Visit a bank/ PO | GU33 | - | - | Appointment | - | Cheaper parking, nice town always feel safe here. | Female | 25-34 years old |
| 12-May | Car | Tesco car park/ The Causeway | - | - | Between 1-3 hours | PO8 | 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 | N/A | - | - | Less than 1 hour | GU31 | Food Shopping | - | - | - | - | Market | - | I think it is a pleasure living in Petersfield. | Female | 65-74 years old |
| 12-May | Walking | N/A | - | - | All day | GU32 | Food Shopping | Leisure activities | Visit a bank/ PO | - | - | Market | Seating in public places | Hardly so any policeman in town "maybe we don't need them". | Male | 55-64 years old |
| 12-May | Car | Central (Waitrose) | - | - | Between 1-3 hours | GU33 | Food Shopping | Leisure activities | Visit a bank/ PO | Other- please state | - | Meeting friends/ Market | - | 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 | GU31 | Food Shopping | Leisure activities | Visit a coffee shop/pub/restaurant | Live in the town | - | - | - | 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 shopping | 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 shopping | Visit a bank/ PO | - | - | Market | - | All generally quite good. | Male | 65-74 years old |
| 12-May | Car | Central (Waitrose) | - | - | Between 1-3 hours | PO8 | Food Shopping | Non food shopping | Leisure activities | Visit a coffee shop/pub/restaurant | - | Market | - | Find it very nice. | Female | 55-64 years old |
| 12-May | Car | Other (Please Specify) | Marks & Spencer | - | Between 1-3 hours | GU35 | Food Shopping | Visit a coffee shop/pub/restaurant | Other- please state | - | - | Market | - | Quite a nice place. | Male | 65-74 years old |
| 12-May | Car | Other (Please Specify) | Marks & Spencer | - | Between 1-3 hours | GU33 | Food Shopping | - | - | - | - | - | - | Possibly some more hotels needed to attract & keep visitor longer. Possibly best market town. | Male | 75 years or older |
| 12-May | Walking | N/A | - | - | Between 1-3 hours | GU32 | Food Shopping | Non food shopping | Leisure activities | Visit a bank/ PO | Visit a coffee shop/pub/restaurant | - | - | More pedestrianisation and more hotels. | Male | 75 years or older |
| 12-May | Car | Other (Please Specify) | Lavant street | - | Less than 1 hour | GU32 | Non food shopping | Leisure activities | Visit a bank/ PO | Visit a coffee shop/pub/restaurant | Other- please state | Market | - | Nicest place to live in. | Male | 55-64 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) | - | - | Less than 1 hour | GU32 | Food Shopping | Non food shopping | Live in the town | - | - | - | - | All fine | Female | 45-54 years old |
| 12-May | Car | Central (Waitrose) | - | - | 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 shopping | 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 shopping | 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 |
| 12-May | Car | The High Street | - | - | Less than 1 hour | PO74 | Other- please state | - | - | - | - | Appointment with Optician | - | 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 | 65-74 years old |
| 12-May | Car | Festival Hall car park | - | - | Between 1-3 hours | PO91 | Non food shopping | Visit a coffee shop/pub/restaurant | Other- please state | - | - | Market | - | - | Female | 75 years or older |
| 12-May | Car | Private car park | - | - | More than 4 hours | PO22 | Non food shopping | Visit a coffee shop/pub/restaurant | - | - | - | - | - | It's fine | Female | 65-74 years old |
| 12-May | Car | Central (Waitrose) | - | - | Between 1-3 hours | SO24 | Food Shopping | Non food shopping | Visit a coffee shop/pub/restaurant | - | - | - | - | All positive | Female | 75 years or older |
| 12-May | Car | Festival Hall car park | - | - | Between 1-3 hours | GU35 | Food Shopping | Non food shopping | Visit a bank/ PO | Visit a coffee shop/pub/restaurant | - | - | - | Paying when you leave car park as opposed to payment before. | Male | 55-64 years old |
| 12-May | Walking | N/A | - | - | Between 1-3 hours | GU32 | Food Shopping | Non food shopping | 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 shopping | 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 | Tram | 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 | GU32 | Other- please state | - | - | - | - | Appointment | - | Some potholes need filling in. | Male | 55-64 years old |
| 12-May | Car | Central (Waitrose) | - | - | Between 1-3 hours | GU31 | Food Shopping | Non food shopping | Visit a bank/ PO | - | - | - | - | Best place I have ever lived. | Female | 75 years or older |
| 12-May | Car | Festival Hall car park | - | - | Between 1-3 hours | PO11 | Non food shopping | Leisure activities | Visit a coffee shop/pub/restaurant | - | - | - | - | Very positive. | Male | 65-74 years old |
| 12-May | Walking | N/A | - | - | More than 4 hours | GU32 | Food Shopping | Leisure activities | Visit a coffee shop/pub/restaurant | Live in the town | - | Seating in public places | - | We should have some decent hotels here for visitors, seating in square would be quite nice. | Female | 65-74 years old |
| 12-May | Car | Central (Waitrose) | - | - | Less than 1 hour | PO9 | Food Shopping | Non food shopping | Visit a bank/ PO | - | - | - | - | Very positive lovely place to come to. | Female | 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 pollution. | Male | 75 years or older |
| 12-May | Car | Central (Waitrose) | - | - | Between 1-3 hours | GU35 | Food Shopping | Non food shopping | 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 | - | - | - | - | - | - | 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 ok/fine. | Female | 35-44 years old |
| 12-May | Car | Central (Waitrose) | - | - | Between 1-3 hours | PO9M | 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 | - | - | - | - | Petersfield & Haslemere are the 2 best towns for living in. | Female | 25-34 years old |
| 12-May | Car | Other (Please Specify) | Dropped off by car | - | Between 1-3 hours | GU34 | Food Shopping | Non food shopping | Visit a bank/ PO | Visit the Library | - | Market | - | Maybe cheaper parking, quite nice here. | Female | 65-74 years old |
| 12-May | Walking | N/A | - | - | Less than 1 hour | GU32 | Food Shopping | Other- please state | - | - | - | Market | - | All quite good. | Male | 65-74 years old |
| 12-May | Car | Central (Waitrose) | - | - | Between 1-3 hours | PO11 | Non food shopping | Leisure activities | Other- please state | - | - | Market + Pharmacy | - | Cheaper parking even though it better then most places. | Male | 65-74 years old |
| 12-May | Car | Central (Waitrose) | - | - | Between 1-3 hours | GU31 | Food Shopping | Non food shopping | Leisure activities | Visit a coffee shop/pub/restaurant | Other- please state | Market | - | All fine. | Male | 45-54 years old |

Hampshire Services

## Appendix 20

## Pedestrian audit

**Town Spine Pedestrian Audit (March 21st 2018. Weather dry and sunny)**

| Street Name<br><br>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.<br>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.<br>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 | Score | Route Review | 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<br><br>The junction of Rams Walk with the High Street. | Link Review | Score | | Score | Crossing Review | 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 | Score | Route Review | 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. | 3 |
| Safety perceptions | | 1 | Feeling comfortable | 2 | Yes. No evidence of safe places for those needing assistance, e.g. dementia. | 3 |
| Security measures | | 1 | Sense of place | 3 | Pleasant unchallenging environment. Active street frontage. | 3 |
| Lighting | | 3 | Rest places | 0 | Bench opposite the crossing in The Square (facing Rams Walk) partly hidden by 'A' boards. Still in use though. | 4 |
| 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. | 1 |
| Quality of place | | 3 | | | | |
| Waiting area and comfort | | 2 | | | | |

| Street Name<br><br>The Square. | Link Review | Score | | Score | Crossing Review | 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 | 2<br><br>0 | Uncontrolled crossing points over St Peters Street and Sheep Street, also crossings into the Square from each side of The Square.<br>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 | Score | Route Review | 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<br><br>Chapel Street. | Link Review | Score | | Score | Crossing Review | 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<br><br>None. | Score | Route Review | 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. | 1 |
| 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. | 1 |
| Quality of place | | | | | | 3 |
| Waiting area and comfort | | | | | | 2 |

| Street Name<br><br>Lavant Street. | Link Review | Score | | Score | Crossing Review | 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.<br>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 | Good. Access from Swan car park and into Hobbs Lane (Waitrose). | 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<br><br>None. | Score | Route Review | Score | | Score |
| | | | | | | |
| Factor | Comments | | Factor | | Comments | |
| Infrastructure | | | 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

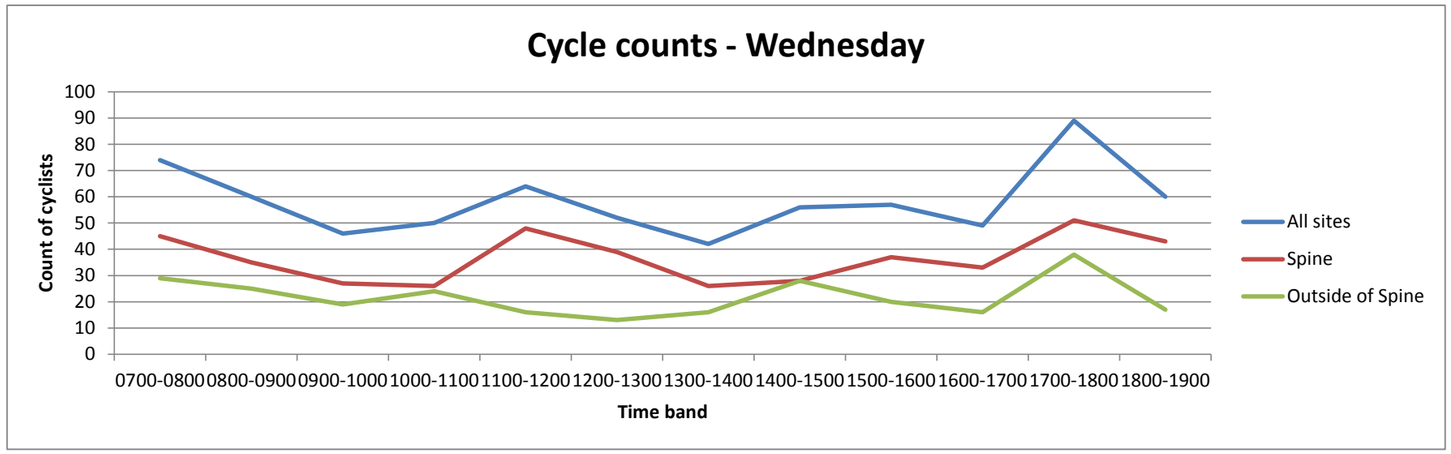
## Cycle counts

Total Dounts For EaDh Site - Wednesday

| | Dharles Street | Swan Street | Dhapel Street | Lavant Street | High Street | Hylton Road | Sheep Steet | Park Road | |
|---|---|---|---|---|---|---|---|---|---|
| 7:00- 7:15 | 6 | 2 | 3 | 11 | 4 | 2 | 0 | 0 | 28 |
| 7:15- 7:30 | 1 | 1 | 1 | 2 | 6 | 1 | 0 | 0 | 12 |
| 7:30- 7:45 | 3 | 2 | 3 | 5 | 1 | 2 | 0 | 0 | 16 |
| 7:45- 8:00 | 0 | 2 | 2 | 2 | 5 | 2 | 2 | 3 | 18 |
| 8:00- 8:15 | 0 | 3 | 0 | 1 | 6 | 0 | 0 | 2 | 12 |
| 8:15- 8:30 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 5 |
| 8:30- 8:45 | 2 | 1 | 4 | 4 | 9 | 6 | 2 | 0 | 28 |
| 8:45- 9:00 | 1 | 1 | 4 | 1 | 2 | 4 | 2 | 0 | 15 |
| 9:00- 9:15 | 0 | 2 | 1 | 0 | 6 | 1 | 3 | 0 | 13 |
| 9:15- 9:30 | 0 | 1 | 2 | 2 | 3 | 1 | 3 | 0 | 12 |
| 9:30- 9:45 | 0 | 3 | 5 | 0 | 1 | 1 | 0 | 0 | 10 |
| 9:45-10:00 | 0 | 3 | 3 | 1 | 3 | 0 | 0 | 1 | 11 |
| 10:00-10:15 | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 1 | 11 |
| 10:15-10:30 | 0 | 1 | 4 | 0 | 3 | 2 | 4 | 1 | 15 |
| 10:30-10:45 | 0 | 2 | 4 | 0 | 1 | 2 | 2 | 0 | 11 |
| 10:45-11:00 | 0 | 1 | 6 | 0 | 4 | 0 | 1 | 1 | 13 |
| 11:00-11:15 | 0 | 0 | 7 | 1 | 6 | 0 | 0 | 1 | 15 |
| 11:15-11:30 | 0 | 2 | 5 | 0 | 4 | 1 | 2 | 0 | 14 |
| 11:30-11:45 | 0 | 3 | 6 | 0 | 6 | 1 | 3 | 0 | 19 |
| 11:45-12:00 | 0 | 2 | 4 | 0 | 9 | 0 | 1 | 0 | 16 |
| 12:00-12:15 | 0 | 1 | 3 | 2 | 3 | 1 | 1 | 0 | 11 |
| 12:15-12:30 | 0 | 3 | 5 | 0 | 9 | 1 | 1 | 0 | 19 |
| 12:30-12:45 | 1 | 0 | 4 | 0 | 3 | 0 | 2 | 0 | 10 |
| 12:45-13:00 | 0 | 1 | 6 | 1 | 3 | 0 | 1 | 0 | 12 |
| 13:00-13:15 | 2 | 1 | 1 | 2 | 3 | 1 | 2 | 1 | 13 |
| 13:15-13:30 | 0 | 1 | 1 | 0 | 6 | 0 | 0 | 2 | 10 |
| 13:30-13:45 | 1 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 7 |
| 13:45-14:00 | 0 | 2 | 3 | 0 | 6 | 0 | 1 | 0 | 12 |
| 14:00-14:15 | 2 | 1 | 1 | 2 | 2 | 2 | 0 | 0 | 10 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 1 | 9 |
| 14:30-14:45 | 2 | 2 | 3 | 2 | 4 | 3 | 2 | 0 | 18 |
| 14:45-15:00 | 0 | 4 | 7 | 0 | 5 | 2 | 0 | 1 | 19 |
| 15:00-15:15 | 3 | 1 | 3 | 3 | 3 | 3 | 2 | 1 | 19 |
| 15:15-15:30 | 2 | 2 | 2 | 5 | 2 | 0 | 1 | 1 | 15 |
| 15:30-15:45 | 1 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 9 |
| 15:45-16:00 | 2 | 0 | 2 | 3 | 6 | 0 | 1 | 0 | 14 |
| 16:00-16:15 | 0 | 2 | 4 | 1 | 1 | 3 | 1 | 0 | 12 |
| 16:15-16:30 | 3 | 0 | 1 | 3 | 6 | 2 | 0 | 0 | 15 |
| 16:30-16:45 | 1 | 1 | 2 | 3 | 6 | 0 | 1 | 0 | 14 |
| 16:45-17:00 | 0 | 0 | 1 | 1 | 4 | 0 | 1 | 1 | 8 |
| 17:00-17:15 | 2 | 3 | 3 | 6 | 6 | 8 | 2 | 3 | 33 |
| 17:15-17:30 | 0 | 2 | 5 | 0 | 10 | 1 | 1 | 5 | 24 |
| 17:30-17:45 | 1 | 1 | 2 | 4 | 7 | 1 | 0 | 1 | 17 |
| 17:45-18:00 | 2 | 1 | 1 | 5 | 2 | 2 | 0 | 2 | 15 |
| 18:00-18:15 | 3 | 1 | 2 | 6 | 7 | 1 | 1 | 0 | 21 |
| 18:15-18:30 | 1 | 1 | 2 | 2 | 6 | 3 | 0 | 0 | 15 |
| 18:30-18:45 | 5 | 0 | 6 | 7 | 1 | 0 | 0 | 0 | 19 |
| 18:45-19:00 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 5 |
| Sum | 47 | 67 | 139 | 90 | 209 | 65 | 53 | 29 | 699 |

| | All sites | Spine | Outside of Spine |
|---|---|---|---|
| 0700-0800 | 74 | 45 | 29 |
| 0800-0900 | 60 | 35 | 25 |
| 0900-1000 | 46 | 27 | 19 |
| 1000-1100 | 50 | 26 | 24 |
| 1100-1200 | 64 | 48 | 16 |
| 1200-1300 | 52 | 39 | 13 |
| 1300-1400 | 42 | 26 | 16 |
| 1400-1500 | 56 | 28 | 28 |
| 1500-1600 | 57 | 37 | 20 |
| 1600-1700 | 49 | 33 | 16 |
| 1700-1800 | 89 | 51 | 38 |
| 1800-1900 | 60 | 43 | 17 |

| | |
|---|---|
| Total on spine: | 438 |
| Total off spine: | 400 |

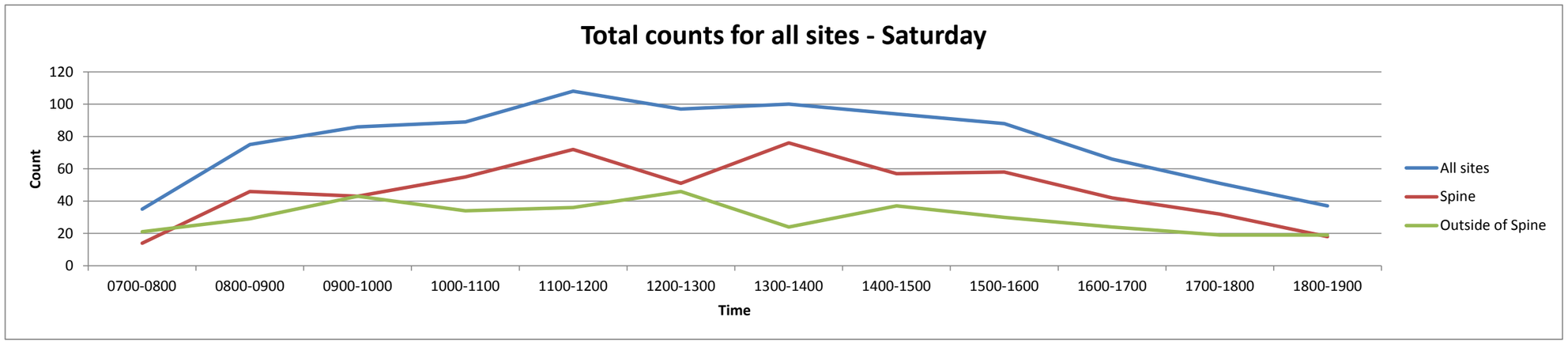

Cycle counts - Wednesday
Count of cyclists
100
90
80
70
60
50
40
30
20
10
0
0700-0800
0800-0900
0900-1000
1000-1100
1100-1200
1200-1300
1300-1400
1400-1500
1500-1600
1600-1700
1700-1800
1800-1900
Time band
All sites
Spine
Outside of Spine

Total Counts For Each Site - Saturday

| | Charles Street | Swan Street | Chapel Street | Lavant Street | High Street | Hylton Road | Sheep Steet | Park Road | |
|---|---|---|---|---|---|---|---|---|---|
| 7:00- 7:15 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 5 |
| 7:15- 7:30 | 0 | 0 | 0 | 1 | 4 | 4 | 3 | 0 | 12 |
| 7:30- 7:45 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 4 |
| 7:45- 8:00 | 3 | 2 | 0 | 0 | 4 | 3 | 1 | 1 | 14 |
| 8:00- 8:15 | 1 | 1 | 2 | 3 | 1 | 3 | 1 | 0 | 12 |
| 8:15- 8:30 | 0 | 1 | 3 | 0 | 5 | 5 | 1 | 1 | 16 |
| 8:30- 8:45 | 0 | 1 | 4 | 3 | 15 | 5 | 3 | 0 | 31 |
| 8:45- 9:00 | 2 | 1 | 4 | 2 | 4 | 2 | 1 | 0 | 16 |
| 9:00- 9:15 | 0 | 8 | 1 | 0 | 3 | 0 | 0 | 0 | 12 |
| 9:15- 9:30 | 2 | 0 | 6 | 1 | 2 | 5 | 2 | 0 | 18 |
| 9:30- 9:45 | 3 | 2 | 3 | 5 | 5 | 5 | 2 | 2 | 27 |
| 9:45-10:00 | 2 | 1 | 5 | 5 | 7 | 4 | 4 | 1 | 29 |
| 10:00-10:15 | 1 | 0 | 7 | 2 | 9 | 2 | 0 | 0 | 21 |
| 10:15-10:30 | 6 | 0 | 1 | 5 | 4 | 3 | 3 | 1 | 23 |
| 10:30-10:45 | 5 | 1 | 1 | 2 | 6 | 3 | 1 | 1 | 20 |
| 10:45-11:00 | 1 | 4 | 7 | 4 | 7 | 1 | 0 | 1 | 25 |
| 11:00-11:15 | 1 | 3 | 12 | 2 | 14 | 3 | 3 | 0 | 38 |
| 11:15-11:30 | 6 | 2 | 4 | 3 | 10 | 4 | 2 | 0 | 31 |
| 11:30-11:45 | 0 | 0 | 7 | 1 | 10 | 3 | 2 | 1 | 24 |
| 11:45-12:00 | 0 | 1 | 5 | 1 | 3 | 4 | 0 | 1 | 15 |
| 12:00-12:15 | 8 | 2 | 8 | 1 | 2 | 2 | 2 | 0 | 25 |
| 12:15-12:30 | 1 | 2 | 2 | 2 | 4 | 3 | 2 | 5 | 21 |
| 12:30-12:45 | 2 | 2 | 3 | 3 | 10 | 1 | 0 | 0 | 21 |
| 12:45-13:00 | 3 | 1 | 5 | 1 | 10 | 6 | 2 | 2 | 30 |
| 13:00-13:15 | 0 | 4 | 5 | 0 | 23 | 2 | 0 | 0 | 34 |
| 13:15-13:30 | 0 | 3 | 3 | 1 | 5 | 1 | 0 | 0 | 13 |
| 13:30-13:45 | 0 | 9 | 2 | 3 | 7 | 0 | 0 | 0 | 21 |
| 13:45-14:00 | 1 | 0 | 6 | 2 | 19 | 2 | 2 | 0 | 32 |
| 14:00-14:15 | 2 | 2 | 8 | 0 | 12 | 3 | 0 | 2 | 29 |
| 14:15-14:30 | 6 | 1 | 4 | 4 | 8 | 4 | 3 | 0 | 30 |
| 14:30-14:45 | 4 | 0 | 1 | 2 | 7 | 1 | 0 | 0 | 15 |
| 14:45-15:00 | 1 | 3 | 3 | 2 | 6 | 1 | 1 | 3 | 20 |
| 15:00-15:15 | 3 | 0 | 2 | 2 | 6 | 6 | 5 | 0 | 24 |
| 15:15-15:30 | 1 | 0 | 3 | 1 | 13 | 1 | 0 | 3 | 22 |
| 15:30-15:45 | 0 | 3 | 3 | 0 | 11 | 3 | 1 | 1 | 22 |
| 15:45-16:00 | 1 | 0 | 2 | 2 | 13 | 1 | 0 | 1 | 20 |
| 16:00-16:15 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 16:15-16:30 | 4 | 0 | 1 | 4 | 15 | 0 | 0 | 2 | 26 |
| 16:30-16:45 | 1 | 0 | 0 | 1 | 6 | 1 | 0 | 1 | 10 |
| 16:45-17:00 | 1 | 0 | 1 | 4 | 6 | 6 | 3 | 5 | 26 |
| 17:00-17:15 | 2 | 1 | 4 | 4 | 10 | 2 | 0 | 0 | 23 |
| 17:15-17:30 | 1 | 0 | 0 | 4 | 4 | 5 | 2 | 2 | 18 |
| 17:30-17:45 | 2 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 7 |
| 17:45-18:00 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 18:00-18:15 | 4 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 9 |
| 18:15-18:30 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 8 |
| 18:30-18:45 | 6 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 13 |
| 18:45-19:00 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 |
| Sum | 91 | 62 | 139 | 89 | 336 | 116 | 54 | 39 | 926 |

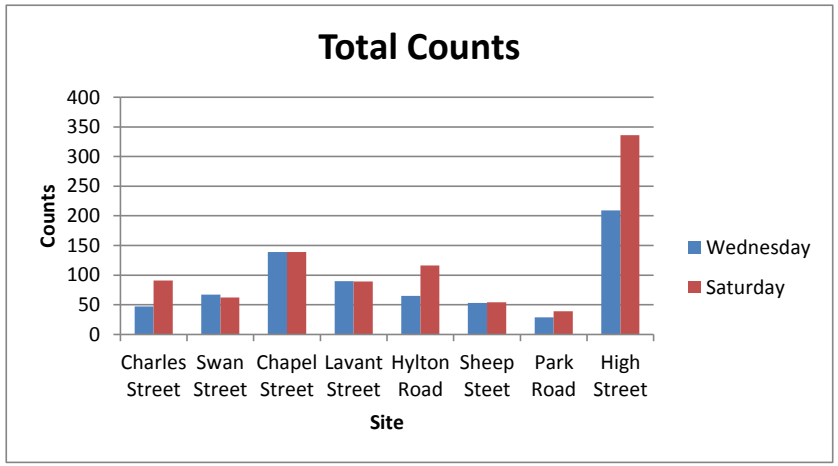
| | All sites | Spine | Outside of Spine |
|---|---|---|---|
| 0700-0800 | 35 | 14 | 21 |
| 0800-0900 | 75 | 46 | 29 |
| 0900-1000 | 86 | 43 | 43 |
| 1000-1100 | 89 | 55 | 34 |
| 1100-1200 | 108 | 72 | 36 |
| 1200-1300 | 97 | 51 | 46 |
| 1300-1400 | 100 | 76 | 24 |
| 1400-1500 | 94 | 57 | 37 |
| 1500-1600 | 88 | 58 | 30 |
| 1600-1700 | 66 | 42 | 24 |
| 1700-1800 | 51 | 32 | 19 |
| 1800-1900 | 37 | 18 | 19 |

| | |
|---|---|
| Total on the spine | 564 |
| Total off the spine | 362 |


Total counts for all sites - Saturday
120
100
80
60
40
20
0
Count
0700-0800
0800-0900
0900-1000
1000-1100
1100-1200
1200-1300
1300-1400
1400-1500
1500-1600
1600-1700
1700-1800
1800-1900
Time
All sites
Spine
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 |



## 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 | not 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 |

## Appendix 22

## Cycle audit

**Junction of High Street with Dragon Street and Heath Road and the High Street**

**Cycling Level of Service assessment matrix**

Source: http://lcc.org.uk/pages/clos

**For highlighted critical indicators, score is multiplied by 3 (basic = 0, good = 3, highest = 6)*

| 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)** | | | | | | | | | | | | |
| 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 | 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 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 | 0 | | 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 0 due to % HGVs, Dragon Street = 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 high level of "HGVs" travelling westbound |
| 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 | | |
| | 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 |
| | | | | | Max score | 48 | | 7.5 | 16% | 16.5 | 34% | |
| **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 | 1 | | 1 | | 1 | | |
| | 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 | 0 | | 0 | | 0 | | It is anticipated that journey time for cyclists through this junction is longer than cars as cyclists would require a larger "gap" in traffic to accept a safe time to proceed |
| 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 | High Street = 2, Dragon St = 1 | | 1 | | 2 | | |
| 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 | | 2 | | |
| | | | | | Max score | 8 | | 4 | 50% | 5 | 63% | |
| **Coherence (max possible = 4)** | | | | | | | | | | | | |
| 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 | 0 | | 0 | | 0 | | No cycle signs at this location |
| | | | | | Max score | 4 | | 1 | 25% | 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 | | 3 | | |
| 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 | 0.5 | | 0.5 | | 0.5 | | Some loose paviours/cobbles at uncontrolled crossing north of the junction and controlled crossing south of the junction |
| 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 | Dragon Street = 0, High Street = 1 | x3 | 0 | | 3 | | |
| Gradient | Uphill gradient over 100m | | >5 per cent | 3-5 per cent | <3 per cent | 2 | | 2 | | 2 | | |
| Deflections | 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 | 20 | | 9.5 | 48% | 12.5 | 63% | |
| **Attractiveness (max possible = 8)** | | | | | | | | | | | | |
| Impact on walking | Pedestrian Comfort Level (PCL) | | Reduction in PCL to C, D or E | No impact on pedestrian provision or PCL never lower than B | Pedestrian provision enhanced by cycling provision or PCL A | 1 | | 1 | | 1 | | |
| Greening | Green infrastructure or sustainable materials incorporated into design | | No greening element | Some greening elements | Full integration of greening elements | 0 | | 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 | | 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 | 2 | | 2 | | 2 | | |
| | | | | | Max score | 8 | | **5** | **63%** | **5** | **63%** | |
| **Adaptability (max possible = 4)** | | | | | | | | | | | | |
| 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 demand but junctions are constrained by vehicle capacity limitations. Road works will not require closure; cycling will be maintained although route quality may be compromised | Layout can be adapted freely without constrain to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present | 1 | | 1 | | 1 | | |
| | | | | | Max score | 4 | | 2 | **50%** | **2** | **50%** | |
| **TOTAL (max 92)** | | | | | | | | **29** | | **42** | | |
| | | | | | | | | 32% | | 46% | | |

**For highlighted critical indicators, score is multiplied by 3 (basic = 0, good = 3, highest = 6)*

**High Street east to junction with Rams Walk**

## Cycling Level of Service assessment matrix

Source: http://lcc.org.uk/pages/clos

**For highlighted critical indicators, score is multiplied by 3 (basic = 0, good = 3, highest = 6)*

| Factor | Indicator | Critical * (fail) | Basic CLoS (score=0) | Good CLoS (score=1) | Highest CLoS (score=2) | Score | | Weighted 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 | | 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 | 0.5 | x3 | 1.5 | | Descriptions less applicable - narrow lanes in this location discourage overtaking of cyclists in primary position. Low traffic speeds but risk or "dooring" from on street 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 | 0.5 | x3 | 1.5 | | Frequent kerbside activity - cyclists take primary position therefore effective width c. 2.7m per lane |
| | 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 | | |
| 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 | | |
| | 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 | x3 | 0 | | 1 reduced to 0 due to higher percentage of HGVs |
| | Interaction with HGVs | Frequent, close interaction | Frequent interaction | Occasional interaction | No interaction | 0 | x3 | 0 | | High Street has high level of "HGVs" travelling westbound |
| 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 forgiveness | 2 | | 2 | | |
| | | | | | Max score | 48 | | 16 | 33% | |
| **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 | 2 | | 2 | | |
| 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 | | |
| | | | | | Max score | 8 | | 5 | 63% | |
| **Coherence (max possible = 4)** | | | | | | | | | | |
| 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 | 0 | | 0 | | No cycle signs at this location |
| | | | | | 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 | | Some potholes along the route |
| 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 | | |
| 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 | 2 | x3 | 0 | | Higher score for this location compared to junction with Dragon Street where the road widens into the bellmouth |
| Gradient | Uphill gradient over 100m | | >5 per cent | 3-5 per cent | <3 per cent | 2 | | 2 | | |
| 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 | 1 | | 1 | | Traffic is calmed via changes in surfacing |
| Undulations | Vertical deflections | | Round top humps | Sinusoidal humps | No vertical deflections | 2 | | 2 | | |
| | | | | | Max score | 20 | | 9 | 45% | |
| **Attractiveness (max possible = 8)** | | | | | | | | | | |
| Impact on walking | Pedestrian Comfort Level (PCL) | | Reduction in PCL to C, D or E | No impact on pedestrian provision or PCL never lower than B | Pedestrian provision enhanced by cycling provision or PCL A | 1 | | 1 | | |
| 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 | 1 | | 1 | | Small number of cycle stands close to Marks and Spencer |
| | | | | | Max score | 8 | | **4** | 50% | |
| **Adaptability (max possible = 4)** | | | | | | | | | | |
| 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. | n/a | | n/a | | Not applicable at this location |
| 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 demand but junctions are constrained by vehicle capacity limitations. Road works will not require closure; cycling will be maintained although route quality may be compromised | Layout can be adapted freely without constrain to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present | 1 | | 1 | | |
| | | | | | Max score | 2 | | 1 | 50% | |
| **TOTAL (max 90)** | | | | | | | | **36** | | |
| ***For highlighted critical indicators, score is multiplied by 3 (basic = 0, good = 3, highest = 6)*** | | | | | | | | 40% | | |

**The Square**

## Cycling Level of Service assessment matrix

Source: http://lcc.org.uk/pages/clos

**For highlighted critical indicators, score is multiplied by 3 (basic = 0, good = 3, highest = 6)*

| Factor | Indicator | Critical * (fail) | Basic CLoS (score=0) | Good CLoS (score=1) | Highest CLoS (score=2) | Score | | Weighted score lower | | 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 | | Few side roads, junctions treated to reduce speeds |
| | 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 | 0 | x3 | 0 | | Lanes are not marked, but measured at approx 6m so assumed 3m per lane. Cycists can take the lane to avoid 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 parkinng 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 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 | | |
| | 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 | x3 | 0 | | 1, reduced to 0 due to % HGVs |
| | Interaction with HGVs | Frequent, close interaction | Frequent interaction | Occasional interaction | No interaction | 0 | x3 | 0 | | High Street has high level of "HGVs" travelling westbound |
| 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 | 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 | 2 | | 2 | | |
| | Impact of highway design on behaviour | | Layout encourages aggressive behaviour | Layout controls behaviour throughout | Layout encourages civilised behaviour: negotiation and forgiveness | 2 | | 2 | | |
| | | | | | Max score | 48 | | 15 | 31% | |
| **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 | 2 | | 2 | | |
| 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 | | |
| | | | | | Max score | 8 | | 5 | 63% | |
| **Coherence (max possible = 4)** | | | | | | | | | | |
| 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 | 0 | | 0 | | Cycle signage hard to spot, mostly NCN stickers on 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 | 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 | | |
| 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 | 3 | | |
| Gradient | Uphill gradient over 100m | | >5 per cent | 3-5 per cent | <3 per cent | 2 | | 2 | | |
| 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 | | Traffic calming in the form of changes in surfacing |
| 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 Level (PCL) | | Reduction in PCL to C, D or E | No impact on pedestrian provision or PCL never lower than B | Pedestrian provision enhanced by cycling provision or PCL A | 1 | | 1 | | |
| Greening | Green infrastructure or sustainable materials incorporated into design | | No greening element | Some greening elements | Full integration of greening elements | 1 | | 1 | | Trees at The Square, planting in front of the Church |
| 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 | 1 | | 1 | | 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. |
| | | | | | Max score | 8 | | **5** | **63%** | |
| **Adaptability (max possible = 4)** | | | | | | | | | | |
| 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. | 0 | | 0 | | Although bus stops are in very close proximity, no formal storage is available and carriage of bikes is not supported. Carriage of bikes to and from areas of the National Park on bus-based bike racks could be considered for the tourist market |
| 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 demand but junctions are constrained by vehicle capacity limitations. Road works will not require closure; cycling will be maintained although route quality may be compromised | Layout can be adapted freely without constrain to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present | 2 | | 2 | | |
| | | | | | Max score | 4 | | 2 | **50%** | |
| **TOTAL (max 92)** | | | | | | | | **41** | | |

****For highlighted critical indicators, score is multiplied by 3 (basic = 0, good = 3, highest = 6)***

45%

**Chapel Street to bus stops on Swan Street**

## Cycling Level of Service assessment matrix

Source: http://lcc.org.uk/pages/clos

**For highlighted critical indicators, score is multiplied by 3 (basic = 0, good = 3, highest = 6)*

| Factor | Indicator | Critical * (fail) | Basic CLoS (score=0) | Good CLoS (score=1) | Highest CLoS (score=2) | Score | | Weighted 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 | 0 | 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 approx 7m so 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 | | |
| | 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 | | |
| 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 | 0 | x3 | 0 | | 1, reduced to 0 due to % HGVs. High Street survey used a 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", has high level of "HGVs" travelling westbound |
| 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 forgiveness | 1 | | 1 | | |
| | | | | | Max score | 48 | | 9 | 19% | |
| **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 | | |
| | | | | | Max score | 8 | | 4 | 50% | |
| **Coherence (max possible = 4)** | | | | | | | | | | |
| 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)** | | | | | | | | | | |
| 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 | | Minor defects at junction of Chapel St and Lavant St |
| 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 | | |
| 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 | 3 | | |
| Gradient | Uphill gradient over 100m | | >5 per cent | 3-5 per cent | <3 per cent | 2 | | 2 | | |
| 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 | 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 Level (PCL) | | Reduction in PCL to C, D or E | No impact on pedestrian provision or PCL never lower than B | Pedestrian provision enhanced by cycling provision or PCL A | 1 | | 1 | | |
| Greening | Green infrastructure or sustainable materials incorporated into design | | No greening element | Some greening elements | Full integration of greening elements | 0 | | 0 | | Trees at The Square, planting in front of the Church |
| 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 |
| | | | | | Max score | 8 | | **3** | **38%** | |
| **Adaptability (max possible = 4)** | | | | | | | | | | |
| 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. | 0 | | 0 | | No formal storage is available and carriage of bikes is not supported. Carriage of bikes to and from the areas of the National Park on bus- based bike racks could be considered for the tourist market |
| 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 demand but junctions are constrained by vehicle capacity limitations. Road works will not require closure; cycling will be maintained although route quality may be compromised | Layout can be adapted freely without constrain to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present | 2 | | 2 | | |
| | | | | | Max score | 4 | | 2 | **50%** | |
| **TOTAL (max 92)** | | | | | | | | **33** | | |

**For highlighted critical indicators, score is multiplied by 3 (basic = 0, good = 3, highest = 6)*

36%

**Lavant Street**

## Cycling Level of Service assessment matrix

Source: http://lcc.org.uk/pages/clos

**For highlighted critical indicators, score is multiplied by 3 (basic = 0, good = 3, highest = 6)*

| Factor | Indicator | Critical * (fail) | Basic CLoS (score=0) | Good CLoS (score=1) | Highest CLoS (score=2) | Score | | Weighted 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 | | 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 forgiveness | 2 | | 2 | | |
| | | | | | 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 | | |
| | | | | | Max score | 8 | | 4 | 50% | |
| **Coherence (max possible = 4)** | | | | | | | | | | |
| 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)** | | | | | | | | | | |
| 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 of 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 100m | | >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 Level (PCL) | | Reduction in PCL to C, D or E | No impact on pedestrian provision or PCL never lower than B | Pedestrian provision enhanced by cycling provision or PCL A | 1 | | 1 | | |
| 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 |
| | | | | | Max score | 8 | | **3** | **38%** | |
| **Adaptability (max possible = 4)** | | | | | | | | | | |
| 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. | 2 | | 2 | | Good level of secure cycle storage available at the train station. Carriage of cycles permitted. |
| 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 demand but junctions are constrained by vehicle capacity limitations. Road works will not require closure; cycling will be maintained although route quality may be compromised | Layout can be adapted freely without constrain to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present | 2 | | 2 | | |
| | | | | | Max score | 4 | | 4 | **100%** | |
| **TOTAL (max 92)** | | | | | | | | **49** | | |
| ***For highlighted critical indicators, score is multiplied by 3 (basic = 0, good = 3, highest = 6)*** | | | | | | | | 53% | | |

| Summary of Cycling Level of Service Assessment - The Spine | | % score | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Link number | Link name | Safety | Directness | Coherence | 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. |
| | | Average | | | | | | 44% | | |

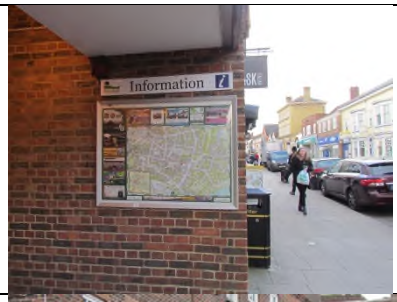
75-100%
50-74%
25-49%
0-24%

Hampshire Services

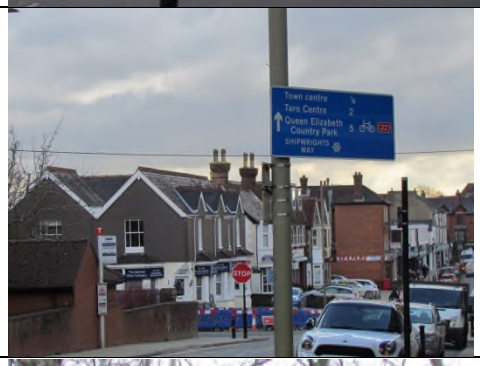
## Appendix 23

## Audit of wayfinding

**Wayfinding Audit – The Spine, Petersfield**

| Sign | Location | Condition | Destinations | Photograph |
|---|---|---|---|---|
| Heritage Style finger post sign. Black, with x3 directional arms. | High Street, south side, outside Café Mezzo. | Good. | • The Heath<br>• Festival Hall/Town Hall<br>• Citizens Advise Bureau<br>• Swimming Pool<br>• Market Square<br>• Toilets |  |
| Town map | North side of the High Street, outside M&S | Good | Town Wide. 'You are here' |  |
| Heritage Style finger post sign. Black with x4 directional arms | Junction between The Square and the High Street. | Good | • Police Station<br>• Toilets<br>• Museum<br>• Tourist Information Centre |  |
| Brown Tourist Sign | North side of the High Street, outside Barclays Bank | Fair | • Flora Twort Gallery<br>• Heath Pond & Millennium Walk |  |

| | | | | |
|---|---|---|---|---|
| Cycle sign | North side of the High Street, outside Barclays Bank | Fair | • NCN 22 |  |
| Cycle sign | The Square, outside the Church | Good | • NCN 22 |  |
| Cycle sign | The Square, opposite the Post Office | Good | • NCN 22 |  |
| Wayfinding stickers | The Square, bollards outside The Square PH | Fair | • 'Hangerway' |  |
| Heritage Style finger post. Black. x1 directional 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 | • Town Centre<br>• Taro Centre |  |
| Heritage Style finger post sign. x2 directional arms | South side of Lavant Street | Poor. Sign has been badly damaged, both column and arms. | • Rail Station<br>• Market Place<br>• Rams Walk |  |
| Cycle sign x2 | East of the junction of Charles Street and Lavant Street. | Good. | • Queen Elizabeth Park<br>• Shipwrights Way<br>• Town Centre<br>• Taro Centre |  |
| Heritage Style finger post x1 directional arm and Info board | Western end of Lavant Street | Good<br><br><br><br>Good | • Town Centre<br>• Tourist Information Centre |  |

| | | | | |
|---|---|---|---|---|
| Town Map | Outside of the Station building | Good | • South Downs by bike. 22 mile route using road and bridleways |  |

Other examples of town centre wayfinding:

| | | | | |
|---|---|---|---|---|
| Heritage Style finger post x1 directional arm | East of Festival Hall, within the car park | Good | • Town Centre<br>• Toilets |  |
| Heritage style Finger post x3 directional arms | Northeast of Waitrose in the Central car park | Fair x1 broken arm | • Market Square<br>• Museum<br>• Toilets<br>• Chapel Street |  |
| 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 | • Lavant Street<br>• Market Square<br>• Rams Walk<br>• Shops |  |
| Wooden sign. | Central car park, adjacent to Waitrose | Fair | • Lavant Street |  |