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Technical Note

Local Walking and Cycling Infrastructure Plan Support

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East Sussex County Council

Local Cycling and Walking Infrastructure Plan Support

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1. Introduction

1.1 What is a Local Cycling and Walking Infrastructure Plan (LCWIP)?

Following the publication of the Cycling and Walking Investment Strategy (CWIS) by the Department for Transport (DfT) in 2017, local authorities were encouraged to develop Local Cycling and Walking Infrastructure Plans (LCWIP) which provide a strategic approach to identifying improvements required at a local level. The strategy states that whilst "the preparation of LCWIPs is non-mandatory, local authorities who have developed such plans will be well placed to make the case for future investment".

The development of LCWIPs assists central Government in implementing the national Cycling and Walking Investment Strategy at a local level. The national strategy includes detailed guidance on how LCWIPs should be produced to ensure plans are evidence based and achieve buy in from local communities and key stakeholders. As such, LCWIPs aim to create a long-term approach to increasing the number of cycling and walking trips across all local authorities, through the identification of preferred routes and the subsequent creation of a prioritised programme of infrastructure improvements for future investment.

1.2 Why develop an LCWIP for East Sussex?

It is important that East Sussex have a joined-up plan that is shared between its districts to guide future walking and cycling investment within the county.

Having a clear and evidence based plan will help guide investment and secure external funds from central government and developer contributions.

East Sussex County Council have commissioned Jacobs to support on elements of the LCWIP, including:

- Identifying and clustering key trip generators using GIS to thereafter develop desire lines.
- Identify a core walking zones and create a secondary boundary where walking trips between them and destinations would occur.
- Identify key routes that connect to the core walking zone and destination clusters.
- Audit these routes and identify what interventions are required.
- Calculate high level costings for these interventions and sum a total cost for each walking route.
- Produce high level costings for a range of cycle routes.
- Conduct high level economic analysis using the DfT's Active Modes Appraisal Toolkit to understand value for money for walking and cycling investment.

2. Walking Network Development

2.1 Methodology

The walking network is derived by creating a links between areas identified as trip origin and destinations. A desktop study plotted the origin and destination points for each town. These were categorised into a number of key categories, including education, employment and retail, with sub-categories offering further information for sites where applicable. Desire lines were then identified that connect clusters of destinations to the identified core walking zone within each town.

Following the desk study, site visits to each town were conducted, along with research of adopted sections of highway and public rights of way to refine these walking routes. These were thereafter amended to provide safe and legal access for pedestrians.

Walking route audits using the Walking Route Audit Tool (WRAT) were carried out for each route identified during the site visits.

Specific interventions associated with each route were thereafter identified and costed using an inventory of costings, using benchmark costs of walking and cycling infrastructure delivered locally and further afield.

2.2 Origin and Destination Mapping

In line with central government guidance, core walking zones were identified for each town, where the highest levels of walking activities are likely to occur. Key trip attractors were identified, typically within access of a 2km radius of a core walking zone, where the largest clusters of trip attractors were located. These included facilities and services for employment, education, healthcare, leisure and retail.

Smaller clusters of trip attractors were identified thereafter, and desire lines were drawn to connect these to the core walking zone. The desire lines were used to help inform core routes which required intervention, and which access corridors were available to assist the formation of the walking network. These would deliver the most efficient and accessible routes to the destinations for pedestrians.

A network of walking routes was designed to provide access between the core walking zone and identified destination attractors, paying special attention to destinations with a regular demand and clusters of multiple trip attractors. Future residential and commercial developments were also considered within the study.

A large number of routes were developed to maximise pedestrian access between destinations and the core walking zone for each town.

Figure 2-1: Origin, Destination and Desire Line Mapping: Hastings

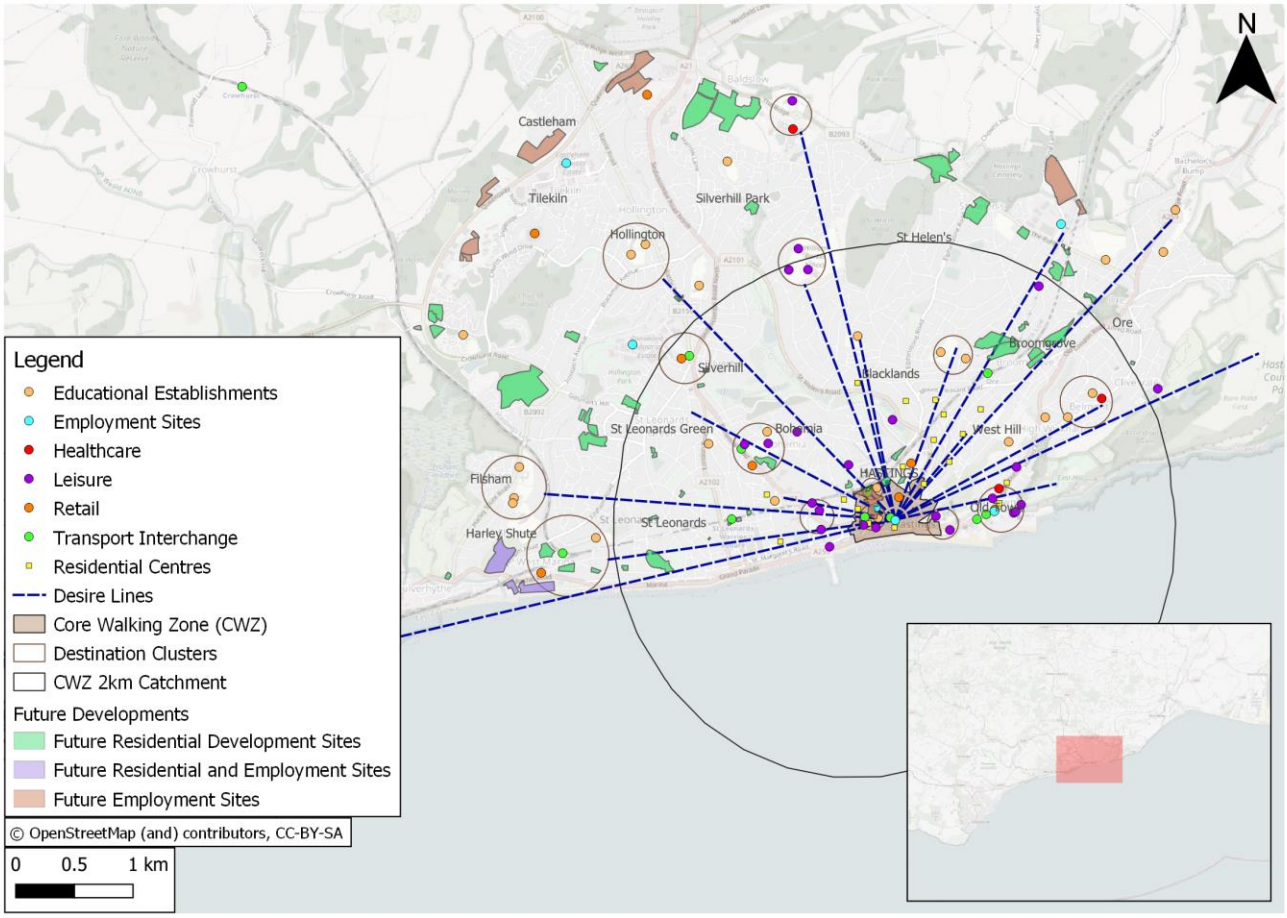


Figure 2-2: Origin, Destination and Desire Line Mapping: Bexhill

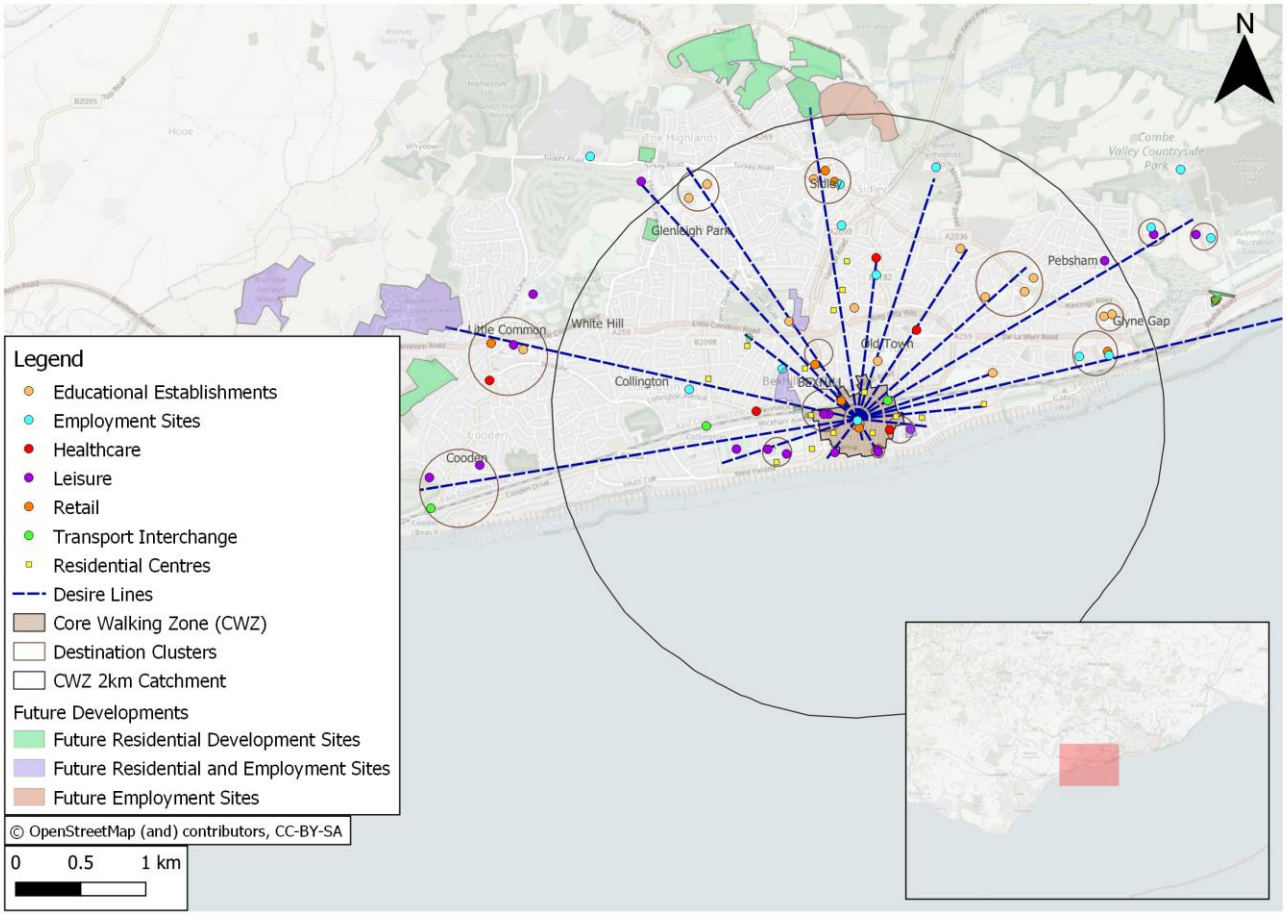


Figure 2-3: Origin, Destination and Desire Line Mapping: Hailsham

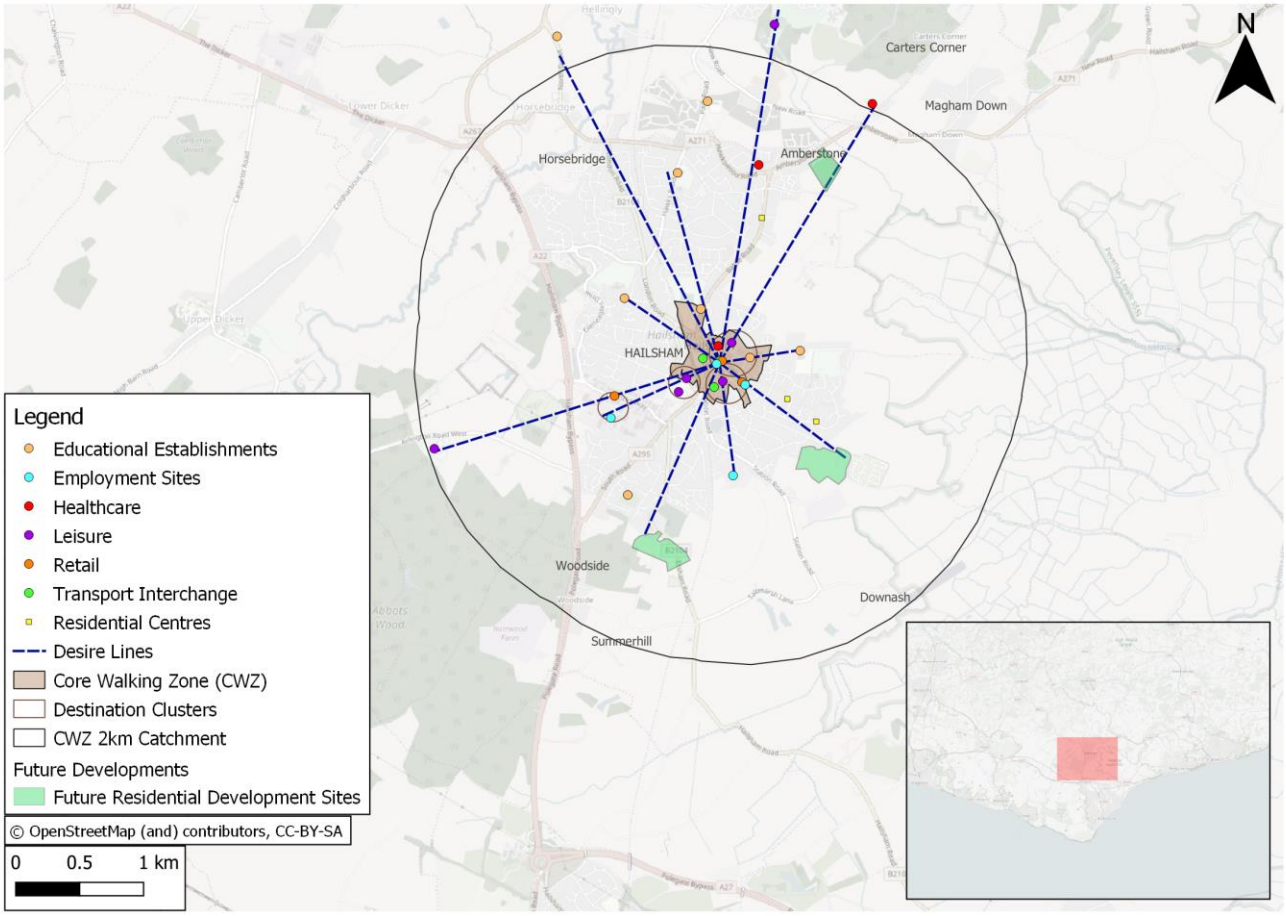


Figure 2-4: Origin, Destination and Desire Line Mapping: Newhaven

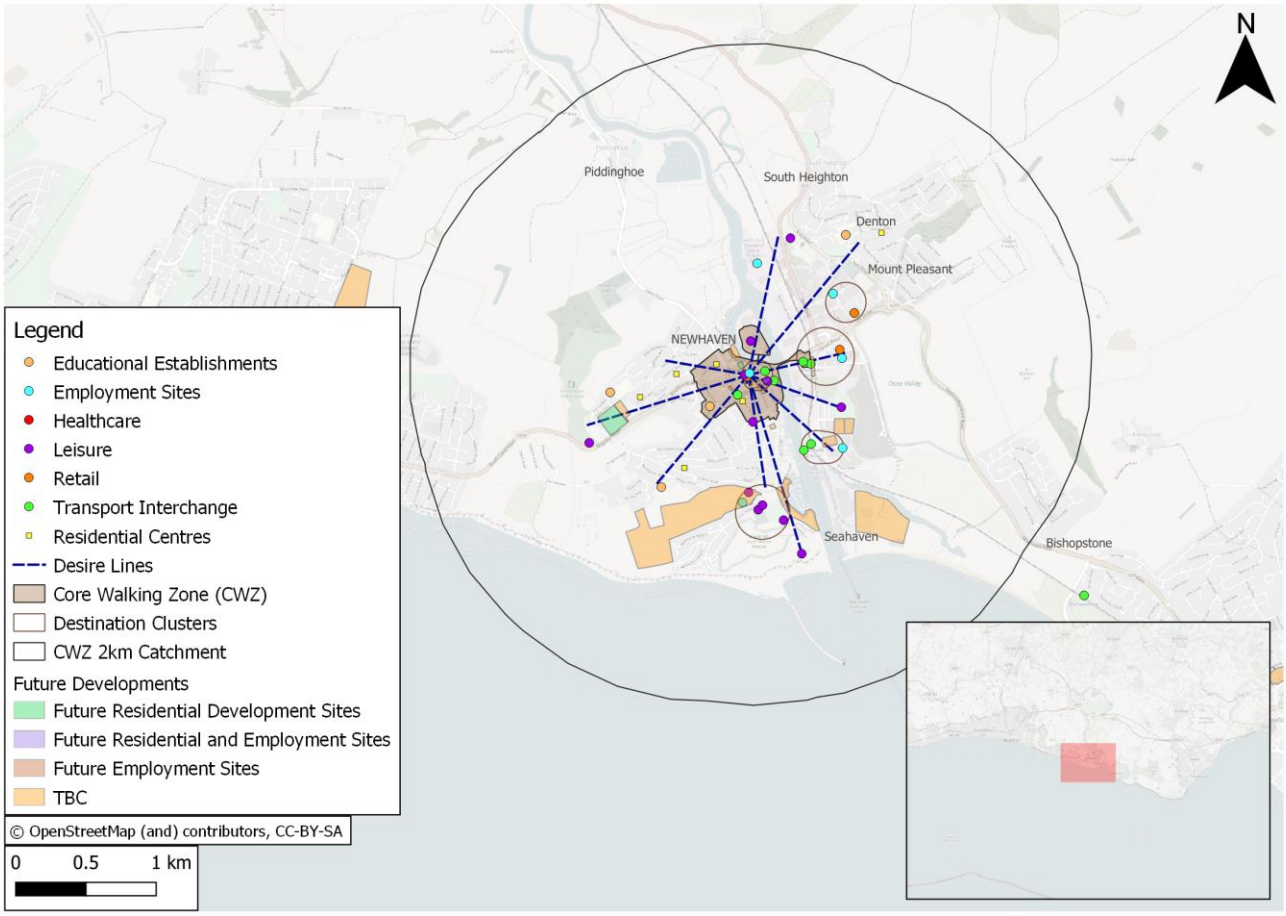


Figure 2-5: Origin, Destination and Desire Line Mapping: Eastbourne

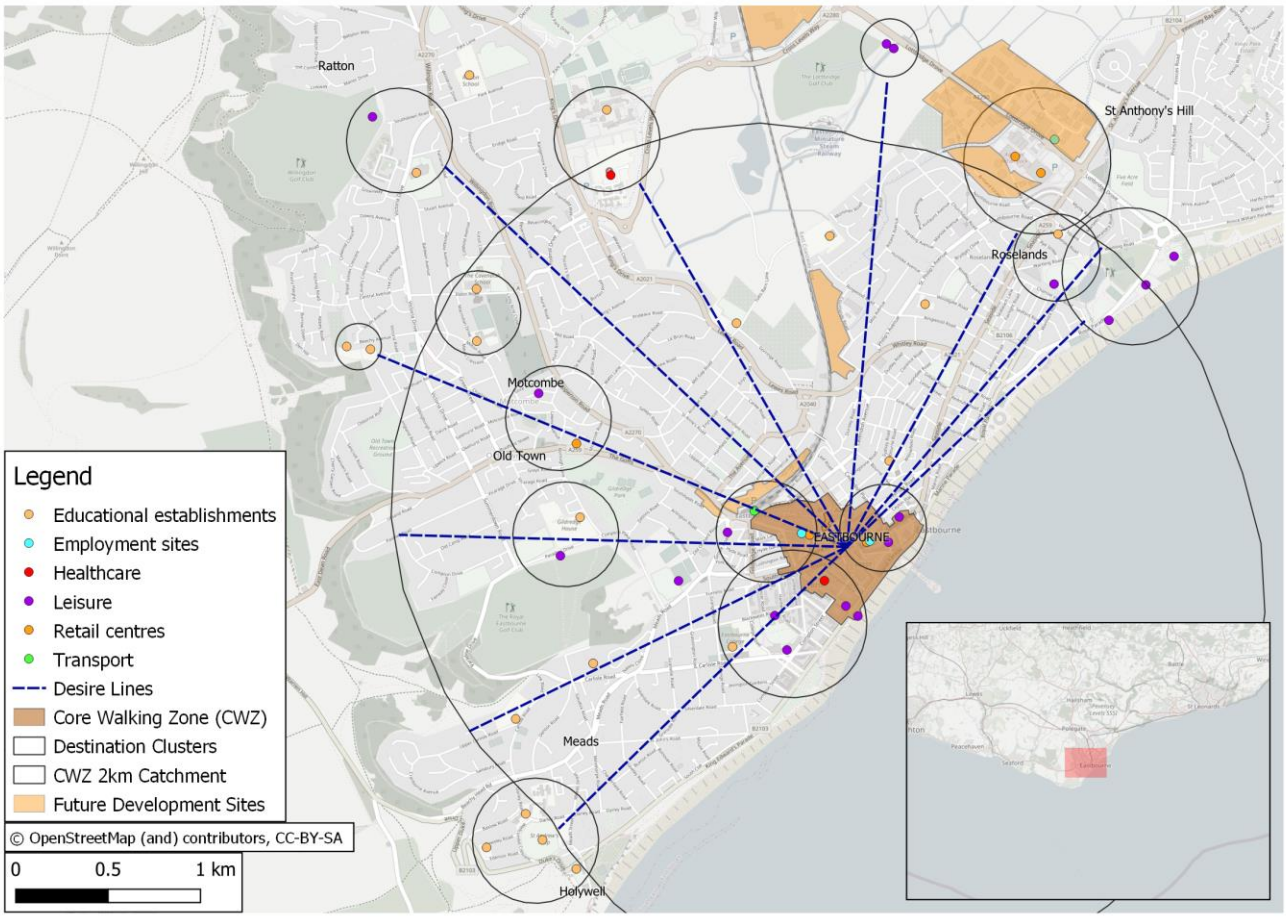
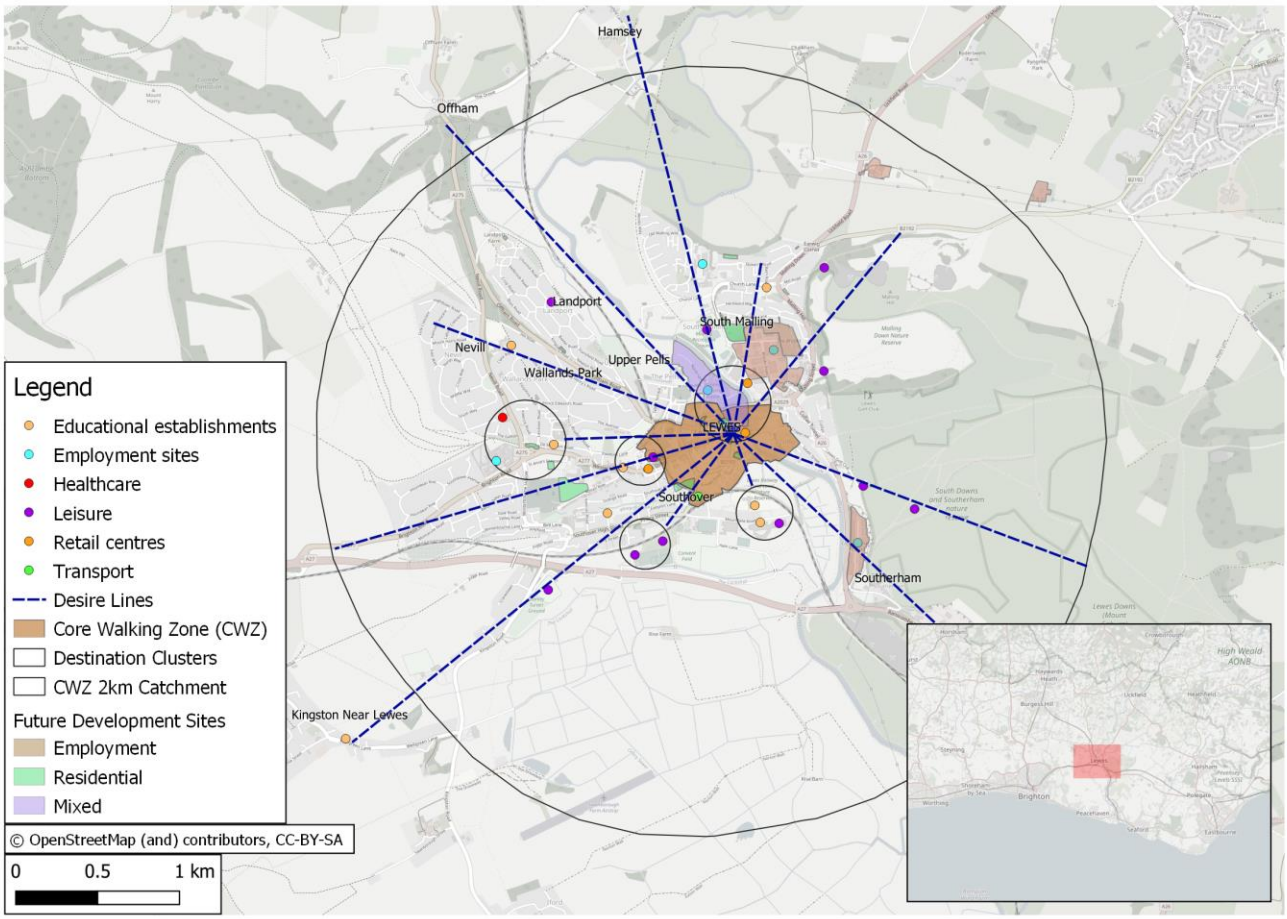


Figure 2-6: Origin, Destination and Desire Line Mapping: Lewes



2.3 Walking Network Audits

2.3.1 Methodology

The Walking Route Auditing Tool (WRAT) was used to examine the existing quality of the links within the designed walking network and identify areas of improvement. The WRAT is a tool to support local authorities with the auditing of walking routes and comprises of an auditing methodology which is focused around the five core design outcomes of pedestrian infrastructure. These criteria, which formulate the design objectives for the walking route are as follows:

1) Attractiveness (maintenance, fear of crime, traffic noise and pollution)
2) Comfort (condition, footway width, crossing width, footway parking, gradient)
3) Directness (footway provision, quality of crossing provision)
4) Safety (traffic volume, traffic speed, visibility)
5) Coherence (dropped kerbs and tactile paving)

Each component was scored on a scale between 0 – 2, with 0 being lowest and 2 being highest score.

Audits were carried out through site visits and included specific input from staff with detailed knowledge of planning transport improvements for people with disabilities.

To follow are summaries of each route audit, including scores for each category.

2.3.1.1 Hastings

Table 2-1: Walking route audit - Hastings

Route	Score	Comments	Actions
HS1: Core Walking Zone	26	Hastings' core walking zone is generally in a good condition, with its attractiveness and comfort being significantly boosted by the pedestrianised nature of a number of its streets. It is nevertheless located on a slight slope, which becomes steeper at its edges. Crossing points linked to junctions also have long crossing times.	Improve crossing provision on Albert Rd for pedestrians. Refurbish tactile paving provided. Introduce traffic calming measures on Albert Rd and A21. Improve crossing provision on Albert Rd for pedestrians. Refurbish tactile paving provided. Introduce traffic calming measures on Albert Rd and A21.
HS2: White Rock to Harley Shute Rd	23	The route is reasonably attractive, though improvements in regard to maintenance and traffic presence are required. The safety of the route is also reasonable, though visibility is limited at some points, such as on St Vincent's Rd. Severance of private land limits the directness of the route, though existing crossings are of good quality.	Clear vegetation along West Hill Rd. Resurface footways along Western Rd and reinforce parking restrictions on Undercliff. Improve dropped kerbing provision on minor roads and renovate deteriorating tactile paving on Gardner Way. Improve crossing provision on St Vincents Rd.
HS3: Cornwallis Gardens to Hollington Old Ln	20	The south of the route is very green, whilst being more built up further north. Controlled crossings have been largely placed at appropriate points, though opportunities for further were noted north of the route. The limited litter and absence of vandalism makes it an attractive route, though temporary obstructions can limit the usable width of the footways. The steepest gradients can be identified south of the route.	Clearing vegetation at Bohemia Rd/Madgalen Rd intersection on A21. Introduce controlled crossing points (zebra) along A21 and a divided zebra crossing on Cornwallis Gardens. Impose parking restrictions on London Rd to limit stay of service vehicles that park on footway on London Rd. Expand dropped kerbing provision along Hollington Old Ln.
HS4: Queens Rd to The Ridge	23	The route has relatively average comfort and attractive, though opportunities to enhance these further exist. The use of Hillside Rd for pedestrian access encounters private sections, which have a limited lighting provision and poorer footway quality. Traffic levels are relatively low, with the route being mainly composed of residential roads.	Street lighting enhancements along Hillside Rd. Traffic calming measures along St Helen's Rd. Introduce concrete footway where missing along Hillside Rd. Improve provision of crossing facilities, dropped kerbing and tactile paving along St Helen's Park Rd..
HS5: Milward Rd to Ivyhouse Ln	23	The route has average scores for attractiveness and comfort, whereby the footway's function is limited by the motorists using the roadways. The route is relatively direct with small diversions away from the desire lines due to minor severance. There is an inconsistent provision of dropped kerbing, limiting the accessibility of the footway for some users.	Improve provision of street lighting along Pine Ave Introduce traffic calming measures along Hughenden Rd and Mount Pleasant Rd Improve crossing provision on The Ridge and Milward Rd/St Mary's Rd.
HS6: The Bourne to Rye Rd	19	The directness of the footways is reasonable, though crossing provision could be improved to limit deterrence for safe access to the key destinations. Visibility concerns regarding attracting crime and visibility to drivers were identified along this route, particularly to the south.	Acted nearby roads. Renovate tactile paving along A258 and Halton Pl. Increase provision of crossing facilities on Old London Rd and Robertsons Hill. Improve dropped kerbing provision on Robertsons Hill.
HS7: Pelham Place to Barley Ln	20	Footway provision is limited at some points due to narrow nature of roadways, though traffic levels are low at these points. Route nevertheless is attractive due to traditional architecture south of the route and greenery	Increase footway widths where feasible. Implement traffic calming measures where pedestrians share the footway with motorists.

		on the north an east of the route.	
BHS: Bexhill-Hastings Seafront	30	The footway quality along the seafront is high, particularly due to its refurbishments connected to the National Cycle Network (NCN). Nevertheless, this focus on cyclists was found to neglect pedestrians in some cases, particularly along Cinque Ports Way.	Enhance the attractiveness and comfort of walking along Cinque Ports Way. Carry out repairs to the tactile paving east of the route.

2.3.1.2 Bexhill

Table 2-2: Walking route audit - Bexhill

Route	Score	Comments	Actions
B1: Core Walking Zone	24	Bexhill's core walking zone has generally good levels of comfort and attractiveness, being limited by the moderate traffic volumes along selected roads during peak periods. It scores highly in terms of directness due to the dominance of controlled zebra crossings. The area surrounding Bexhill rail station is particularly traffic dominated and would benefit from public realm improvement and reshaping.	Installation of traffic calming measures on noted sections of Sea Rd and A269. Imposing parking restrictions and complementary enforcement to limit footway parking within the core walking zone. Consider options to reshape the Bexhill rail station forecourt and connecting pedestrian and cycle routes. Introducing a new zebra crossing on Sea Rd and expand the provision of tactile paving / dropped kerbs. Consider introducing informal streets scheme covering St Leonards Road and Devonshire Road.
B2: Cooden Sea Rd to Freshfields	24	Higher speeds are visible along A259, reducing the attractiveness score, nonetheless scoring above average. The width of segregated footways at some points may be considered too narrow to accommodate the volumes of pedestrian flows. Lighting is deficient along sections of De La Warr Parade.	Introducing street lighting columns along De La Warr Parade. Resurfacing footways and introducing more crossings near to Egerton Park. Traffic calming measures along A259.
B3: Station Rd to Barnhorn Rd	25	The route's attractiveness and directness is limited by the traffic associated with Terminus Rd and Peartree Ln. Though footways are generally in a good condition, their widths along the route are sometimes constrained by motorists parking partly or fully on them. Accessibility to the footways is inconsistent due to the absence of dropped kerbs at appropriate points, particularly along Collington Rd.	Expanding footway widths into grass verges on concerned roads (i.e. Peartree Ln). Introducing increased crossing points Terminus Rd and Turkey Rd. Consider schemes to reduce motorised traffic dominance in the vicinity of Buckhurst Place gyratory and junction with Terminus Road / Sackville Road.
B4: Buckhurst Pl to Turkey Rd	22	The footway quality along the route can be enhanced at key points, as deterioration of footways and tactile paving has been noted. High traffic flows along main roads where footways are located closer to the roads limit the route's overall attractiveness.	Footway resurfacing and refurbishing of existing tactile paving along London Rd. Widen the footway along Down Rd. Improve route coherence by expanding dropped kerbing provision along residential roads on the walking route. Introduce crossing points to assist safe crossing and traffic calming to connect to destinations along the route.
B5: Sea Rd to Watermill Ln	21	Width restrictions exist along footways due to private properties and narrow roads along with some instances of footway parking. There is a limited control over traffic flows due to the need to access essential destinations such as Bexhill Hospital, or access to the A259 arteriole road. Slight sloping occurs along the route, being slightly steeper at some points. Crossing facilities could be improved to reduce waiting time and increase	Introduce traffic calming measures and crossing points along Hollier's Hill. Consistently provide dropped kerbing and introduce a crossing refuge island on the Glades. Provide street lighting near to footways that are segregated from the road (i.e., beneath A259 to connect to Hollier's Hill).

		journey directness.	
B6: Upper Sea Rd to Pebsham Ln	19	The comfort of the footways along this route are average, though they can be improved along Dorset Rd and De La Warr Rd particularly.	Clear vegetation along Hollier's Hill. Introduce traffic calming along Dorset Rd. Introduce footway resurfacing and widening along noted points. Introduce parking restrictions near uncontrolled crossing points to maximise visibility of pedestrians. Introduce crossing points where provision is limited or insufficient.

2.3.1.3 Hailsham

Table 2-3: Walking route audit - Hailsham

Route	Score	Comment	Actions
HL1: Core Walking Zone	24	The route's attractiveness is above average, though concerns surrounding a lack of visibility through and nearby the Cuckoo Trail were noted. There is a good provision of controlled crossings, which meet the desire lines. Traffic speeds are relatively low along most of the route due to existing traffic calming measures.	Increase provision of dropped kerbing along minor streets. Implement traffic calming measures along Market Street, North St and George St. Expand the footway width along Downsview Way and Maryan Court. Introduce a Zebra crossing on North St.
HL2: South Rd to Arlington Rd E	17	Some widening of footways needed with additional controlled and uncontrolled crossing points. Traffic speeds and flows are generally moderate.	Increase footway widths along B2104 at concerned points leading up to the new residential development. Introduce new crossing points.
HL3: London Rd to Church Rd	23	Footway condition is reasonable across most of the route, although the route is lacking in designated crossing points near to destinations and bus stops. Concerns exist around the lighting provision and perceived safety along the Cuckoo Trail, which provides the most direct path to the destinations on the north of the route.	Increase provision of crossing facilities along busier roads. Introduce traffic calming measures on busier roads to encourage safe crossing at designated and undesignated points. Increase provision of lighting along the Cuckoo Trial.
HL4: Battle Rd New Rd	23	Good footway quality, particularly along Battle Rd with existing designated shared paths. Gaps in provision to the north of the route.	Improve footways where widths can be increased, or surfaces could be improved. Identify opportunities to increase the directness of crossing activities through the expanded provision or enhancement of crossing points.
HL5: Marshfoot Ln	28	The route is good quality, though the directness of crossings could be improved. Traffic speeds are moderate.	Introduce the noted pedestrian priority measures at Marshfoot Ln/St Mary's Ave junction to reduce traffic speeds and increase the safety of pedestrians when crossing. Widen the footway on the southern side of the road.
HL6: Mill Rd	22	The quality of the route is generally good however there is a missing section of footway near the new development and the route would benefit from traffic calming measures in this section.	Introducing traffic calming measures over missing section of footway. Refurbishment of footway (southern side of the road) and the introduction of tactile paving to guide safer crossing for pedestrians across priority junctions.

2.3.1.4 Newhaven

Table 2-4: Walking route audit - Newhaven

Route	Score	Comments	Actions
N1: Core Walking Zone	17	The core walking zone consists of a pedestrianised centre surrounded by a busy circular one-way system. Controlled crossings have been sensibly placed to allow pedestrians to access the centre, nonetheless waiting times associated with this vary depending on whether they are single-phased or staggered. Dropped kerbing is consistent among most of the route, with some exceptions identified on minor residential roads. High Street suffers from parking issues and although streetscape enhancement has taken place the high kerbing creates issues for people with mobility impairments accessing shops and retail.	Introduce traffic calming measures and controlled crossing provision on concerned section of the A259 to enable improved routes to the town centre. Resurface the footway north of South Rd. Improve crossing provision on Lewes Rd. Introduce traffic calming measures on Lewes Rd to compliment access to route N3. Improve provision of dropped kerbing along residential roads. Review parking restrictions and enforcements on High Street.
N2: Church Hill to Southdown Rd	21	Route is of good quality overall, however the steep slopes and gradients, as well as the most direct routes not providing step-free access, limits the accessibility of the route to all users. Severance limits the directness of footways, meaning that a number of turns onto different roads have to be made to access Breakwater Academy.	Surveillance enhancements and improvements to footways (including lowered kerbs and expanding footway widths) are among the key improvements required along the route. Street lighting provision on alleyways currently lacking. Widening of footway along Northdown Rd.
N3: Eveyln Ave to Brighton Rd	20	Traffic levels vary along the route, being lowest along minor roads, yet higher along main roads, Brighton Rd particularly. The attractiveness and comfort is average, though deficiency of street lighting and limited crossing provision or assistance (kerb dropping) along some of the minor roads.	Improve crossing provision on Brighton Rd and Chestnut Way. Implement traffic calming measures on Brighton Rd. Increase lighting provision and remove overgrown vegetation on Valley Rd. Expand dropped kerbing provision on Evelyn Ave and Murray Ave.
N4: Drove Rd to Denton Rd	23	Footway widths are reasonable to the south of the route, yet they are narrower further northeast. The route is generally well lit with the exception of Denton Drive, a private road. Uncontrolled crossings dominate the route, meaning waiting times are generally short however there is a need for controlled crossings in some locations. Deterioration of some footways along Avis Way.	Improve lighting on Denton Drive and increase footway width along Avis Rd. Resurfacing of footway and the replacement of tactile paving along Avis Way. Clearing of vegetation on Avis Way. Implement traffic calming along Avis Rd and improve crossing provision on Avis Rd, Denton Rd and New Rd.
N5: North Way to Beach Rd	23	The waiting times associated with the level crossing and port crossing are a key severance issue associated with the route. Elsewhere, the footway width is restricted by parked vehicles or the narrowness of roads heading southbound along the route.	Implement parking restrictions on Clifton Rd. Improve the quality of the footway along Beach Rd. Consider opportunities for improved crossing points of rail line and ferry access.
N6: South Rd to Fort Rise	24	The route generally has good accessibility, with low traffic flows limiting the noise produced by vehicles along the roadway, enhancing the route's attractiveness. Opportunities to cross between different sides of Fort Rd are limited.	Introduce a controlled crossing on South Rd. Introduce traffic calming measures on Fort Rd. Improve provision of dropped kerbing on Fort Rd.

2.3.1.5 Eastbourne

Table 2-5: Walking route audit - Eastbourne

Route	Score	Comments	Actions
E1: Core Walking Zone	26	Eastbourne Town Centre is relatively friendly for pedestrians, with wide footways on most streets and crossing points at key destinations. The navigation between destinations however is not the most permeable at key junctions. Traffic causes severance along Terminus Rd, limiting the urban realm.	The pedestrianisation of Terminus Rd will provide direct access between the shopping district, south east of the station, to the seafront. Furthermore, introducing further crossing points between destinations rather than at destinations, including zebra crossings around the Magic roundabout, is needed to enhance directness within the core walking zone.
E2: Devonshire Place to Wellcombe Crescent	26	Footway provision follows the desire lines overall, though the wide width of roads at junctions has an impact on journey times. Recent provision of dropped kerbing and tactile paving along much of Carlisle Rd, though the west of the route would benefit from similar treatment.	Traffic calming measures to reduce speeds and flows will reduce severance and enhance accessibility and safety for pedestrians. Resurfacing of footways required, whilst narrowing of junction mouths will increase pedestrian visibility and reduce the time added to the journey for crossing activity.
E3: Terminus Road to Park Avenue	20	Good footway provision throughout most of route, though narrow at some points. Wide junction mouths and insufficient provision of dropped kerbing hinder the accessibility of footways. Crossing facilities miss out some key points along the route. Busy main roads are present on this route.	Introduce footway on Dittons Rd where absent. More crossing points, including refuge islands, on roads where desire lines are not met. Traffic calming measures required to reduce severance associated with crossing activities at gaps of traffic.
E4: Ashford Road to Lottbridge Drive	24	A largely residential route with moderate levels of traffic throughout most of it. Strongly benefits from Horsey Sewer path, limiting exposure to traffic noise and pollution. Good provision of crossing facilities in the main, with exceptions such as a lack of puffin crossings at signalised junctions. Dropped kerbing provision is not consistent throughout the route.	Enhancements to the footway quality through widening and/or resurfacing them at certain points along the route. Improve or extend crossing provision at key points throughout the route to enhance directness of crossing activity. Increase pedestrian safety through traffic calming measures (i.e.: reducing speed limits on busy roads) and through narrowing junction mouths to increase their visibility to motorists.
E5: Cavendish Place to King's Drive	22	The route is largely residential, providing direct access to Eastbourne District General Hospital and East Sussex College Eastbourne. It is a relatively busy route consisting of main roads, nonetheless with good footway provision to provide direct access for pedestrians.	Increase the route's attractiveness through street lighting provision and traffic calming measures. Enhance quality and connectivity to footways along route. Incorporate controlled crossings into busy signalised junctions.
E6: Marine Parade Rd to Birch Roundabout	24	This route is in residential and seafront settings, with wide footways throughout most of it. It is well served by crossing points connecting to most destinations, though some incidents of severance are noted at junctions of residential roads, and along the A2290.	Enhancements to the footways are required and a revision of parking to ensure footway usage and uncontrolled crossing activity can occur safely. Traffic calming required to reduce severance caused along busy roads.

2.3.1.6 Lewes

Table 2-6: Walking route audit - Lewes

Route	Score	Comments	Actions
L1: Core Walking Zone	23	Highest traffic levels and noise along High St and Station Rd. Narrow footways and pinch points identified in town	Consider traffic calming along High St and Station Rd. Widen footways where feasible, or introduce

		centre. Single phase crossings reduce crossing time and thus time added to the journeys of pedestrians. Crossing provision does not always follow desire lines within retail areas.	traffic calming measures. Consider introducing informal streets along quieter roads. Expand crossing facilities.
L2: Cockshut Road to The Drove	23	Footway provision follows desire lines, though comfort is limited due to the constraints associated with the widths of the streets in the town centre. Access to the station is served by pedestrian crossings, though vehicle speeds linked to large the roundabout south of Station Rd and excessive guardrails limit the permeability of crossing along desire lines.	Expand street lighting provision where currently limited. Narrow junction mouths to increase visibility of pedestrians and increase ease of crossing. Revise footway quality and/or expand footway provision at the identified points. Consider introducing a continuous footway where demand for vehicular access is lower.
L3: Wellgreen Lane to Whitfield Ln	21	The route is largely residential, intersecting the west of the core walking zone, meaning that few controlled crossings are used. Kingston Rd, south of the route provides access to Kingston Near Lewes, though the busyness and speeds associated with the road reduce the attractiveness of the route, along with narrow width pinch points.	Footway resurfacing is required. The removal of vegetation is needed for increasing footway widths. Expanding crossing provision to enhance directness along desire lines for pedestrians to access key trip destinations. Revise dropped kerbing provision throughout the route, and introduce traffic calming measures where required.
L4: Elm Grove to Brighton Rd	22	Footway quality is good throughout route, though narrow at some points. Lighting provision is limited in some quieter areas away from main roads. Minor sloping occurs on route.	Increase traffic calming and improve footway comfort where possible. Expand crossing provision at key points. Dropped kerbing and tactile paving provision requires improvement.
L5: Brighton Road to Southerham Lane	23	The route is generally of a high quality, with crossing point access to most key destinations. Some of these are of a narrow width, or are uncontrolled, limiting their safety and directness for pedestrians.	A major action is expanding the footpath provision along riverside to weatherproof an attractive alternative for those navigating between Cliffe Industrial Estate and the west or central part of the route.
L6: Phoenix Causeway to Mill Road	23	Existing traffic calming measures increase safety for pedestrians. Footways provided across most of route, with few exceptions noted. Footway parking incidents noted. Moderate traffic volumes on main roads.	Expand footway provision where required. Further enhance traffic calming where footways are narrow and/or very close to roadway (without parked cars in between). Increase or enhance provision of controlled crossings to increase directness of pedestrian crossing activity.

2.3.2 WRAT scores by objectives

2.3.2.1 Hastings

Table 2-7:

Table 2-7: Walking route audit scores - Hastings

Route	Attractiveness	Comfort	Directness	Safety	Coherence	Total
HS1: Core Walking Zone	6	7	8	4	1	26
HS2: White Rock to Harley Shute Rd	4	7	8	3	1	23
HS3: Cornwallis Gardens to Hollington Old Ln	4	6	6	3	1	20
HS4: Queens Rd to The Ridge	4	7	8	3	1	23

HS5: Milward Rd to Ivyhouse Ln	4	6	9	3	1	23
HS6: The Bourne to Rye Rd	3	6	7	2	1	19
HS7: Pelham Place to Barley Ln	4	5	7	3	1	20
BHS: Bexhill-Hastings Seafront	6	9	9	5	1	30

2.3.2.2 Bexhill

Table 2-8: Walking route audit scores - Bexhill

Route	Attractiveness	Comfort	Directness	Safety	Coherence	Total
B1: Core Walking Zone	5	6	9	3	1	24
B2: Cooden Sea Rd to Freshfields	5	8	6	4	1	24
B3: Station Rd to Barnhorn Rd	5	9	7	3	1	25
B4: Buckhurst Pl to Turkey Rd	4	7	7	3	1	22
B5: Sea Rd to Watermill Ln	4	6	7	3	1	21
B6: Upper Sea Rd to Pebsham Ln	3	6	7	2	1	19

2.3.2.3 Hailsham

Table 2-9: Walking route audit scores - Hailsham

Route	Attractiveness	Comfort	Directness	Safety	Coherence	Total
HL1: Core Walking Zone	5	8	6	4	1	24
HL2: South Rd to Arlington Rd E	5	5	3	3	1	17
HL3: London Rd to Church Rd	4	8	6	4	1	23
HL4: Battle Rd New Rd	5	8	6	3	1	23
HL5: Marshfoot Ln	6	8	9	4	1	28
HL6: Mill Rd	4	7	7	3	1	22

2.3.2.4 Newhaven

Table 2-10: Walking route audit scores - Newhaven

Route	Attractiveness	Comfort	Directness	Safety	Coherence	Total
N1: Core Walking Zone	3	6	5	3	0	17
N2: Church Hill to Southdown Rd	4	7	6	3	1	21
N3: Eveyln Ave to Brighton Rd	4	6	6	3	1	20
N4: Drove Rd to Denton Rd	5	7	7	3	1	23
N5: North Way to Beach Rd	5	8	6	3	1	23
N6: South Rd to Fort Rise	4	9	6	4	1	24

2.3.2.5 Eastbourne

Table 2-11: : Walking route audit scores - Eastbourne

Route	Attractiveness	Comfort	Directness	Safety	Coherence	Total
E1: Core Walking Zone	5	9	8	3	1	26
E2: Devonshire Place to Wellcombe Crescent	5	8	9	3	1	26
E3: Terminus Road to Park Avenue	4	6	6	3	1	20
E4: Ashford Road to Lottbridge Drive	5	9	5	4	1	24
E5: Cavendish Place to King's Drive	4	7	6	4	1	22
E6: Marine Parade Rd to Birch Roundabout	6	1	8	3	0	24

2.3.2.6 Lewes

Table 2-12:: Walking route audit scores - Lewes

Route	Attractiveness	Comfort	Directness	Safety	Coherence	Total
L1: Core Walking Zone	4	6	9	3	1	23
L2: Cockshut Road to The Drove	5	9	6	3	0	23
L3: Wellgreen Lane to Whitfield Ln	5	7	6	3	0	21
L4: Elm Grove to Brighton Rd	4	6	9	3	0	22
L5: Brighton Road to Southerham Lane	4	8	7	3	1	23
L6: Phoenix Causeway to Mill Road	4	8	6	4	1	23

A full breakdown of each category on the 0-2 RAG rating system can be found in Appendix A.

2.4 Network interventions

2.4.1 Methodology

Following the site visits and desktop research, route improvements and interventions have been identified along the current walking network. Site visits provided the most current insights into the current quality of the walking routes, whilst desktop analysis enabled the quantitative extent of each intervention to be determined where applicable.

The inventory of interventions covered a range of categories, including:

- Crossing facilities
- Footways
- Public realm improvements
- Traffic calming

- Cycling
- Other

The interventions along each route were costed to provide a high-level indicative cost, using cost inventories and case studies by local authorities and the Department for Transport. It is to be noted that the costings provided should be considered as benchmark costs and further costings work is required as part of scheme development.

Costs for each town used the 'High costs' and 'Low costs' thresholds for each route and totalled for each area.

A detailed breakdown of the costings supplied can be found in Appendix B.

2.4.2 Walking Interventions and Costings: Hastings

Figure 2-7: Selected walking interventions and routes - Hastings

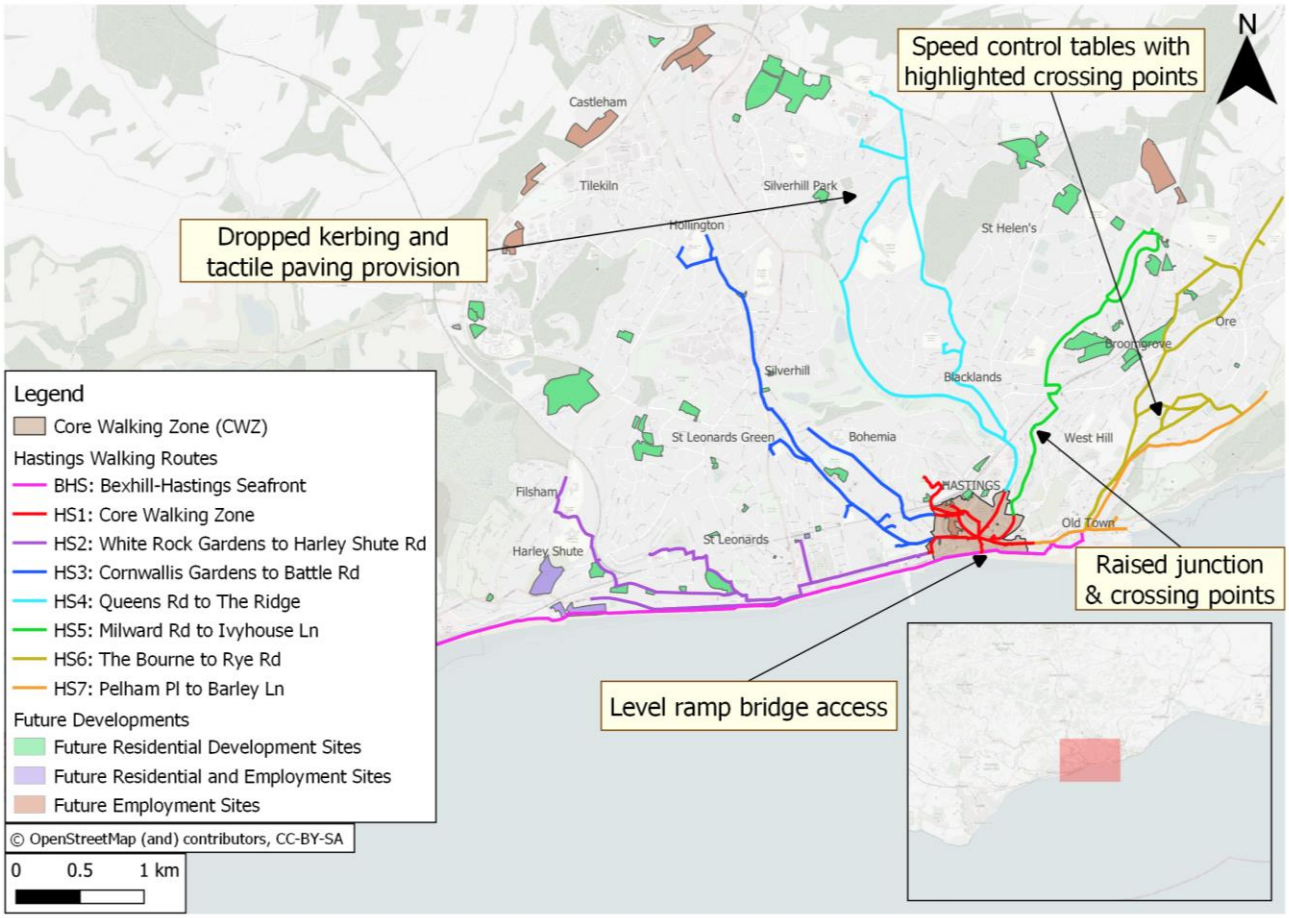


Table 2-13: Walking route interventions & costings summary - Hastings

Route	High cost:	Low cost:
HS1: Core Walking Zone	£2,355,978	£1,652,852
HS2: White Rock to Harley Shute Rd	£402,226	£272,201
HS3: Cornwallis Gardens to Hollington Old Ln	£230,203	£172,737
HS4: Queens Rd to The Ridge	£1,679,858	£1,184,609
HS5: Milward Rd to Ivyhouse Ln	£359,855	£305,899
HS6: The Bourne to Rye Rd	£706,592	£568,547
HS7: Pelham Place to Barley Ln	£572,412	£478,225
BHS: Bexhill-Hastings Seafront	£162,332	£137,872
Total	**£6,469,456**	**£4,772,942**

2.4.3 Walking Interventions: Bexhill

Figure 2-8: Selected walking interventions and routes - Bexhill

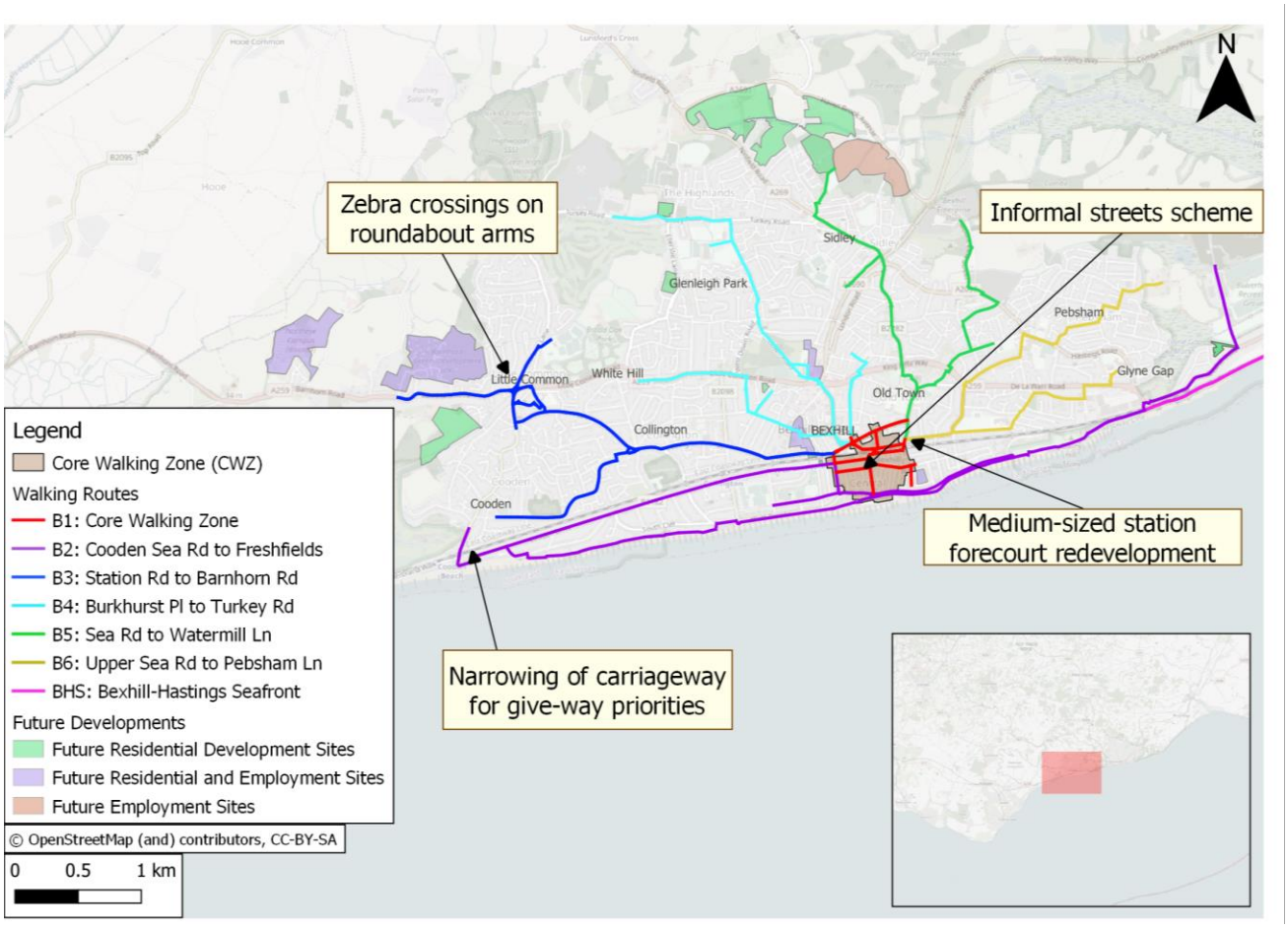


Table 2-14: Walking route interventions & costings summary - Bexhill

Route	High cost:	Low cost:
B1: Core Walking Zone	£3,464,676	£2,701,719
B2: Cooden Sea Rd to Freshfields	£648,776	£559,323
B3: Station Rd to Barnhorn Rd	£782,517	£604,417
B4: Buckhurst Pl to Turkey Rd	£1,024,144	£873,336
B5: Sea Rd to Watermill Ln	£601,225	£461,277
B6: Upper Sea Rd to Pebsham Ln	£310,587	£242,933
Total	**£6,831,925**	**£5,443,005**

2.4.4 Walking Interventions: Hailsham

Figure 2-9: Selected walking interventions and costings - Hailsham

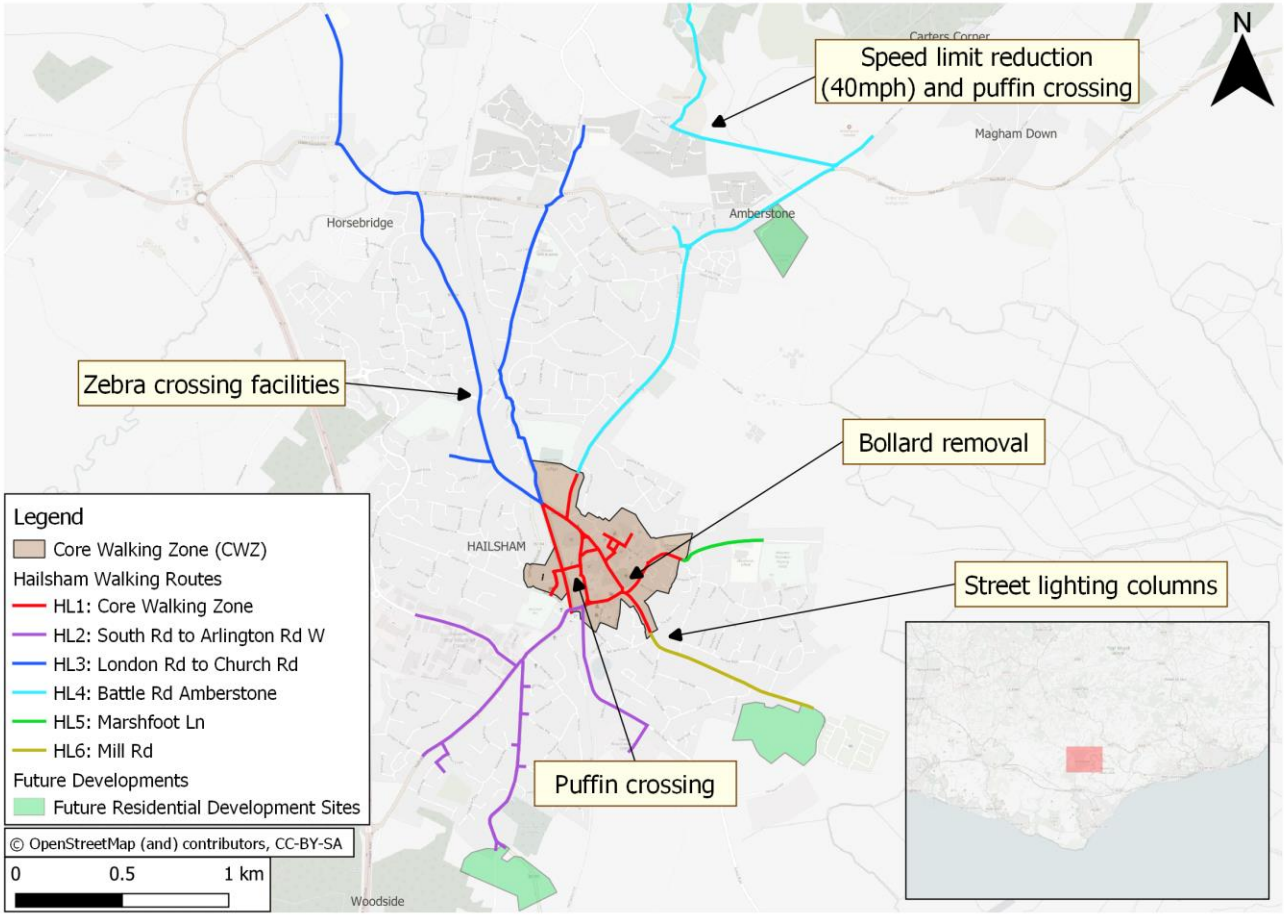


Table 2-15: Walking route interventions & costings summary - Hailsham

Route	High cost:	Low cost:
HL1: Hailsham Core Walking Zone	£434,125	£320,675
HL2: South Rd to Arlington Rd E	£832,645	£577,560
HL3: London Rd to Church Rd	£632,838	£469,755
HL4: Battle Rd New Rd	£829,065	£643,068
HL5: Marshfoot Ln	£200,146	£148,046
HL6: Mill Rd	£170,251	£128,765
Total	**£3,099,069**	**£2,287,869**

2.4.5 Walking Interventions: Newhaven

Figure 2-10: Selected walking interventions and routes - Newhaven

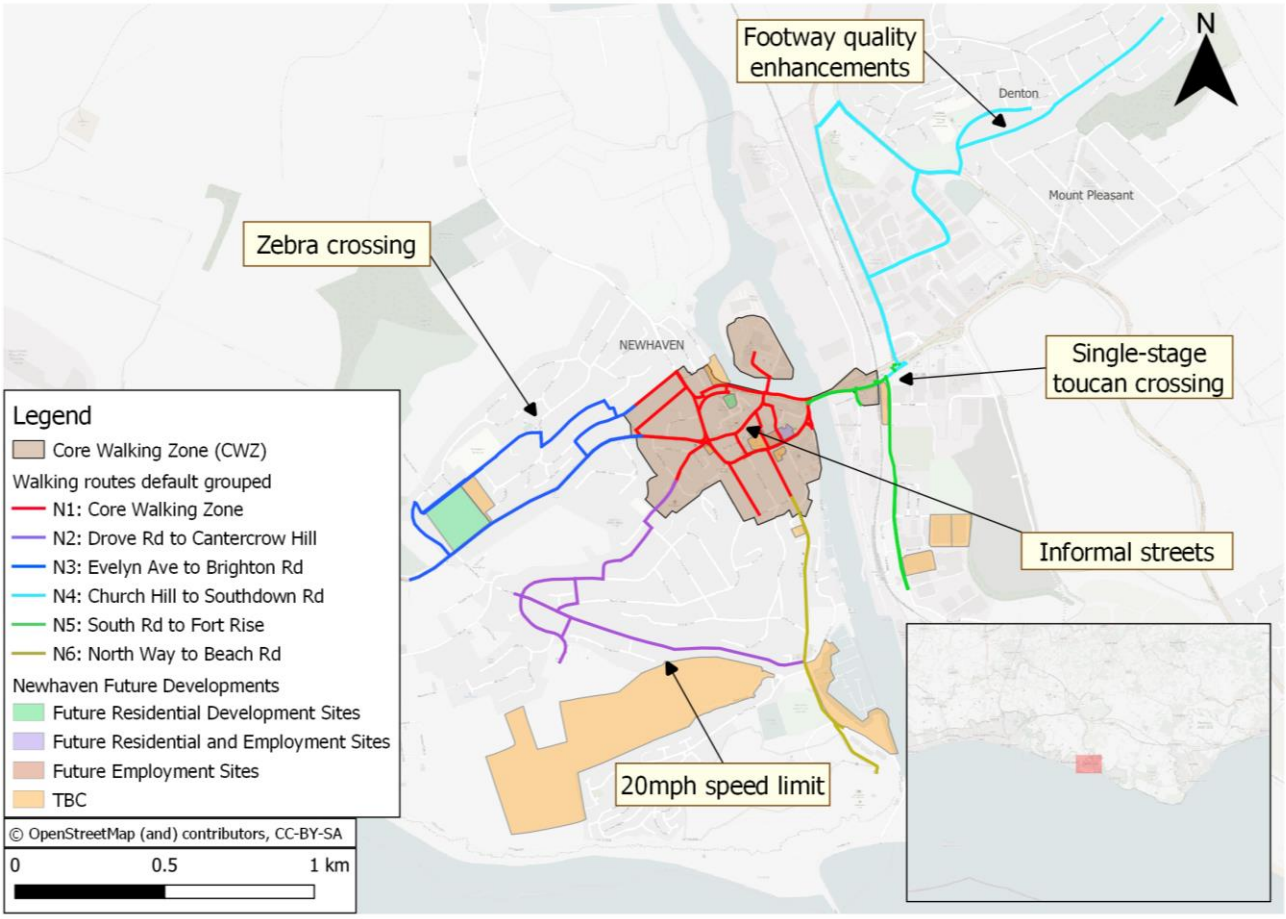


Table 2-16: Walking route interventions & costings summary - Newhaven

Route	High cost:	Low cost:
N1: Core Walking Zone	£432,844	£354,181
N2: Church Hill to Southdown Rd	£171,363	£153,032
N3: Eveyln Ave to Brighton Rd	£374,962	£266,918
N4: Drove Rd to Denton Rd	£1,112,290	£823,879
N5: North Way to Beach Rd	£428,262	£305,964
N6: South Rd to Fort Rise	£85,946	£64,404
Total	**£2,605,666**	**£1,968,379**

2.4.6 Walking Interventions: Eastbourne

Figure 2-11: Selected walking interventions and routes – Eastbourne

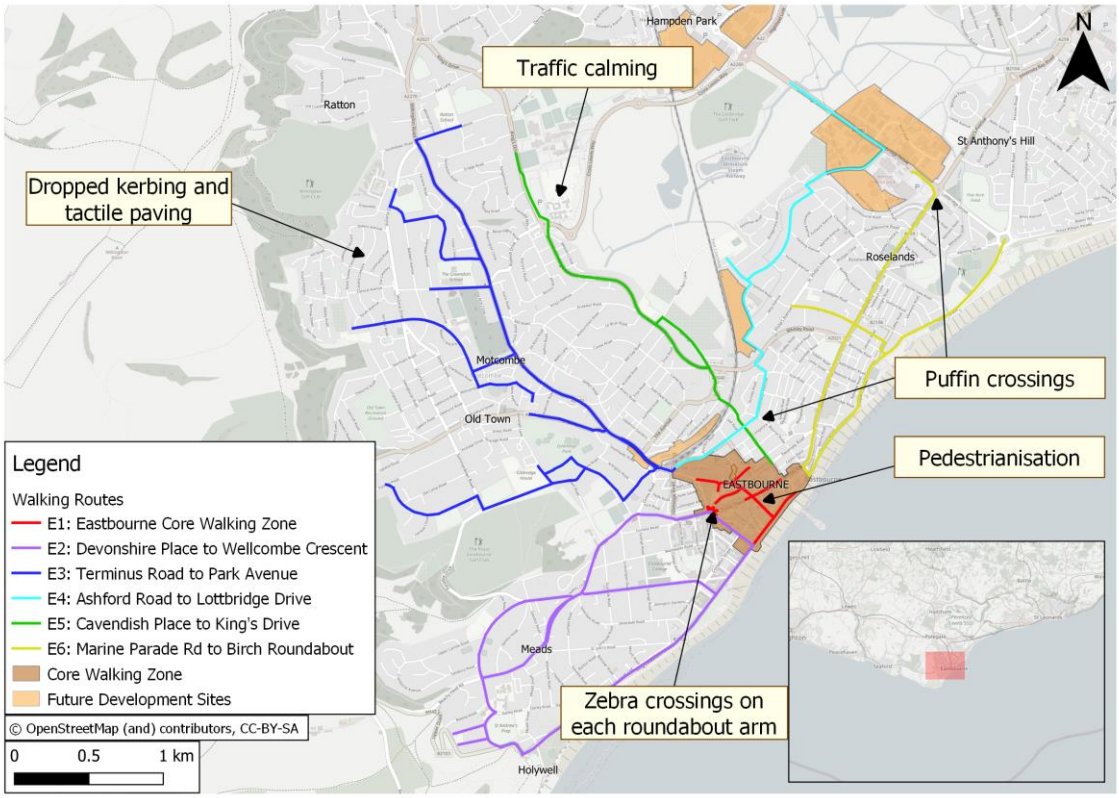


Figure 2-12: Key walking interventions within Eastbourne Town Centre Phase 2b package (included within N1: Core Walking Zone)

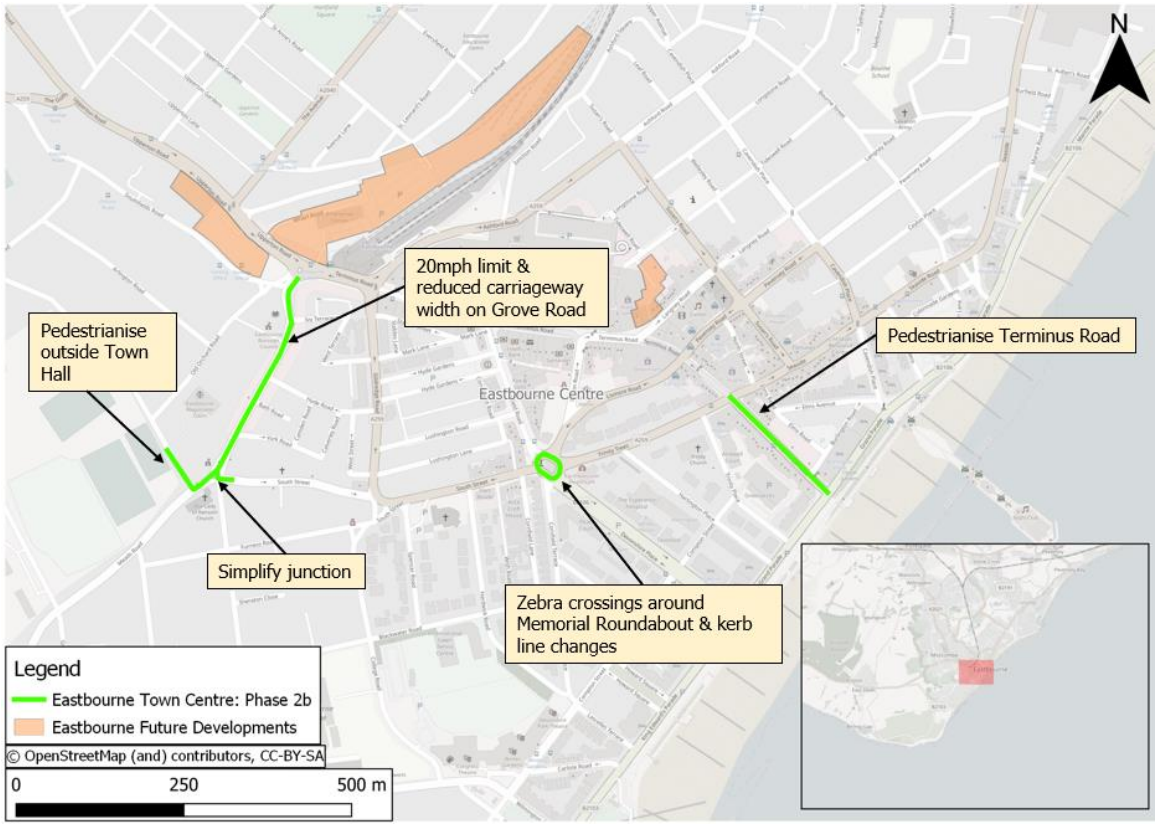


Table 2-17: Walking route interventions & costings summary – Eastbourne

Route	High cost:	Low cost:
E1: Core Walking Zone (Eastbourne Town Centre Phase 2b)	£8,110,285	£8,080,700
E2: Devonshire Place to Wellcombe Crescent	£541,810	£442,202
E3: Terminus Road to Park Avenue	£617,556	£497,758
E4: Ashford Road to Lottbridge Drive	£621,209	£481,716
E5: Cavendish Place to King's Drive	£319,178	£237,771
E6: Marine Parade Rd to Birch Roundabout	£632,527	£515,840
Total	£10,842,564	£10,255,988

2.4.7 Walking Interventions: Lewes

Figure 2-13: Key walking interventions – Lewes

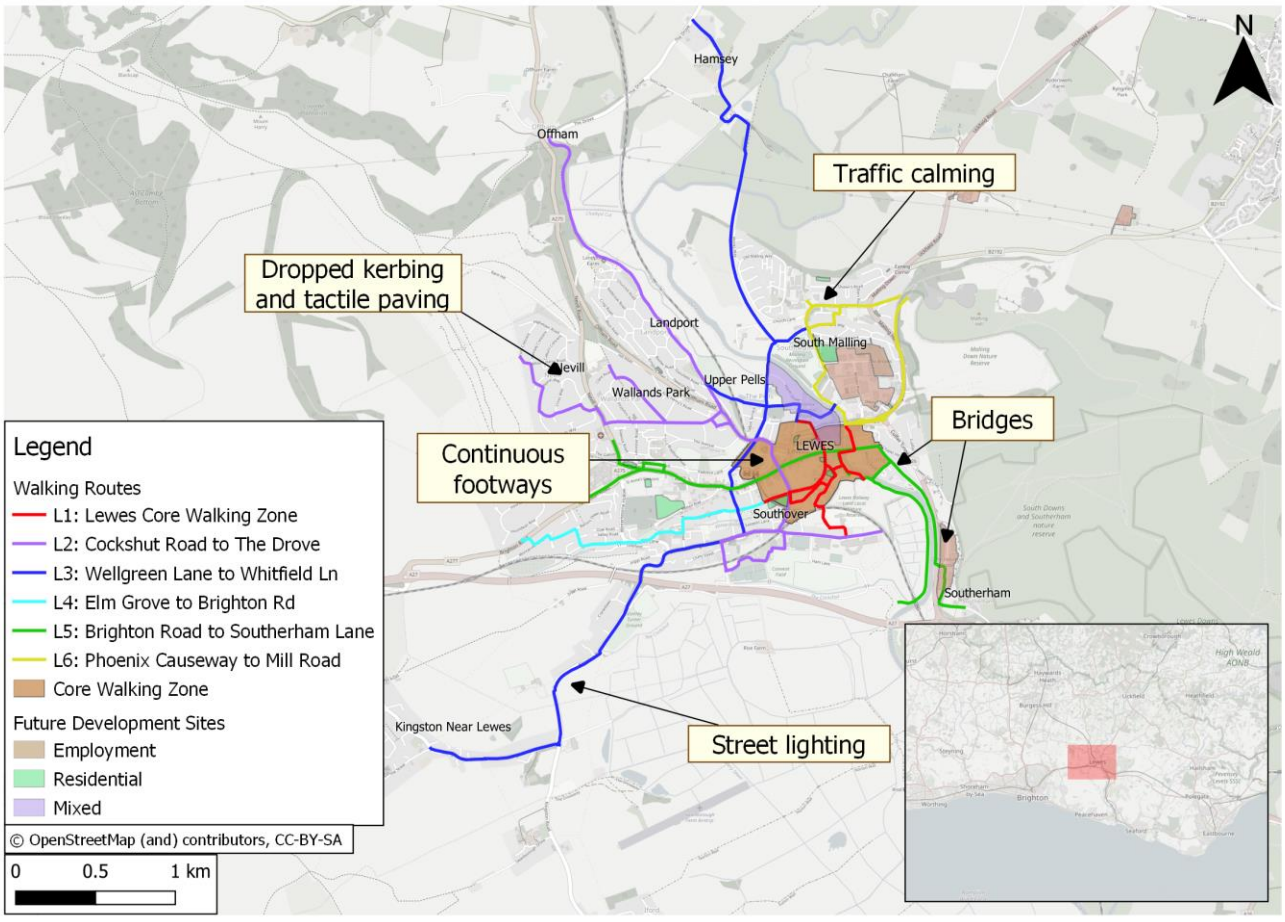


Table 2-18: Walking route interventions & costings summary - Lewes

Route	High cost:	Low cost:
L1: Core Walking Zone	£218,183	£190,604
L2: Cockshut Road to The Drove	£684,877	£561,568
L3: Wellgreen Lane to Whitfield Ln	£1,136,614	£1,084,124
L4: Elm Grove to Brighton Rd	£280,205	£199,645
L5: Brighton Road to Southerham Lane	£1,599,991	£1,402,148
L6: Phoenix Causeway to Mill Road	£350,909	£280,019
Lewes Wayfinding	£40,000	£40,000

Total	£4,310,779	£3,758,108

3. Cycling Network Development

3.1 Methodology

In line with the governments LCWIP guidance, costings have been carried out and totalled for the interventions identified along each cycle route.

ESCC provided Jacobs with the indicative costings for the Hailsham-Polegate-Eastbourne Movement and Access Corridor (HPE MAC), and the Brighton University, Eastbourne Campus, to Pevensey Bay cycling route. The latter cycling network was developed and costed by Sustrans.

The Eastbourne Town Centre Cycle Scheme is currently under development, therefore specific interventions added along the route will be agreed by ESCC before final costings can be delivered. Nevertheless, the area of interest was costed to provide an initial estimate along the desired path identified by ESCC.

To validate these costings, Jacobs also carried out high-level costings for each of each intervention from a compiled inventory based on infrastructure costings from similar schemes carried out within the UK.

A 44% optimism bias was applied to reflect the current stage of the project, as outlined in Department for Transport's Transport Analysis Guidance (TAG) 2017.

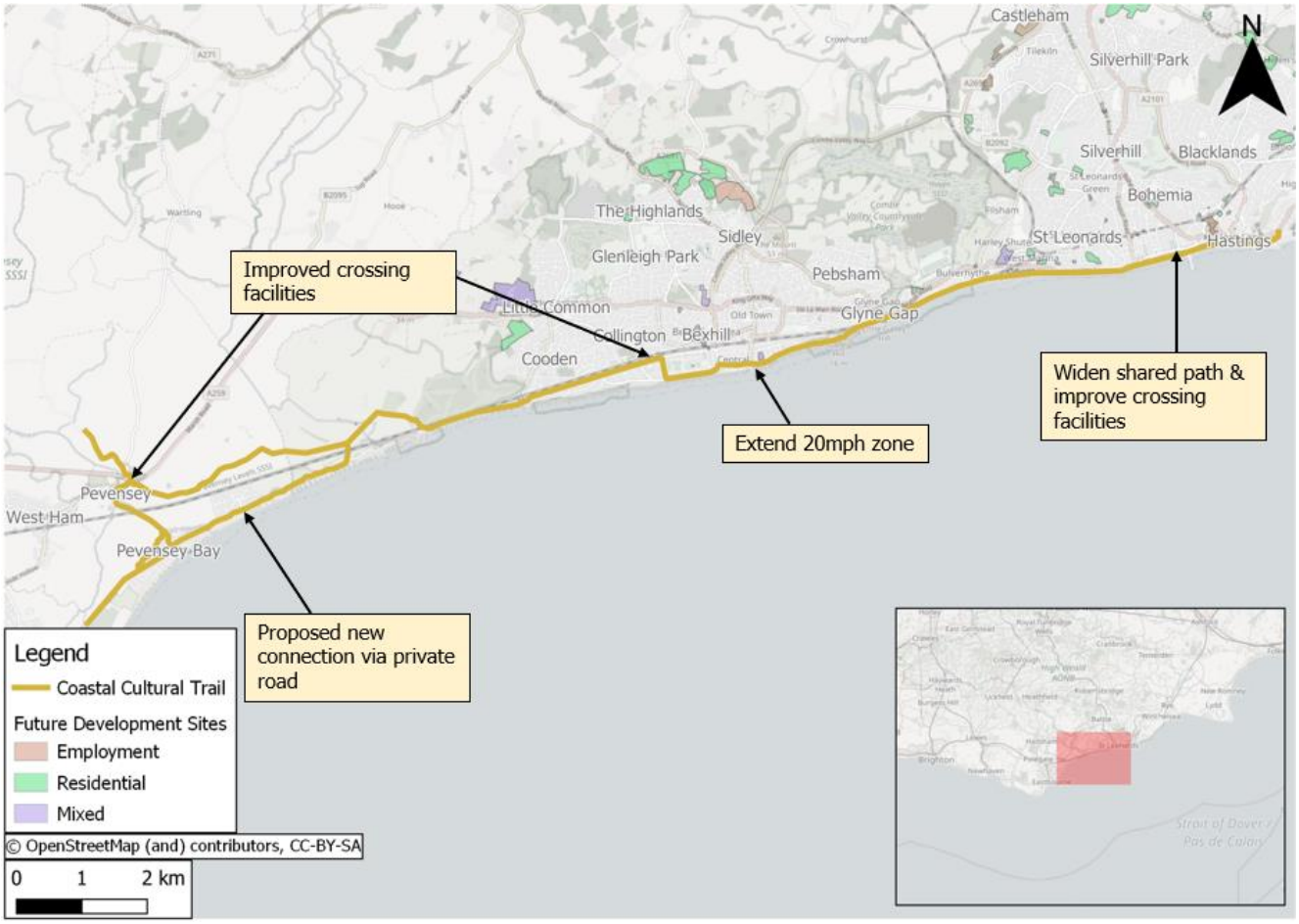
3.2 Network interventions and costings

3.2.1 Coastal Cultural Trail – Eastbourne to Hastings via Bexhill

The Coastal Cultural Trail extends from NCN Route 2 in Eastbourne, along the coast via Bexhill and Hastings. A set of costings supplied by ESCC were compared with high-level costings carried out by Jacobs, including additional high-level costings for a proposed new route at Pevensey Bay.

It should be noted that the route between Fisherman's Car Park and Sovereign Harbour has been removed from this costing to avoid the double counting of the Eastbourne Seafront Cycle/Pedestrian Access (sections 200.4 – 200.5).

Figure 3.1: Key cycling interventions – Coastal Cultural Trail



Below is a summary of the costs of the cycling interventions.

Table 3.1: Cycling route interventions & costings summary – Coastal Cultural Trail

Intervention	Name	High Cost	Low cost
210.4	NCN Route 21 to Langney Roundabout	£404,928	£286,920
210.5	Langney Roundabout to Martello Roundabout	£539,280	£388,800
210.6	Martello Roundabout to Pevensey Bay	£51,552	£51,552
New Route	Castle Drive to Sluice Lane	£739,152	£469,008
100.1	Cooden Road Station to Richmond Avenue	£324,008	£335,632
100.2	B2182 West Parade to De La Warr Parade	£419,170	£363,744
100.3	De La Warr Parade to Glyne Gap	£99,446	£80,496
201.1	Cinque Ports Way to Pelham Place Roundabout	£27,086	£26,136
201.2	Pelham Place Roundabout to Old Town High Street	£90,057.60	£54,864
201.3	A259 Crossings	£890,640	£660,960

	High Cost	Low Cost	Schemes
Total	£3,730,832.00	£2,855,646.40	29

3.2.2 Eastbourne Cycling Schemes

ESCC asked Jacobs to review five cycle schemes in and around Eastbourne. These schemes are as follows:

- Eastbourne Town Centre Cycle Scheme – Rail Station to Seafront
- Brighton University (Eastbourne Campus) – Pevensey Bay
- Hailsham-Polegate-Eastbourne Movement Access Corridor (HPE MAC)
- Seafront Cycle/Pedestrian Access

3.2.2.1 Eastbourne Town Centre Cycle Scheme – Rail Station to Seafront

The cycle scheme for Eastbourne Town Centre is still under development, therefore costings have been calculated for the current area of interest; Grove Road roundabout to King Edward's Parade, via Grange Rd and Silverdale. Based on this, the costing for a mixed strategic cycle route was applied to the 1.35km distance of this pathway, based on case study-based costings detailed in *GOV UK: Cycle City Ambition Schemes; cycle intervention costs.*

Figure 3-2: Key cycling interventions – Eastbourne Town Centre Cycling Scheme – Rail Station to Seafront

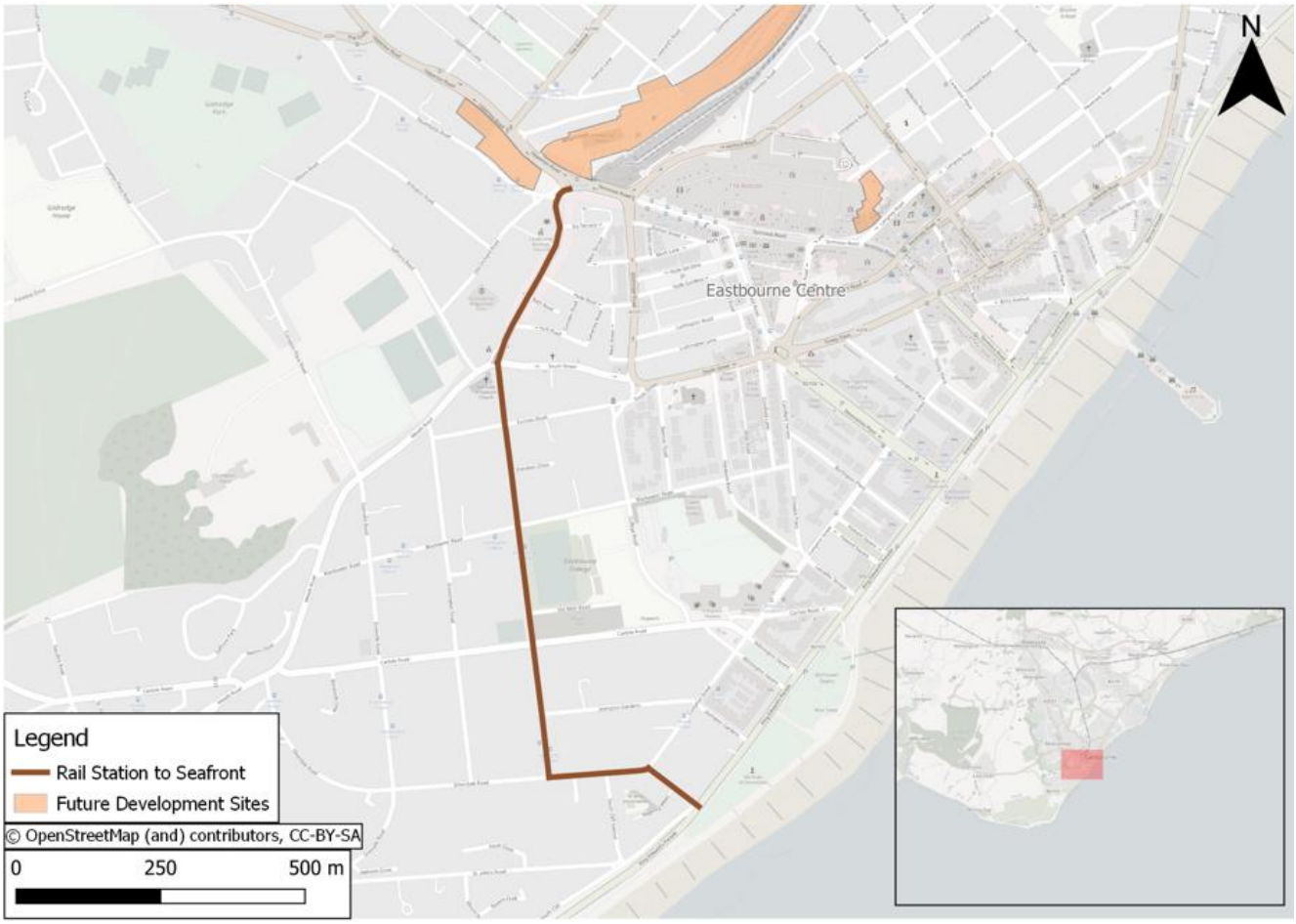


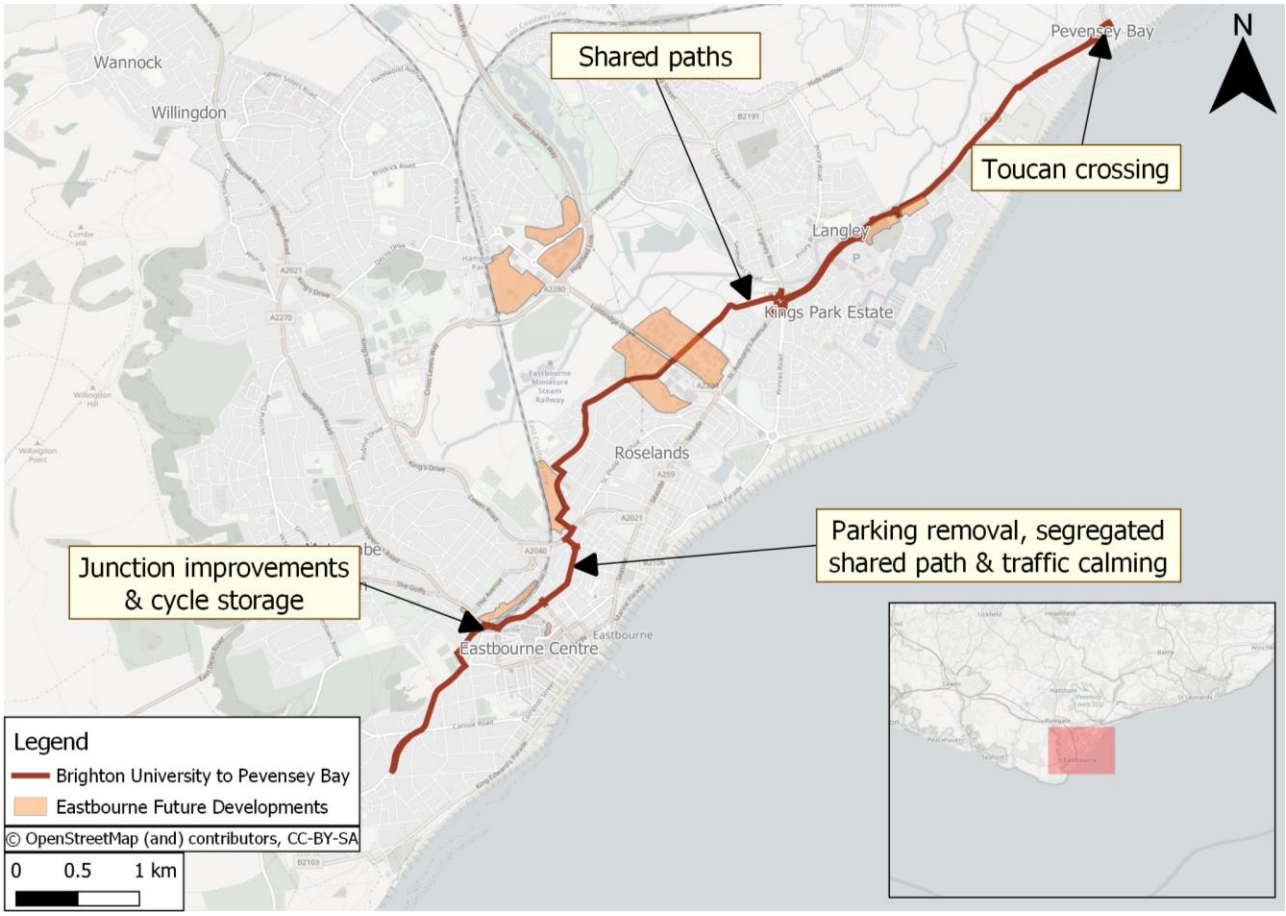
Table 3-2: Cycling route interventions & costings summary – Eastbourne Town Centre Cycling Scheme – Rail Station to Seafront

Suggested Intervention	High Cost	Low Cost
Strategic cycle route with mixed facilities between Grove Road roundabout and King Edward's Parade	£1,555,200	£894,240

3.2.2.2 Brighton University (Eastbourne Campus) – Pevensey Bay

This route intersects Eastbourne's seafront, with existing segregated cycleways being located east of the route.

Figure 3-3: Key cycling interventions – Brighton University to Pevensey Bay



The route was originally scoped out by Sustrans, whom audited the route and provided cost ranges for each intervention identified to enhance the route's feasibility. Jacobs also costed these schemes using an inventory to assess the validity of these estimated cost bands.

The total costings for this route are shown in the table below.

Table 3-3: Cycling route interventions & costings summary – Brighton University – Pevensey Bay

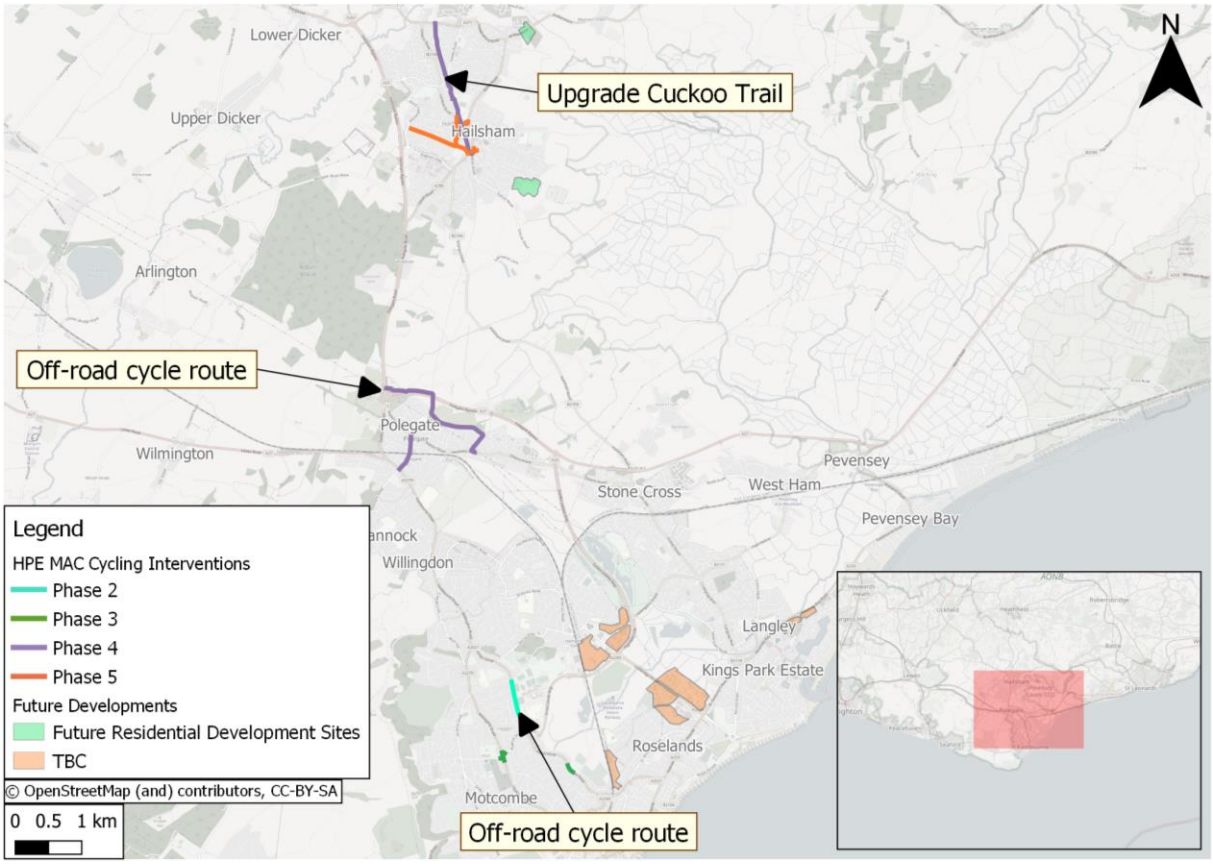
Intervention	Name	High Cost	Low cost
210.1	University to Saffrons Road	£164,733	£103,564
210.2	Saffrons Road - Station - Bourne Street	£527,226	£408,584
210.3	Bourne Street - Roselands - Horsey Way - NCN Route 21	£705,112	£576,099
210.4	NCN Route 21 - Proposed Horsey Way Extension - Langney Roundabout	£404,928	£286,920
210.5	Langney Roundabout - Martello Roundabout	£539,280	£388,800
210.6	Martello Roundabout - NCN Route 21 - Pevensey Bay	£136,368	£118,368

	High Cost	Low Cost	Schemes
Total	£2,477,646.79	£1,882,335.81	26

3.2.2.3 Hailsham-Polegate-Eastbourne Movement and Access Corridor (HPE MAC)

A set of costings supplied to ESCC were compared with high-level costings carried out by Jacobs.

Figure 3-4: Key cycling interventions – Hailsham-Polegate-Eastbourne Movement and Access Corridor



Below is a summary of the costs of the cycling interventions carried out by Jacobs.

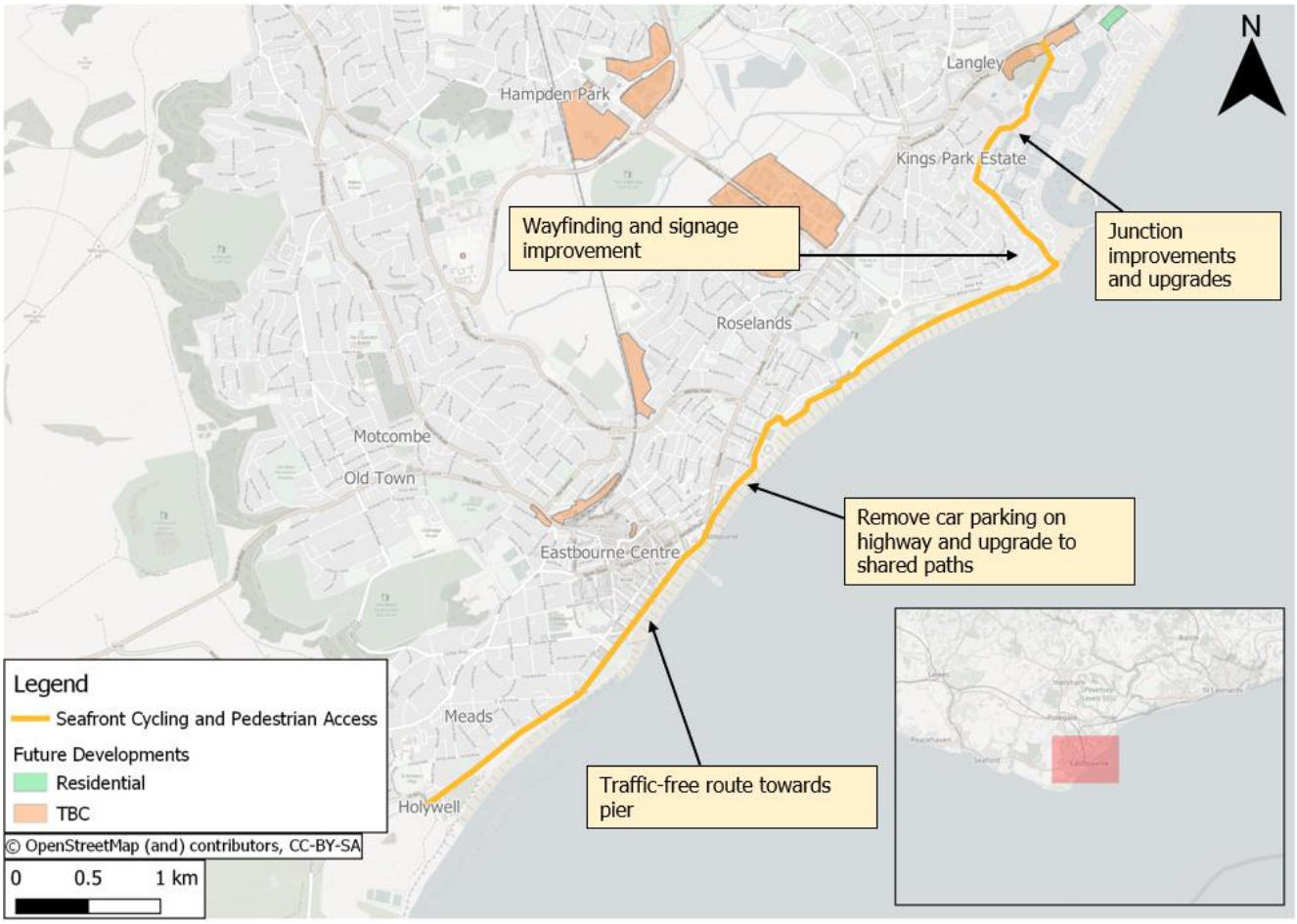
Table 3-4: Costings for Hailsham-Polegate-Eastbourne Movement and Access Corridor Phases 2-5

Phase	High Cost	Low Cost
Phase 2	£211,968	£134,784
Phase 3	£9,704	£9,704
Phase 4	£953,604	£637,200
Phase 5	£24,840	£24,840
Total	£1,200,116	£806,528

3.2.2.4 Seafront Cycle/Pedestrian Access

A set of costings supplied to ESCC were compared with high-level costings carried out by Jacobs.

Figure 3.5: Key cycling interventions – Seafront Cycle/Pedestrian Access



Below is a summary of the costs of the cycling interventions carried out by Jacobs.

Table 3-5: Cycling route interventions & costings summary – Seafront Cycle/Pedestrian Access

Intervention	Name	High Cost	Low cost
200.1	South Downs Way – Wilmington Square	£107,280	£89,280
200.2	Wilmington Square – Marine Parade Road	£247,680	£151,200
200.3	Marine Parade Road – NCN21 Fisherman Green Car Park	£193,320	£140,256
200.4	Fisherman Green Car Park – Sovereign Centre	£2,246	£1,296
200.5	Sovereign Centre – Martello Roundabout	£143,265	£136,238

	High Cost	Low Cost	Schemes
Total	£693,729	£518,270	13

3.2.3 Hastings and Bexhill Cycle Schemes

ESCC asked Jacobs to review four cycle schemes in and around Hastings and Bexhill. These schemes are as follows:

- Coombe Valley Greenway Upgrade
- Alexandra Park – Conquest Hospital Hastings
- Bexhill Hastings Cycle Routes (BHMAP Phase 2)

3.2.3.1 Coombe Valley Greenway Upgrade

The Coombe Valley Greenway is an existing cycle route which has been identified as requiring an upgrade to maintain a high-quality route. High-level costings have been used for to calculate the low and high cost options for resurfacing the route.

Figure 3-6: Key cycling schemes: Coombe Valley Greenway Upgrade

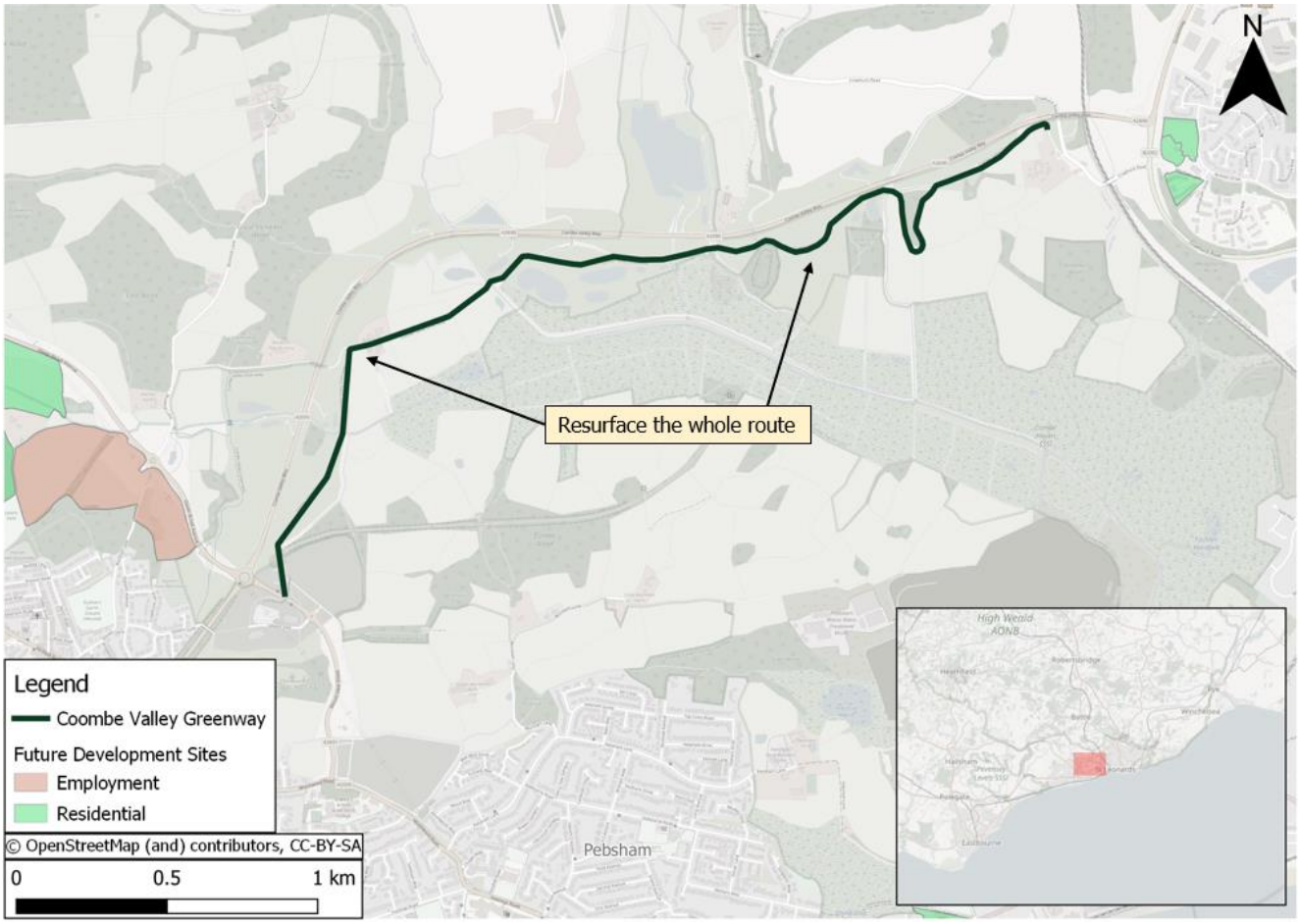


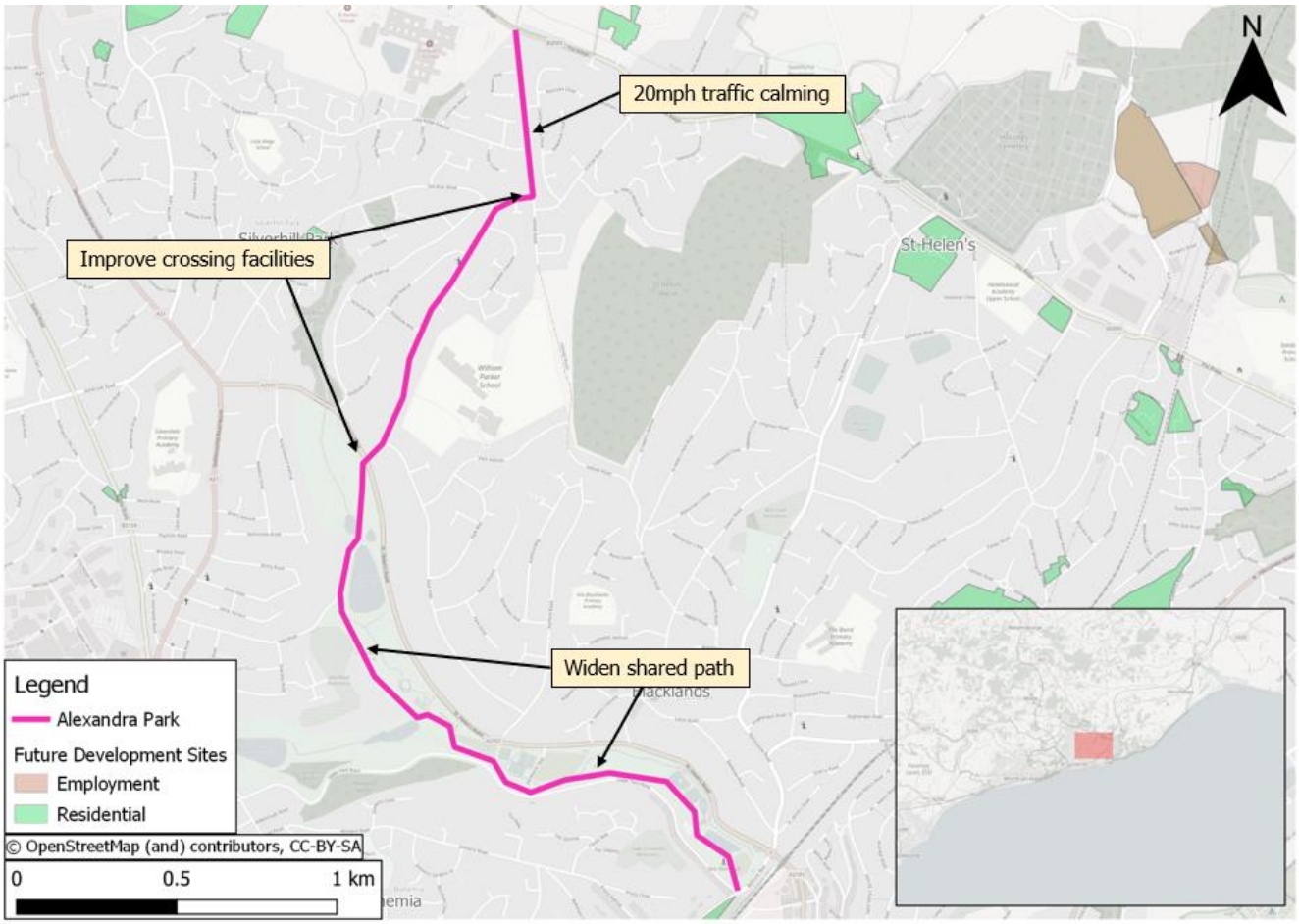
Table 3-6: Cycling route interventions & costings summary – Coombe Valley Greenway

Suggested Intervention	High Cost	Low Cost
Cycle route resurfacing	£273,600	£201,600

3.2.3.2 Alexandra Park – Conquest Hospital Hastings

A set of costings supplied to ESCC were compared with high-level costings carried out by Jacobs.

Figure 3-7: Key cycling schemes – Alexandra Park – Conquest Hospital Hastings



Below is a summary of the costs of the cycling interventions carried out by Jacobs.

Table 3-7: Cycling route interventions & costings summary – Alexandra Park – Conquest Hospital Hastings

Intervention	Name	High Cost	Low cost
341.1	Hillside Road	£178,920	£144,360
341.2	Parkstone Road	£252,072	£185,832
341.3	St Helens' Road Crossing	£97,200	£79,200
341.4	Alexandra Park (North)	£198,840	£175,600
341.5	Alexandra Park (South)	£60,768	£36,720

	High Cost	Low Cost	Schemes
Total	£787,800	£621,712	10

3.2.3.3 Bexhill Hastings Cycle Routes (BHMAP Phase 2)

ESCC provided Jacobs with costs for a range of cycling schemes throughout Bexhill and Hastings, with no specific interventions identified. These routes are intended to form town-wide networks still in development, assumed to be approximately 15km for assessment purposes.

Below is a summary of the costs of the cycling interventions provided by ESCC.

Table 3-8: Cycling route interventions & costings summary – Bexhill Hastings Cycling Routes (BHMAP Phase 2)

Phase	Cost
Bexhill	£1,500,000
Hastings	£1,500,000
Total	£3,000,000

3.2.4 Lewes and SDNPA Cycle Schemes

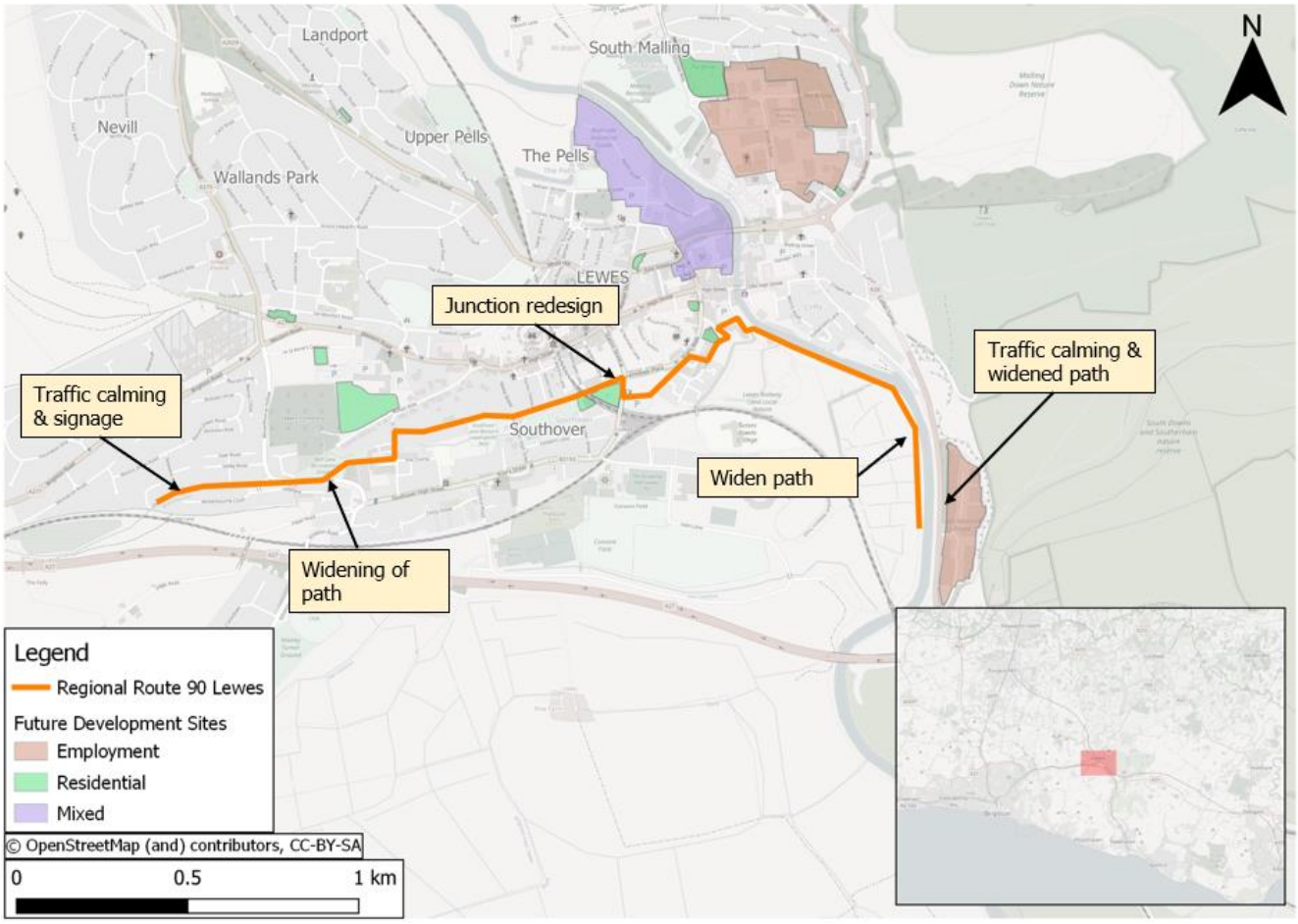
ESCC asked Jacobs to review two cycle schemes in and around Lewes and South Downs National Park (SDNP). These schemes are as follows:

- Regional Route 90 – Lewes Town Centre
- A27 – Falmer – Ashcombe Roundabout
- Egrets Way

3.2.4.1 Regional Route 90 – Lewes Town Centre

A set of costings supplied to ESCC were compared with high-level costings carried out by Jacobs.

Figure 3-8: Key cycling interventions – Regional Route 90 – Lewes Town Centre



Below is a summary of the costs of the cycling interventions carried out by Jacobs.

Table 3-9: Cycling route interventions & costings summary – A27 – Falmer – Ashcombe Roundabout

Intervention	Name	High Cost	Low cost	Schemes Total
203.1	Montacute Road – Grange Road	£184,104	£156,456	4
203.2	Grange Road – Railway Lane	£82,008	£58,709	3
210.4	Cliffe - Southerham	188,856	£151,560	4

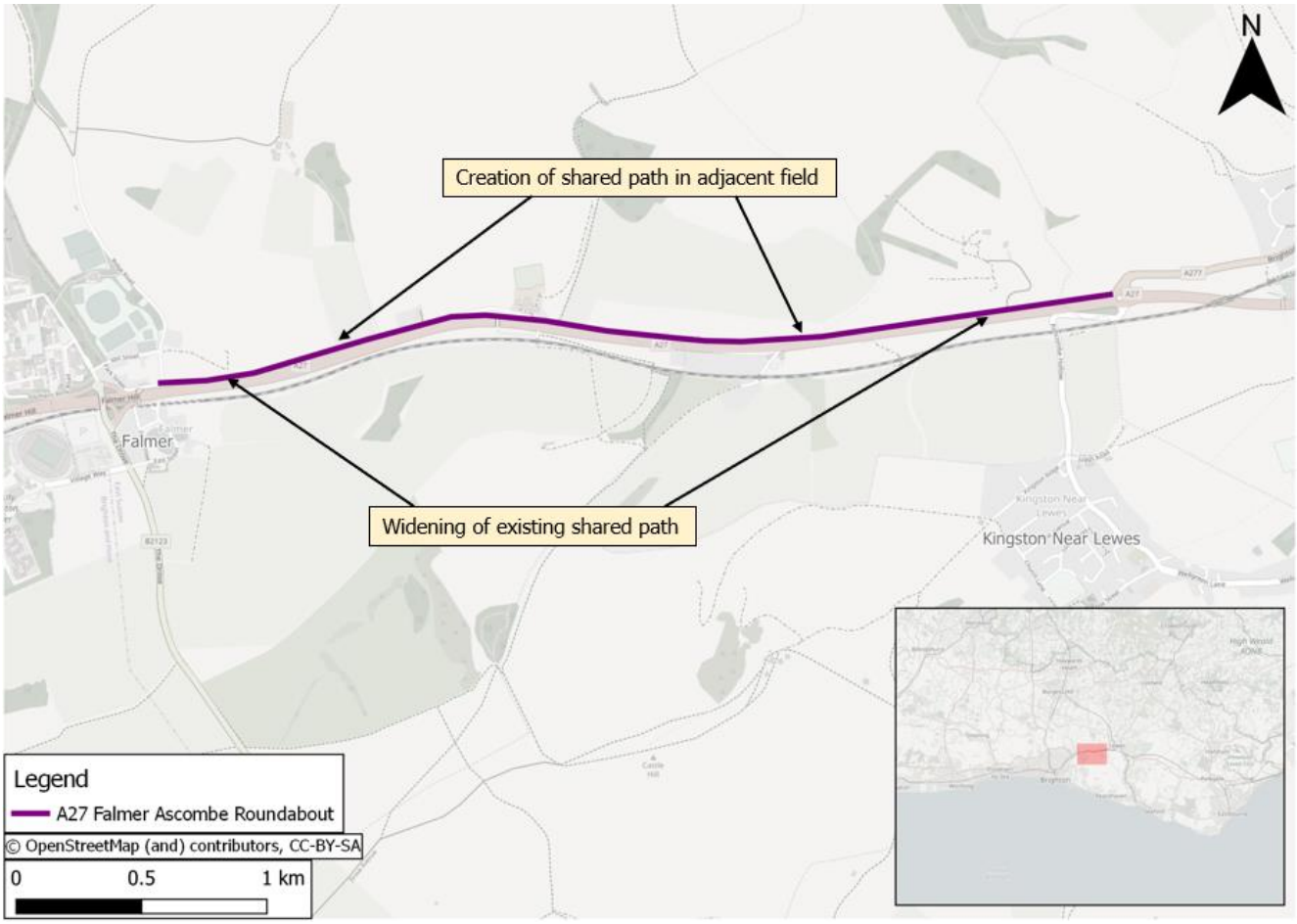
	High Cost	Low Cost	Schemes
Total	£431,669	£390,024	11

3.2.4.2 A27 – Falmer – Ashcombe Roundabout

A set of costings supplied to ESCC were compared with high-level costings carried out by Jacobs.

Whilst the scope of our costings is particularly for cycling interventions, all interventions have been mapped below to allow cycling interventions to be viewed in the wider context of other interventions, such as walking and public transit.

Figure 3-9: Key cycling interventions – A27 – Falmer – Ashcombe Roundabout



Below is a summary of the costs of the cycling interventions carried out by Jacobs.

Table 3-10: Cycling route interventions & costings summary – A27 – Falmer – Ashcombe Roundabout

Intervention	Name	High Cost (Jacobs)	Low cost (Jacobs)	Schemes	
				Total	Within Sustrans' cost range
210.1	Falmer – Ashcombe Roundabout	£951,840	£599,688	6	3

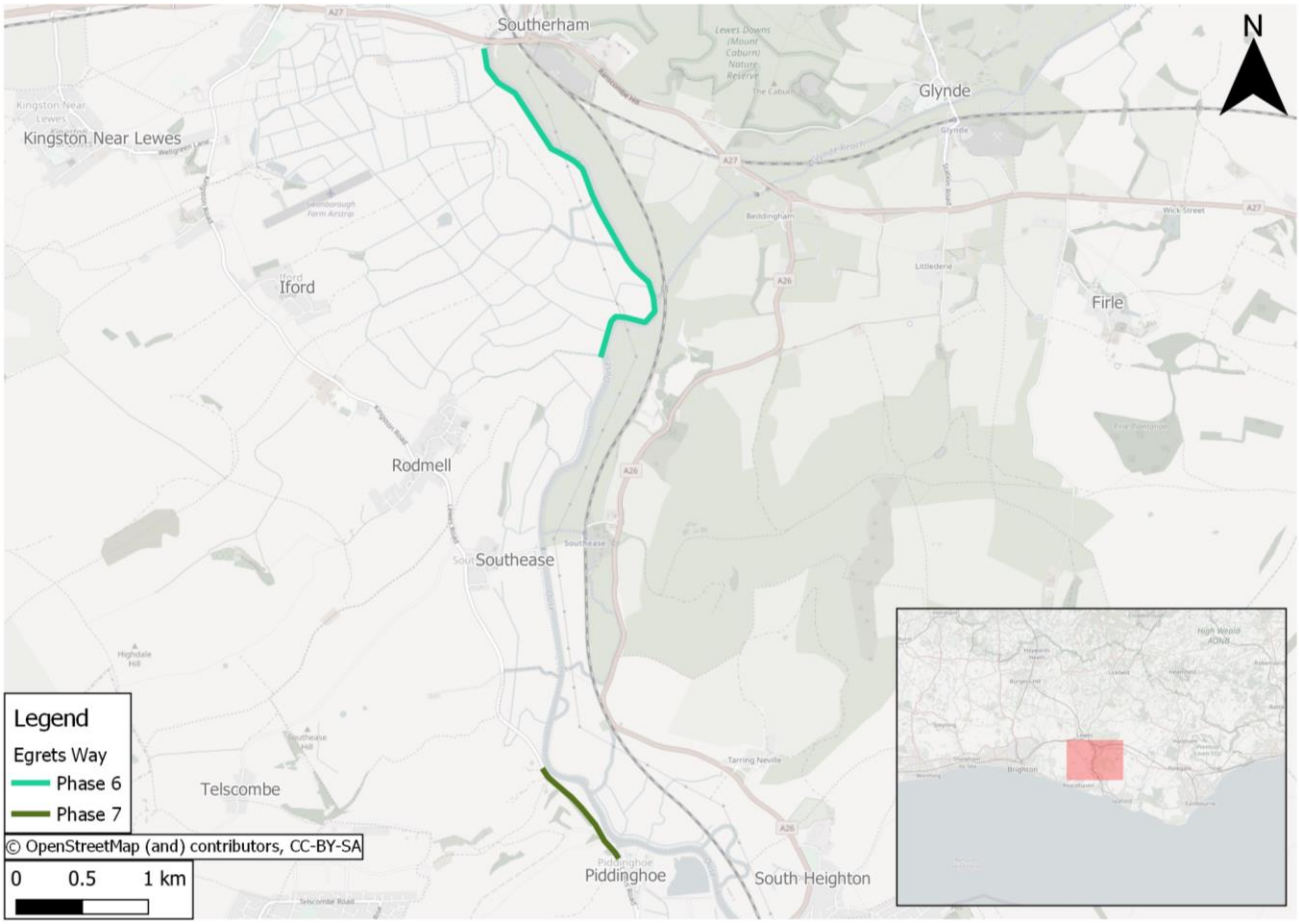
	High Cost	Low Cost	Schemes
Total	£951,840	£599,688	6

3.2.4.3 Egrets Way

A set of costings supplied to ESCC for the assessment of Phase 6 and Phase 7 of the Egrets Way scheme were used for assessment.

Egrets Way Phase 6 follows a 3.1km route from Lewes to Rodmell, with Phase 7 following a 0.9km route from Piddinghoe to Deans Farm.

Figure 3-10: Key cycling interventions – Egrets Way



Below is a summary of the costs of the cycling interventions carried out by Jacobs.

Table 3-11: : Cycling route interventions & costings summary – A27 – Falmer – Ashcombe Roundabout

Phase	Cost
Phase 6	£900,000
Phase 7	£990,000
Total	£1,890,000

3.2.5 Newhaven Cycle Schemes

ESCC asked Jacobs to review two cycle schemes in and around Newhaven. These schemes are as follows:

- Newhaven Mixed Strategic Cycle Route & Exceat Bridge
- Avis Road

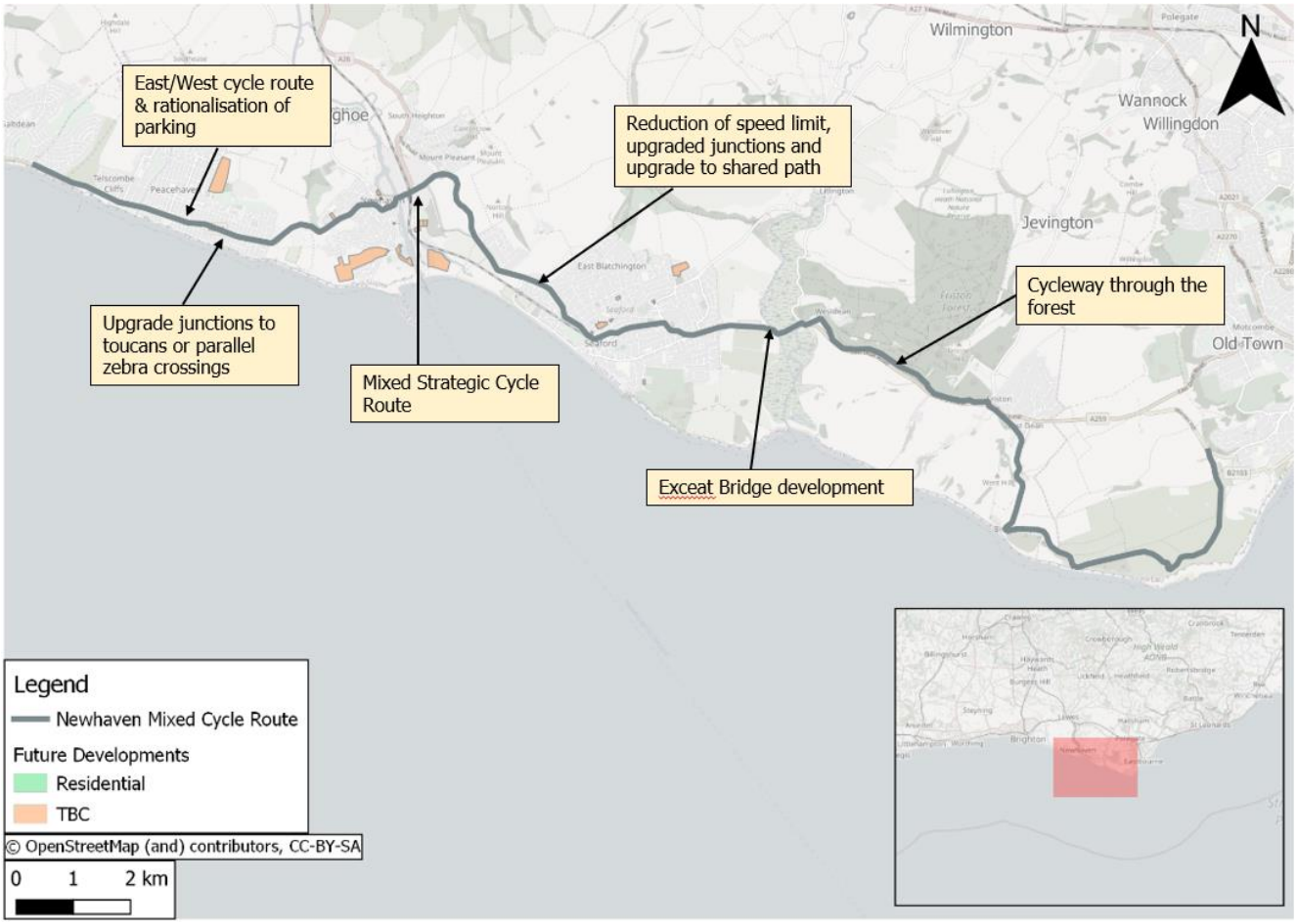
3.2.5.1 Newhaven Mixed Strategic Cycle Route & Exceat Bridge

The Newhaven Mixed Strategic Cycle route extends from Peacehaven to Eastbourne. A set of costings supplied to ESCC for sections of this route were pieced together and compared with high-level costings carried out by Jacobs. This includes the provided costs for Exceat Bridge development.

There are no costings for the area between Newhaven and Seaford, where no interventions have been identified.

It should be noted that the route from West to East through Eastbourne to Pevensey has been removed from this costing to avoid the double counting of the Seafront Cycle/Pedestrian Access (sections 200.4 – 200.5) and Brighton University to Pevensey Bay.

Figure 3-11: Key cycling interventions – Newhaven Mixed Strategic Cycle Route & Exceat Bridge



Below is a summary of the costs of the cycling interventions carried out by Jacobs.

Table 3-12: Cycling route interventions & costings summary – Newhaven Mixed Strategic Cycle Route & Exceat Bridge

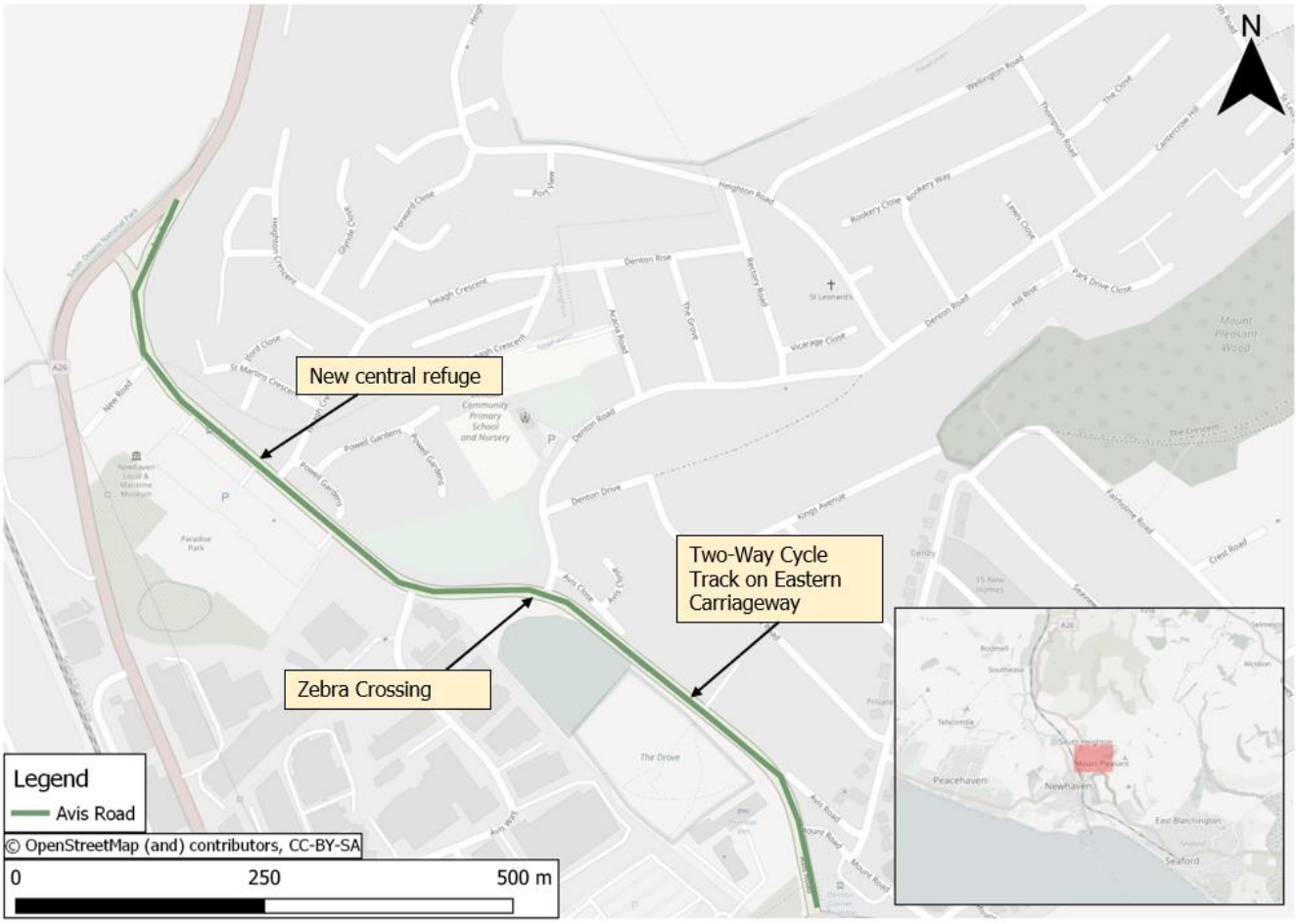
Intervention	Name	High Cost	Low cost	Schemes Total
200	Peacehaven to Newhaven (at Peacehaven Golf Club)	£1,616,904	£678,024	9
Newhaven MSC	Peacehaven Golf Club to Avis Road Roundabout	£2,880,000	£1,656,000	1
220	Seaford East to Exceat Bridge	£757,080	£546,624	16
Exceat Bridge	Exceat Bridge development	£2,000,000	£2,000,000	1
National Route 2 (Extension of Eastbourne Route 200)	Exceat to Eastbourne	£143,928	£90,864	4

	High Cost	Low Cost	Schemes
Total	£7,397,912	£4,971,512	31

3.2.5.2 Avis Road

A set of high level costings were calculated as part of the walking route assessment Newhaven route 4. The specific costs associated with Avis Road cycling infrastructure were identified for assessment.

Figure 3-12: Key cycling interventions – Avis Road



Below is a summary of the costs of the cycling interventions carried out by Jacobs.

Table 3-13: Cycling route interventions & costings summary – Avis Road

Intervention	Name	High Cost	Low cost
311.1.1.	Avis Road Cycle Track	£167,184	£102,060
N4I09	Junction Avis Way into Avis Road	£26,352	£26,352
N4I12	Avis Way and Denton Road	£56,880	£38,880
N4I13	Denton Road junctions	£37,152	£22,680
N4I22	Avis Road shared path	£94,874	£63,036
N4I23	Avis Road (Newhaven Museum) crossing	£17,280	£12,960
N4I24	Avis Road (Newhaven Museum) vegetation removal	£1,037	£1,037

	High Cost	Low Cost
Total	£400,759	£267,005

4. Economic Appraisal

As part of this LCWIP, the high level return on investment has been calculated using the DfT's Active Mode Appraisal Tool (AMAT). This tool estimates economic benefits as a result of investing in walking and cycling schemes in line with DfT WebTAG appraisal guidance compared against high level cost estimates for improvements. The benefits reported within the tool include:

- Health through reduced mortality;
- Modal shift through reduced congestion and reduced environmental impacts;
- Journey ambience.

It should be noted the nature of this appraisal is high level and intended for the use of prioritising investment in the network, giving a broad range of potential benefits which could be realised on each route. Further analysis and work would be required to develop these estimates to form business cases for individual projects and programmes.

In line with the DfT TAG unit A1.2, an optimism bias of 44% has been applied to all active travel interventions.

4.1 Walking Economic Appraisal

There is limited existing evidence and guidance in order to calculate the benefits associated with an increase in walking, with no equivalent to the Propensity to Cycle Tool available. One source of readily available evidence regarding walking is the 2011 Census which reports number / percentage of people walking to work.

As a result, a percentage point uplift has been applied to the 2011 Census walking to work figures, to calculate the number of increasing walking trips required to achieve good value for money benefit from the town-wide schemes.

4.1.1 Hastings

Hastings shows the highest percentage of all the towns assessed, with Census 2011 journeys to work made on foot at 10%, equivalent to 5,837 journeys. For the walking scheme interventions across the town to achieve good value for money, with a BCR of 2 or higher, a 5-percentage point increase is needed, equating to 15% of journeys made by foot. Given that 25% of journeys to work in the town are less than 2km in length, this increase in walking could be considered feasibility. It must also be recognised that an uplift in walking would also be expected for other journey purposes including walking to school, for other everyday purposes and particularly for leisure / recreations given the town is a popular tourist area.

The BCR calculation was carried out for 15% of trips, using the high and low-cost thresholds for each scheme as outlined in Section 2.4.2. The outcome of this assessment is shown in Table 4-1.

Table 4-1: Economic benefits of walking investment – Hastings

Number of trips completed on foot	Cost associated with walking recommendations	Present value of Benefits	BCR
Low Cost Scenario	£4,772,942	10,054.01	2.96
High Cost Scenario	£6,469,456		2.18

Demonstrating the potential to achieve good value for money from pedestrian and accessibility improvements in Hastings and Bexhill a previous similar investment programme reported a BCR of 2.8.

4.1.2 Bexhill

Census 2011 data indicates that across Bexhill 7% of journeys are made by foot, the equivalent to 2,198 journeys daily. In order for the walking infrastructure schemes within the town to achieve a BCR of as close to 2 or above, indicating good value for money, a percentage point increase of 8 percent is needed. This would equate to 15% of trips within the town being made by foot. Although, more than double the Census 2011 journeys, given that 23% of journeys to work in the town are reportedly under 2km in length, this could be feasible although it is a little more challenging than the required increase for Hastings. Again, a future business case would also consider benefits resulting for increasing walking to school and for leisure / recreation given Bexhill's tourism draw.

The BCR calculation was carried out for 15% of trips, using the high and low cost thresholds for each scheme as outlined in Section 2.4.3. The outcome of this assessment is shown in Table 4-2.

Table 4-2: Economic benefits of walking investment - Bexhill

Number of trips completed on foot	Cost associated with walking recommendations	Present value of Benefits	BCR
Low Cost Scenario	£5,443,005	8,652.17	2.23
High Cost Scenario	£6,831,925		1.78

4.1.3 Hailsham

In Hailsham, 6% of journeys were made by foot according to the 2011 Census. This equates to 858 journeys. For the implementation of walking infrastructure within the town to achieve good value for money, a percentage point increase of 8 percent is required. This would be equivalent to 14% of total trips within the town being made by foot. Given that the Census 2011 data reports 20% of journeys to work within the town are under 2km in length, this is considered achievable however future more detailed analysis would be required as part of business case to consider walking journeys for trips to school, leisure and other everyday purposes.

The BCR calculation was carried out for 14% of trips, using the high and low cost thresholds for each scheme as outlined in Section 2.4.4. The outcome of this assessment is shown in Table 4-3.

Table 4-3: Economic benefits of walking investment - Hailsham

Number of trips completed on foot	Cost associated with walking recommendations	Present value of Benefits	BCR
Low Cost Scenario	£2.287,869	3,940.32	2.42
High Cost Scenario	£3,099,069		1.78

4.1.4 Newhaven

Census 2011 data indicates that across Newhaven 9% of journeys are made by foot, the equivalent to 2,198 journeys daily. In order for the walking infrastructure schemes within the town to achieve a BCR of as close to 2 or above, indicating good value for money, a percentage point increase of 11 percent is needed. This would equate to 20% of trips within the town being made by foot. Although, more than double the Census 2011 journeys, given that 24% of journeys to work in the town are reportedly under 2km in length, there is scope to grow walking levels although this level of increase is more challenging than the required increases in other towns studied in East Sussex. A future business case would need to understand opportunities for cost efficiencies, whether measures can be delivered in parallel with other schemes such as improving strategic traffic routes to the port and understanding benefits from other walking trip purposes.

The BCR calculation was carried out for 20% of trips, using the high and low cost thresholds for each scheme as outlined in Section 2.4.5. The outcome of this assessment is shown in Table 4-4.

Table 4-4: Economic benefits of walking investment - Newhaven

Number of trips completed on foot	Cost associated with walking recommendations	Present value of Benefits	BCR
Low Cost Scenario	£1,986,379	3409.89	2.41
High Cost Scenario	£2,605,666		1.84

4.1.5 Eastbourne

Census 2011 data indicates that across Eastbourne 10% of journeys are made by foot, the equivalent to 6,130 journeys daily. In order for the walking infrastructure schemes within the town to achieve a BCR of as close to 2 or above, indicating good value for money, a percentage point increase of 8 percent is needed. This would equate to 17% of trips within the town being made by foot. Although a significant increase on the Census 2011 journeys, given that 26% of journeys to work in the town are reportedly under 2km in length, it is considered a feasible increase. Additionally, as noted in previous sections additional benefits would be expected from other important trip purposes including tourism / recreation that is prominent in the town.

The BCR calculation was carried out for 17% of trips, using the high and low cost thresholds for each scheme as outlined in Section 2.4.6. The outcome of this assessment is shown in Table 4-5.

Table 4-5: Economic benefits of walking investment - Eastbourne

Number of trips completed on foot	Cost associated with walking recommendations	Present value of Benefits	BCR
Low Cost Scenario	£10,255,988	15,010.41	2.05
High Cost Scenario	£10,842,564		1.94

4.1.6 Lewes

Census 2011 data indicates that across Lewes 15% of journeys are made by foot, the equivalent to 1,852 journeys daily. In order for the walking infrastructure schemes within the town to achieve a BCR of as close to 1.5, a percentage point increase of 11 percent is needed. This would equate to 26% of trips within the town being made by foot. Given that 28% of journeys to work in the town are reportedly under 2km in length, it is considered a challenging increase for employment purposes only. A future business case would need to understand opportunities for cost efficiencies, whether measures can be delivered in parallel with other schemes and understanding benefits from other walking trip purposes such as leisure, retail and tourism.

The BCR calculation was carried out for 26% of trips, using the high and low cost thresholds for each scheme as outlined in Section 2.4.7. The outcome of this assessment is shown in Table 4-6.

Table 4-6: Economic benefits of walking investment - Lewes

Number of trips completed on foot	Cost associated with walking recommendations	Present value of Benefits	BCR
Low Cost Scenario	£3,758,108	4,109.09	1.53
High Cost Scenario	£4,310,779		1.34

4.2 Cycling Economic Appraisal

The evidence base for cycling is more developed and the Propensity to Cycle Tool has been used to understand current cycling levels along the routes with assumptions made on the likely increase in usage based on evaluations of similar types of schemes. Building on this information, the Active Modes Appraisal Tool has been used to estimate benefits for cycling improvements and compare these against costs.

Given the uncertainty associated with the costing of the schemes and likely demand generated by improving routes, a low and high threshold was applied to each low and high cost scenario, based on an uplift defined by comparative schemes. The lower and upper boundaries of the BCR are reported, with the lower boundary representing the scenario with higher costs and lower demand, and higher boundary representing lower costs and higher demand.

Appendix D includes the output from the AMATs with Table 4-7 showing summary outputs.

Table 4-7: Economic benefits of cycling investment

Area	Cycle Route	Lower Boundary BCR	Higher Boundary BCR
Eastbourne – Bexhill – Hastings	Coastal Cultural Trail – Eastbourne to Hastings via Bexhill	1.75	2.50
Eastbourne	Rail Station to Seafront Cycle Access	1.05	2.54
	Brighton University to Pevensey Bay	1.14	1.73
	Hailsham-Polegate-Eastbourne Movement and Access Corridor - Phase 2-5	6.01	10.95
	Seafront Cycle Access	2.13	3.35
Hastings and Bexhill	Coombe Valley Greenway Upgrade	2.08	3.55
	Alexandra Park – Conquest Hospital	1.44	2.42
	Bexhill Hastings Cycle Routes (BHMAP Phase 2)	2.41	2.83
Lewes and SDNPA	Regional Route 90 -Lewes Town Centre	1.90	2.81
	A27 – Falmer – Ashcombe Roundabout	1.65	2.74
	Egrets Way Phases 6 & 7	1.27	1.57
Newhaven	Newhaven Mixed Strategic Cycle Route & Exceat Bridge	1.49	2.41
	Avis Road	1.50	3.36

The indicative BCRs for route improvements range widely and caution should be used in interpreting these results due to the high-level nature of the assessment. However, from the figures displayed above, a conclusion can be drawn that at this stage in the scheme development process, all schemes have potential to offer good value for money and merit further investigation as part of business cases. The Hailsham-Polegate-Eastbourne Movement and Access Corridor Phases 2 to 5 shows the highest potential BCR and demonstrates very high value for money at this stage. This is due to the relatively low cost of the interventions and the potential high increase in demand that this can generate.

Further detailed work is recommended to understand opportunities for cost efficiencies and a more detailed understanding of likely usage levels, including demand from leisure walking and cycling journeys due to the strong tourism offer in these areas. It should be borne in mind that these transformational schemes would also deliver a wide range of other benefits including increasing walking levels, improving the public realm, bringing further economic benefits from boosting tourism, and revitalising areas that currently experience severance.

Appendix A. Walking Route Audits

Walking route audits

Route Name	HS1: Core Walking Zone
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Littering is prevalent in the core walking zone's central intersection, though it is minor across the rest of the route. Damaged crossing point on Eversfield Pl, opposite Meadow Court.**	**Maintenance of footway at central point of core walking zone to enhance public realm. Repair refuge island east of Eversfield Pl.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	**High surveillance linked to stores, with natural surveillance being present due to residential properties around the edge of the core walking zone. Some retail areas have low natural surveillance during the evening / night time due to limited night time economy and residential areas.**	**Consider additional CCTV and feasibility of broadening the night time economy.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**2**	**Noise along arteriole roads is moderate during busy periods, particularly the A259.**	**Implement traffic calming measures along arteriole roads where speeds are fastest and there is high place function.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Lighting along seafront provided on both footway and roadway. Refuge sacks obstructing footways along residential routes. Dependence on subway for access to seafront via Harold Pl, which may be considered less attractive due to the secluded nature of the subway.**	**Continuous monitoring and maintenance required along A21. Explore the scope to introduce a crossing point linking Harold Pl to the seafront, thus bypassing the subway.**
ATTRACTIVENESS				**6**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Good condition, though appearance could be improved along Queens Rd and White Rock Gardens. Vegetation growth on Braybrooke Rd, disrupting the flatness of the footway. Deteriorating and loose paving or tiles identified along Havelock Rd and Queens Rd.**	**Clean and maintain pedestrianised street surfaces, particularly Queens Rd and White Rock Gardens. Review footways on Braybrooke Rd, Havelock Rd and Queens Rd.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Footway widths are in excess of 2m across the core walking zone, with exception of footway that leads to Linton Gardens is in excess of 1.5m in width Walker's cocktail bar's outdoor seating takes up entire footway width on the northern side of Robertson St. This also occurs on the northern side of Cambridge Rd.**	**Enforce restrictions on footway width usage.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Crossing points have a good width, generally in excess of 2m. Crossing on Eversfield Pl could be widened.**	**Remove the two central bollards on the staggered uncontrolled crossing on Albert Rd to increase crossing width. Introduce a speed table to reduce traffic speed at crossing .**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	**No instances of footway parking were identified.**	**N/A**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**A noticeable slope is visible across the core walking zone, being steepest to the north, with Braybrooke Rd notably steep.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**Bus shelter along A21 reduces the footway width. No safe crossing points linking to bus stops on White Rock A259. with height of platform and need for steps hindering the possibility. Moving bollards on Priory St allow street to be pedestrianised during peak times (10-4pm).**	**Review placing of bus shelter.**
COMFORT				**7**		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**	**Routes provide direct access close to the desire lines.**	**Scope to provide pedestrian access south of Linton Gardens.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Crossings have been provided at appropriate locations, although some severance of traffic along the A-roads, limiting where pedestrians can cross. No direct crossing point from Harold Pl to seafront.**	**Introduce crossing points at appropriate points along the seafront where crossing provision is poor, particularly along Carlisle Parade.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Albert Rd has an uncontrolled crossing point with missing dropped kerbing, thus reducing the directness of crossing on the footway parallel to the seafront.**	**Introduce a controlled crossing on Albert Rd.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Controlled crossings apart from junctions have minimal impact on journey time. Those at junctions, can take up to 45 seconds.**	**Enhance pedestrian priorities at junctions and intersections.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	**A reasonable green man time at signalled crossings.**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**Steps connecting Braybrooe Rd to Linton Gardens limit accessibility for certain pedestrians. Bus stops along the seafront are not directly served by crossing points, sometimes requiring pedestrians to detour away from desire lines. Large obstruction on Harold Pl causing footway to be diverted into car park**	**Consider providing pedestrian access and footway south of the park on Baybrooke Terrace (currently vehicle dedicated access), which could provide step-free access. Provide crossing points between bus stops along the seafront.**
DIRECTNESS				**8**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**The informal streets approach along with moving bollards on Cambridge Rd/Robertson St is effective at minimising motor traffic and encouraging pedestrians to utilise the whole street.**	**Introduce traffic calming measures along arteriole roads and consider imposing access restrictions along South Terrace, Queens Rd and Albert Rd, such as temporary bollards.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic speeds are relatively low during congested periods, though speeds are moderate outside of these periods.**	**Introduce traffic calming measures along arteriole roads where appropriate and feasible.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**	**Good visibility, with potential blind spots being protected with**	**N/A**
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Overall good.**	**N/A**
COHERENCE				**1**		
			Total Score	**26**		

Criterion	Performance Scores
Attractiveness	6
Comfort	7
Directness	8
Safety	4
Coherence	1
Total	26

Comments	Hastings' core walking zone is generally in a good condition, with its attractiveness and comfort being significantly boosted by the pedestrianised nature of a number of its streets. It is nevertheless located on a slight slope, which becomes steeper at its edges. Crossing points linked to junctions also have long crossing times.
Actions	Improve crossing provision on Albert Rd for pedestrians. Refurbish tactile paving provided. Introduce traffic calming measures on Albert Rd and A21 where appropriate.

Route Name	HS2: White Rock to Harley Shute Rd
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	**Overall good quality footways, some surface improvements to on Western Rd and Undercliff required. Maintenance of hedges required along West Hill Rd as it hangs over onto the footway.**	**Maintenance of vegetation on West Hill Rd to enhance public realm and improve the functionality of the footway.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	**High surveillance along the A259 and surrounding St Leonards Warrior Square and West St Leonards. Lighting has bee provided along the path in the green space leading to Saxon Mount School and The St Leonards Academy, however surveillance is limited to the areas of the footway that is closest to the buildings.**	**N/A**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	**Queuing along the A259 noted at traffic signals intersections. One-way junctions limited the amount of traffic entering and/or leaving the junctions at each given point.**	**Explore measures to reduce volumes and speeds of traffic flows along A259.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	**An overall sufficient provision of lighting along the streets and along off-street footways. Narrow footways along Western Rd may cause blockages on footways on refuse collection days and the eves before.**	**Please see above (2).**
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	**Overall high quality of footways. The off-street footway providing access to Saxon Mount School partly concrete and partly gravel which reduces comfort for pedestrians. Growth of vegetation such as grass branches onto the footpath and increases its narrowness at the exit towards Edinburgh Road (for Saxon Mount School).**	**Improve footway quality at concerned points.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	1	**Footways generally of a sufficient width. Where provision is omitted on one side of the road, crossing infrastructure has been provided. For 200m, the footway along Western Rd is narrow (below 200m), damaged and deteriorating, with fragments and weed growth.**	**Introduce parking restrictions and explore scope to widen the footway on one side of the road.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	**Existing designated crossing points provide a sufficient width for 4+ users.**	**N/A.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	**Drivers park partly on the footway at the east of Undercliff in a perpendicular manner, thus reducing the usable width of the footway. Otherwise, this issue is not prevalent elsewhere.**	**Introduce restrictive parking measures to discourage use of road as a footway.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	**Flat gradient along the A259. Steeper gradient up Quarry Hill, Highgate Gardens and Tudor Ave.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	**N/A**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)			
COMFORT				**7**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1	**Steep valley-like gradients and detouring at further distances along alternative routes limits the possible directness of the route, along with the severance of the railway line limiting the directness of accessing St Leonards C of E School from the south.** **Footways disappear in some cases without basic crossing infrastructure such as tactile paving (i.e.: Undercliff and Western Rd).**	**Introduce tactile paving and dropped kerbing on Undercliff where footway disappears on one side of the road.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	**Crossing points, such as zebra crossings are generally provided at the destinations placed on busy roads.**	**N/A**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	**The absence of controlled crossings along the residential roads leading to access to St Leonard's C of E Primary Academy are compensated by low traffic levels.**	**N/A**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	**Use of staggered puffin crossings linked to junctions on A259 means that pedestrians may wait for more than 5 seconds.**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1	**Pedestrians would benefit from longer green man time for signalled crossings on the A259 so they do not have to rush across the road.**	**Increase green man time for pedestrians at signalled crossings along A259.**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1		
DIRECTNESS				6		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	**A tendency for large traffic volumes along Marina and West Hill Road. A tendency for shorter queues at the Pevensey Rd/ Boscobel Rd N junction as vehicles enter and exit Pevensey Rd. The presence of a bus stop bay indicates that drivers may attempt to overtake the bus when passengers board it, subsequently posing a risk to crossing pedestrians.**	**Introduce a central refuge on Pevensey Rd.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	**Moderate traffic speeds along Filsham Rd, though existence of a Zebra crossing along route path causes vehicles to slow down when in use.**	**N/A**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1	**The footpath on the western side on St Vincents Rd is just before a bend, thus raising visibility issues.**	**Introduce a crossing point at a sensible place so that pedestrians are deterred from crossing at the blind spot.**
SAFETY				3		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.		**Some severance limits the directness of the route.**	**As above.**
COHERENCE				1		
			Total Score	23		

Criterion	Performance Scores
Attractiveness	4
Comfort	7
Directness	8
Safety	3
Coherence	1
Total	23

Comments	Improvements are required in terms of maintenance. The safety of the route is reasonable, though visibility is limited at some points, such as on St Vincent's Rd. The road n/ footpath network limits directness of the route, though existing crossings are of good quality.
Actions	Clear vegetation along West Hill Rd. Resurface footways along Western Rd and reinforce parking restrictions on Undercliff. Improve dropped kerbing provision on minor roads and renovate deteriorating tactile paving on Gardner Way. Improve crossing provision on St Vincents Rd.

Route Name	HS3: Cornwallis Gardens to Hollington Old Ln
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Overgrown vegetation, including low branches. Street furniture falling into disrepair.	**1**	**Grass and weed overgrowth is visible on and nearby triangular green at the Bohemia Rd/Magdalen Rd intersection, whilst minor littering is also visible. Vegetation overgrowth and litter is visible along Hollington Old Ln. Worn paving is also visible along this road.**	**Increased maintenance where necessary.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**No evidence of vandalism, high surveillance along shop fronts on A21, but this is less visible away from the main roads. Low-growing and shaded trees could limit lighting along Bohemia Rd and therefore attract crime, nonetheless high natural surveillance can be associated with the local police station and the Travelodge.**	**Lighting could be enhanced along Brisco's Walk.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Queuing is prevalent northbound from Lidl on Bohemia Rd to Hollington Primary Academy on Battle Rd, where the A21 intersects with different main roads. Minor queuing at the Cambridge Rd-Cornwallis Gardens intersection and flowing traffic up to Lidl (both northbound and southbound).**	**Investigate opportunities to reduce traffic flows or introduce further traffic calming measures.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**An attractive area overall, however general continuous maintenance (cleaning and repairs) is required to enhance public realm.**	**Public realm improvements.**
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Footway condition is good along Brisco's Walk.** **Cracks and defects along Blackman Ave.**	**Footway resurfacing on Blackman Ave.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Footway widths generally 2m or wider along the route, with the exception Hollington Old Ln (small residential street), with points without footway provision. Footways cannot be widened as they would impede onto private property. Brisco's Walk has a generous footway width to cater for footway flows in both direction.**	**Widening of footways would require reducing the width of the road and thus limiting on-street parking availability. There is scope to extend the route's length by roughly 60 metres (diversion) by continuing it along Battle Rd and turning left into Blackman Ave.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Zebra crossings placed appropriately, providing access to destination locations for those walking on the opposite side of the road. Staggered crossings at intersecting main roads provide a sufficient width for several people to use at once. Humped crossings are provided on Amherst Rd to Access St Pauls C of E Academy. No islands visible in at the start of the route (near the CWZ).**	**Introduce a designated crossing point on Cornwallis Gardens to access the north of the route, where there is a sufficient width and a 30mph speed limit.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Where footway parking occurs on London Road (2 wheels on footway) a sufficient clearance width is met. Movement of vehicles on and off the footway may nevertheless be a danger to pedestrians.**	**Consider traffic management measures to reduce level of footway parking, such as bollards, whilst being sensitive to shop owners taking in deliveries.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Slight gradient along Bohemia Road from Cornwallis Gardens up to junction with Chapel Park Rd, with similar gradients along Battle Rd. Steep gradient at Bohemia Ave leading to Battle Rd intersection.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slipperysurfaces			**1**	**N/A**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT		**6**				
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Footways are provided along the most direct routes along the desire lines, however width limitations are visible along Hollington Old Ln due to the small width of the road, which is partly compensated by its one-way system.**	**Consider omitting parking availability and replacing it with footways, particularly with Falaise Road Car Park and St Margaret's Rd Car park being within 400m of the green.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Crossings do not cause a notable disruption to pedestrian paths. The London Rd/Battle Rd/Sedlescombe Rd intersection requires individuals to take a slight detour onto Sedlescombe Rd, adding minimal distance to the journey.**	**N/A**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Staggered crossings at junctions generally have longer waiting times.**	**Upgrade crossing provisions to controlled crossings.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Good crossing provision, with a mix of single phase and staggered crossings.**	**Consider enhancing pedestrian crossing priorities at junctions where feasible**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Good green man time, though single phase controlled crossings would benefit from an extended green man time.**	**Increase green man time for single phased crossings.**
16.DIRECTNESS - other	Examples of 'other' directness issues include: Routes to/from bus stops not accommodated; Steps restricting access for all users; Confusing layout for pedestrians creating severance issues for users.			**1**	**N/A**	**N/A**
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic volume is relatively low along Bohemia Rd up to Lidl with the provision of two Zebra crossings. Thereafter during peak periods, queues are prevalent at the junctions to follow with traffic lights and controlled crossing points. Aside from these junctions, designated crossing points are sparse.**	**Investigate measures to reduce traffic volume/speeds.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Low traffic speeds at the A21's intersections with Sedlescombe Rd North & South/London Rd and Bohemia Rd/ London Rd. Traffic speeds between London Rd and Battle Rd (concerning access to the primary schools in Hollington) average around 10mph, thus causing a lot of stopping and starting.**	
19.SAFETY- visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Good visibility - railings have been provided on one side of Bohemia Rd to prohibit crossing the road where there is a bend which restricts the visibility of and for pedestrians. Zebra crossings have been placed in appropriate locations across the route.**	**Consider extending the railing to force pedestrians to cross 12 metres further round the corner and down White Rock Rd to ensure visibility of and for crossing pedestrians.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Tactile paving and dropped kerbs have been provided at all junctions involving the intersection of two or more major roads. Tactile paving is missing from the White Rock Rd/ Bohemia Rd junction the Duke Rd/ Battle Rd junction and the Perth Rd/ Battle Rd junction, the Hollington Old Ln/Coventry Rd junction and the Hollington Old Ln/Blackman Ave junctions.**	**Scope to increase dropped kerbs and tactile paving at crossing points along minor roads connecting to Hollington Old Ln and those connecting to Battle Rd to encourage the use of safer points to cross.**
COHERENCE				**1**		
			Total Score	**20**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	6
Safety	3
Coherence	1
Total	20

Comments	The south of the route is very green, whilst being more built up further north. Controlled crossings have been largely placed at appropriate points, though opportunities for further were noted to the north of the route. The limited litter and absence of vandalism makes it an attractive route, though temporary obstructions can limit the usable width of the footways. The steepest gradients can

	be identified south of the route.
Actions	Clearing vegetation at Bohemia Rd/Madgalen Rd intersection on A21. Introduce controlled crossing points (Zebra) along A21 and a divided zebra crossing on Cornwallis Gardens. Impose parking restrictions on London Rd to limit stay of service vehicles that park on footway on London Rd. Expand dropped kerbing provision along Hollington Old Ln.

Route Name	HS4: Queens Road to The Ridge
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into	1	**Footways along the main roads are of a good quality, free of disturbed slabs that would create trip hazards. Rural footpath along part of Hillside Rd may be deemed unsuitable for use in damp conditions and for people with mobility impairments.**	**Identify whether hard surfacing of paths on Hillside Rd is within scope**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	**No lighting provided along part of Hillside Rd that is bordered by vegetation and trees as opposed to buildings. Limited visibility and surveillance could make pedestrians targets for crime in the earliest and latest parts of the day. Minor Vandalism on St Helen's Rd.**	**Opportunities to improve surveillance and lighting.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improve	Severe traffic pollution and/or severe traffic noise	1	**High levels of traffic along St Helen's Rd A2101, with queuing and congestion being likely at each end of the road during peak periods.**	**St Helen's Rd would benefit from traffic calming measures to limit exposure to vehicle noise and pollution.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	**An overall attractive area, all with trees and vegetation that enhance public realm, although limited provision of lighting along Hillside Rd make it less attractive. Exposure to traffic noise and pollution along St Helen's Rd A2101 may discourage some from using route.**	**Increase lighting provision along Hillside Road and consider implementing traffic calming measures along St Helen's Rd A2101**
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	**Footways generally in good condition, with the exception of Hillside Rd where gravel or dirt tracks are in place rather than concrete paths.**	**Explore scope to improve the attractiveness of the footpath for regular usage.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	**Footways segregated from the road have a sufficient width, nonetheless parts of Hillside Rd are shared with pedestrians and motor vehicle users, which could cause safety issues.**	**Consider pedestrian priority measures and traffic calming measures where appropriate**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	**Multiple pedestrian refuge islands along St Helen's Rd A2101, with widths of up to 2.5m.**	**N/A**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	**Footways generally clear of obstructions, with no furniture or facilities impacting the clearance of 2m. Footway parking identified on Hillside Rd, where driver parked on a verge nearby their property, hanging over onto the path shared with motor vehicles and pedestrians.**	**Consider restricting parking along paths on Hillside Rd to limit obstructions.**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	**Slight gradient along the routes, particularly steeper along Baldslow Rd and the south of Hillside Rd. Slight slope along St Helen's Rd A2101 (concerning the walking route).**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	**The dirt track of Hillside Rd is an uneven surface, which limits vehicle speeds yet reduces comfort for pedestrians walking along it.**	**Improvement of surface condition where within scope.**
COMFORT				**7**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Footway route meets most direct route along desire lines, however the footway is shared with motor vehicles on Hillside Rd. Provision of hard footway surfaces is inconsistent along Hillside Rd, providing the most direct access to Conquest Hospital.**	**Provide consistent good quality footways along Hillside Rd.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**2**	**Crossing points along main roads are provided to allow access to destination points.**	**N/A**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Crossing times are relatively good, though those at refuge islands can take up to 15 seconds during busy periods.**	**Consider traffic calming measures, such as speed cushions, to reduce vehicle speeds leading up to crossing points and increase opportunities for pedestrians to cross within gaps in traffic.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	**A mixture of Zebra crossings and signalled crossings have been used at suitable points along St Helen's Rd.**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Green man time is generally good due to wide usage of zebra crossings along St Helen's Rd, although the signalled crossing linking a local bus stop to Conquest Hospital on The Ridge could be extended due to the physical vulnerability of some hospital patients.**	**Increase green man time for the signalled crossing on The Ridge.**
16.DIRECTNESS - other	Examples of 'other' directness issues include: Routes to/from bus stops not accommodated; Steps restricting access for all users; Confusing layout for pedestrians creating severance issues for users.			**1**	**N/A**	**N/A**
DIRECTNESS				**8**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**There is relatively low traffic flow along all residential routes, whilst The Ridge and St Helen's Rd A2101 have higher levels of traffic flows.**	**Consider traffic calming measures to limit potential for pedestrianvehicle conflict.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic speeds are relatively low, with the exception of The Ridge and St Helen's Rd A2101. Individuals are not required to cross The Ridge to access the Hospital or travel to Queens road.**	**Investigate measures to reduce traffic volume/speeds, along Corporation Street and Fylde Road.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Visibility is good overall, however the shaded nature of parts of Hillside Rd limits long distance visibility for vehicle users.** **A crossing point on the St Helen's Rd A2101 roundabout is close to the corner and is a blind spot for vehicles that have not crossed the stop line and begun their left turn.**	**Consider moving the staggered crossing further west of the first exit (northbound) of the St Helen's Rd A2101 roundabout to increase visibility of both pedestrians and drivers.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Overall sufficient provision of dropped kerbs, however tactile paving is not consistently provided along the residential roads. An inconsistent provision of dropped kerbs are visible along St Helen's Park Rd.**	**Scope to increase dropped kerbs Along St Helens Park Rd and provision of tactile paving along residential routes.**
COHERENCE				**1**		
Total Score				**23**		

Criterion	Performance Scores
Attractiveness	4
Comfort	7
Directness	8
Safety	3
Coherence	1
Total	23

Comments	The route has relatively average comfort and is attractive, though opportunities to enhance these further exist. The use of Hillside Rd for pedestrian access encounters private sections, which have a limited lighting provision and poorer footway quality. Traffic levels are relatively low, with the route being mainly composed of residential roads.
Actions	Street lighting enhancements along Hillside Rd. Traffic calming measures along St Helen's Rd. Introduce hard surface footway where missing along Hillside Rd. Improve provision of crossing facilities, dropped kerbing and tactile paving along St Helen's Park Rd.

Route Name	HS5: Milward Rd to Ivyhouse Ln
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Footways are well maintained, though open spaces attract minor littering (Manor Rd, northern part which pedestrians can cut through). Occasional littering of furniture along Milward Rd, nevertheless does not significantly reduce the width of the footway.**	**Consider provision of waste disposal infrastructure or public realm enhancement measures to deter littering at this site.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**The route is generally well lit, although lighting provision is sparser along Pine Ave.**	**Increase lighting along Pine Ave.**
.3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**The streets located nearby Ore Station have higher levels of noise and pollution during peak hours, as with B2093 being a main road.**	**Consider opportunities to reduce traffic flow or implement traffic calming measures along Hughenden Rd and Mount Pleasant Rd.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: Evidence that lighting is not present, or is deficient; Temporary features affecting the attractiveness of routes (e.g. refuse sacks). Excessive use of guardrail or bollards			**1**	**Overall relatively attractive and well lit in most areas.**	**Increase lighting and surveillance along Pine Ave.**
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Footway quality is good up to Pine Avenue, where no segregated footway has been provided and the shared roadway has a number of potholes that could be a trip hazard.**	**Fill potholes and resurface roadway where appropriate along Pine Avenue. Consider introducing a segregated footway for pedestrians, such as introducing bollards to prevent driving and parking on a selected side of the road.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Footway width is good overall, however the width is impeded by vehicles overhanging from garage access points or driveway parking. There is no segregated footway from motor traffic along Pine Ave. To detour the route to either parallel road would add at least 200m to the travel distance to the employment site, as well as roads with steeper gradients.**	**Please see comments above.** **Restrict parking on the footway.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheelchair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Pelican crossing provided on Mount Pleasant Road allowing those travelling to Ore station to safely reach Hughenden Rd. Humped crossings with a width in excess of 2m. Central refuge on B2093 however is not in excess of 2m. The crossing point may be popular during commuting periods due to the presence of a bus stop as well as the walking route, thus not being large enough to safely cater for the demand.**	**Increase width of crossing point on B2093 to cater for demand, or else consider introducing a Puffin crossing or Zebra crossing if not feasible.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**On-street parking is prevalent along Pine Ave, despite the consistent provision of driveways for homes.**	**Consider opportunities to reduce on-street parking levels to improve visibility.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Slight sloping along the majority of the route, however Hughenden Rd (Ore Station), Parker Rd (including valley-like dips) and Upper Broomgrove Rd have steep gradients.**	**The location of the destinations along the route hinders the ability to detour the route to limit such gradients being encountered without significantly adding to the distance travelled.**
10.COMFORT - other	Examples of 'other' comfort issues include: Temporary obstructions restricting clearance width for pedestrians (e.g. drivewaygates opened into footway); Barriers/gates restricting access; and Bus shelters restricting clearance width. Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**Mostly unobstructed, however temporary obstructions visible on residential roads, such as refuse sacks being placed on footways on bin days.**	**Introduce or maintain early waste collection times, encouraging waste collectors to place reusable Hastings Borough Council bags onto resident's properties rather than on the street.**
COMFORT				**6**		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Existing footway provisions follow the desire lines as closely as possible. Segregated footways are not provided along Pine Ave.**	**Please see previous comments regarding Pine Ave.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Small diversions away from desire lines, nevertheless do not involve more than a 10m detour from the footways where necessary.**	**N/A**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Crossing times generally do not exceed 15 seconds, therefore improvements could be made.**	**Consider implementing traffic calming measures near to Ivyhouse Ln industrial estate to reduce traffic speeds.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	**Waiting times at crossing points are relatively short.**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	**Good green man time on Queens Rd.**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: Routes to/from bus stops not accommodated; Steps restricting access for all users; Confusing layout for pedestrians creating severance issues for users.			**2**	**Bus stops are clearly visible along the route, with most local bus routes directly serving the route, or else being within visible proximity from the route.**	**N/A**
DIRECTNESS				**9**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Light volumes of traffic overall, however can increase to higher levels along Milward Rd, St Mary's Rd and Manor Rd northbound during peak periods.**	**Consider the provision of crossing infrastructure on Manor Rd to improve the safety of pedestrians crossing the road.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic speeds are moderate due to the existing traffic calming measures, such as speed bumps and raised crossings. Nonetheless, traffic calming measures are not evident along the this portion of the B2093.**	**Consider humped pedestrian crossing points or controlled crossings to reduce traffic speeds and improve safety in accessing Ivyhouse Ln Industrial Park.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Visibility levels are generally good, however the secluded (gated, vegetation growth) nature of the detached homes along Pine Ave limits the neighbourhood surveillance of the streets during the night. Street lighting is relatively sparse.**	**Consider improving street lighting provision along Pine Ave.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Provision of dropped kerbs is good along the route, whilst tactile paving are not consistently provided along Milward Rd. Both are absent along Pine Ave due to the absence of a segregated footway.**	**Enhance tactile paving along Milward Rd.** **Consider opportunities to segregate footways as noted above.**
COHERENCE				**1**		
			Total Score	**23**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	9
Safety	3
Coherence	1
Total	23

Comments	The route has average scores for attractiveness and comfort, whereby the footway's function is limited by the motorists using the roadways. The route is relatively direct with small diversions away from the desire lines due to minor severance. There is an inconsistent provision of dropped kerbing, limiting the accessibility of the footway for some users.
Actions	Improve provision of street lighting along Pine Ave. Introduce traffic calming measures along Hughenden Rd and Mount Pleasant Rd. Improve crossing provision on The Ridge and Milward Rd/St Mary's Rd.

Route Name	HS6: The Bourne to Rye Rd
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	**Footways are in overall good condition, although minor littering can be identified along residential streets, blown against walls and fencing.** **Wide roadway for split crossing point across the Fairlight Rd due to excessive width of road junction.**	**Build out footway into west of Fairlight Rd to reduce width of crossing point.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	**Natural surveillance is relatively high due to the large presence of residential housing. CCTV along the A259 is provided by shop owners. The cutthrough behind Dudley Infant Academy however is shaded by trees and poorly lit.**	**Increase lighting provision along the footways discussed.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	0	**High traffic flows along A259 and tendency for vehicle noise at junctions controlled by traffic signals. The presence of 3 schools within the residential areas means noise and pollution is most prevalent during schoolruns.**	**Traffic calming measures to reduce speeds.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: Evidence that lighting is not present, or is deficient; Temporary features affecting the attractiveness of routes (e.g. refuse sacks). Excessive use of guardrail or bollards			1	**Lighting columns provided along alleyways near Dudley Rd., however step-free access is unavailable. A large amount of steps, and therefore a steep gradient.** **Existing crossing points with fading markings, restricting their visibility from a distance for drivers.**	**Improve the quality of crossing points to enhance safety and public realm for pedestrians.**
ATTRACTIVENESS				3		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	**Footway surfacing is generally in a good condition, with no lose paving identified as the footway was covered with tarmac.** **Tactile paving is however deteriorating at some crossings along the A259.**	**Renovate the tactile paving at designated crossing points where appropriate, such as the Zebra crossing on the A259.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	1	**Footway width is generally wide across the route , with the exception of Githa Rd. (1.5m). Footway widths vary on Old London Rd, depending on the side of the road being travelled on.**	**Consider introducing crossing points that occupy parking spaces to encourage the use of both sides of Old London Rd.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheelchair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	**Crossings often 1.5m or larger.**	**Consider increasing width of nonstaggered, non-signalised crossings on A259.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	**Footway parking on A259 does not reduce the clearing of the +2m footway clearance width. On-street parking does not impede footways in residential areas on the route.**	**N/A**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	**Slight slopes identified across the route, however steeper slopes exist along Frederick Rd. A continuous slight slope along Clifton Rd leading up to Sandown Primary School.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: Temporary obstructions restricting clearance width for pedestrians (e.g. drivewaygates opened into footway); Barriers/gates restricting access; and Bus shelters restricting clearance width. Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	**Bus shelters on A259 do not reduce the width of any footway to below 1.5m.** **Railing segregating bus stop standing area on Harold Rd does not impact the 1.5m width clearance, however does not meet the 2m width clearance.**	**N/A**
COMFORT				6		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Footways follow the desire lines as closely as possible, concerning the shortest possible distance to access the concerned destinations.**	**N/A**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Crossing provisions are sufficient along A259, with controlled crossings where it meets or intersects other major roads. The absence of tactile paving on some residential roads subsequently fails to imply a suggested sensible point to cross, particularly at frequently used turnings near the schools south of Ore.**	**Increase the provision of tactile paving along the route, particularly in the residential areas.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Limited number of uncontrolled crossings along Harold Rd.**	**Identify appropriate points where uncontrolled crossings can be implemented and install tactile paving where appropriate.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**The Frederick Rd-Priory Rd merge into Old London Rd have longer waiting times, which delay pedestrians travelling on the western side of Old London Rd A259**	**Upgrade controlled crossings at these locations appropriately.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Reasonable green man times.**	**Increase green man time at key intersecting junctions concerning the A259.**
16.DIRECTNESS - other	Examples of 'other' directness issues include: Routes to/from bus stops not accommodated; Steps restricting access for all users; Confusing layout for pedestrians creating severance issues for users.			**1**	**Steps at Harold Rd/Dudley Rd cutthrough (behind Dudley Infant Academy), and Dudley Rd/Godwin Rd cutthrough restrict access for all users, such as parents with prams.**	**Explore scope for step-free access.**
DIRECTNESS				7		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**0**	**High traffic flows along Harold Rd (residential) and the A259 during peak periods.**	**Investigate measures to reduce traffic flows and speeds.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Slower traffic speeds approaching the junctions controlled by traffic lights on A259. Traffic calming measures imposed on Frederick Rd.**	**Investigate measures to reduce traffic flows and opportunities to introduce traffic calming measures**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Visibility concerns along alleyways near Dudley St.**	**Enhance natural and lighting where appropriate.**
SAFETY				**2**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Access to dropped kerb between Old London Rd and Robertsons Hill junction is hindered by cars parking and blocking access, which limits visibility when individuals cross.** **Tactile paving provision is limited along the route's residential roads.**	**Consider introducing double yellow lines to prevent paring along this segment of Robertsons Hill.** **Enhance and improve the quality of tactile paving provision.**
COHERENCE				**1**		
			Total Score	19		

Criterion	Performance Scores
Attractiveness	3
Comfort	6
Directness	7
Safety	2
Coherence	1
Total	19

Comments	The directness of the footways is reasonable, though crossing provision could be improved to limit deterrence for safe access to the key destinations. Visibility concerns regarding attracting crime and visibility to drivers were identified along this route, particularly to the south.
Actiona	Increase lighting provision on the footways nearby Dudley Infant Academy and introduce traffic calming measures on the connected nearby roads. Renovate tactile paving along A258 and Halton Pl. Increase provision of crossing facilities on Old London Rd and Robertsons Hill. Improve dropped kerbing provision on Robertsons Hill

Route Name	HS7: Pelham Place to Barley Ln
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Footway deterioration noted along western side of All Saints St.**	**Resurfacing or retiling of footways where appropriate.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**Shortcut that bypasses Harold Rd is shaded by tree cover, though alternative route along the main road (not a significant detour) is lit.**	**Introduce street lighting posts along footways where absent.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Low traffic noise north east of the route, though its higher along Pelham Pl as its an arteriole link to Bexhill.**	**Consider introducing traffic calming measures along Pelham Pl.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Lighting provision along Harold Pl is limited.**	**N/A**
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**0**	**No footway provided along Barley Ln for 420 metres between Rocklands Ln and the entrance to Hastings Touring Park. No footway for first 160m of Barley Ln due to narrow roadway, with grass verges in place of footways further east of route.**	**Introduce footway at concerned points along Barley Ln.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Narrow footways along Rock-ANore Rd, particularly along the northern side of the footway for East Hill Lift. Narrow footways along All Saints St.**	**Limited scope to increase the footway width due to the limited existing width of the roadway and private property.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	**Existing controlled crossings along Pelham Pl and Rock-A-Nore Rd are of a generous width.**	**N/A**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Path along a large portion of Barley Ln is shared with both motorists and pedestrians, reducing clearance widths.**	**Introduce a segregated footway where feasible long Barley Ln.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Slight gradient along All Saints St, though compensated with raised stepped access. Sloping occurs along Barley Ln.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**Bollards to the east of Barley Ln reduce the width of the informal footway.**	**Remove bollards.**
COMFORT				5		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**0**	**No footway provided at pinch points along Barley Rd.**	**Build footways where widths permit.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Narrowness of roadways and absence of footway on one side or both sides of the carriageway limit opportunities to implement crossing facilities.**	**Widen footways where feasible and enhance dropped kerbing & tactile paving provision.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Low traffic levels on narrower roads mean pedestrians can cross intersecting junctions with ease.**	**Install traffic calming measures where it is not feasible to implement crossing infrastructure.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Controlled crossings do not increase journey time significantly.**	**Consider introducing staggered uncontrolled crossing points to promote safe crossing. Consider introducing other traffic calming measures to reduce traffic speeds.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	**Green man time is sufficient as puffin crossings have been predominantly used.**	**No significant interventions required.**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**Steps restrict access to footway on Harold Rd.**	**Explore feasibility of providing step-free access to footways on All Saints Crescent and Harold Pl**
DIRECTNESS				**7**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Low traffic volumes upon exiting Pelham Pl, although Pelham Pl remains busy as an essential access point for car parks nearby the seafront.**	**Implement measures to reduce traffic speeds where feasible along the seafront section of the A259.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate traffic speeds of 2530mph. Occasional speeding above 30mph on the A259 seafront stretch. "National speed limit" sign on Barley St applies for less than 100m.** **Speed cushions on Rock-A-Nore Rd effective at traffic calming.**	**Remove the national speed limit.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Distinct segregation of pedestrian path south of Barley Ln, accompanied by street lighting increases pedestrian visibility. Absence of crossing points, controlled nor uncontrolled.**	**Implement a crossing point at the Gurth Rd-Barley St intersection.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Dropped kerbing is inconsistent along Rock-A-Nore Rd. Tactile paving provision limited along All Saints St.**	**Dropped kerbing along Rock-A -Nore-Rd.**
COHERENCE				**1**		
			Total Score	**20**		

Criterion	Performance Scores
Attractiveness	4
Comfort	5
Directness	7
Safety	3
Coherence	1
Total	20
Comments	Footway provision is limited at some points due to narrow nature of roadways, though traffic levels are low at these points. Route nevertheless is attractive due to traditional architecture south of the route and greenery on the north an east of the route.
Actions	Increase footway widths where feasible. Implement traffic calming measures where pedestrians share the footway with motorists.

Route Name	Bexhill-Hastings Seafront
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**2**	**Good condition overall, though damage to tactile paving parallel to White Rock creates a tripping hazard.**	**Replace tactile paving parallel to White Rock.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	**No evidence of vandalism identified along sea front.**	**N/A**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Traffic noise is high in Hastings where it is parallel to A259. Railway line also produces occasional noise along Bexhill**	**Consider implementing traffic calming measures where feasible.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Wayfinding infrastructure along the seafront in both Bexhill and Hastings assists navigation of route, detailing key destinations.**	**Improve lighting provision along Cinque Ports Way.**
ATTRACTIVENESS				**6**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Footway along NCN route 2 covered in sand at some points due to limited protection from the sea.**	**N/A**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**2**	**Generous width along footways, with segregation noted south of Hastings CWZ. Furniture does not cause clearance width to be below 2m.**	
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**N/A**	**N/A**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Rare instances of footway parking on Bexhill promenade by service vehicles. No segregated walking footway provided on Cinque Ports Way, with motorists parking parallel to cycle lanes.**	**Explore scope to prohibit parking and build out a footway with kerbing along northern side of Cinque Ports Way.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	**The route is generally flat throughout.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**2**	**No issues noted.**	**N/A**
COMFORT				**9**		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**	**Footways are provided along the desire lines, with the exception of Cinque Ports Way.**	**Build out footway along northern side of Cinque Ports Way.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	**Motorised vehicle access permitted along Cinque Ports Way to access holiday properties and employment activities.**	**A crossing point onto a built out footway on the northern side of Cinque Ports Way.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**2**	**At point where motorised traffic is permitted, Cinque Ports Way, traffic is very low meaning that pedestrians can enter the footway with minimal delay. Occasional waiting occurs in the cycle lane when larger vehicles need to pass.**	**Please see above (12).**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**N/A**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**N/A**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.				**Ramp platforms identified from Eversfield Pl.**	**N/A**
DIRECTNESS				9		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**2**	**Traffic generally absent, though low on rare occasions where encountered (i.e. Cinque Ports Way).**	**N/A**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**2**	**Traffic generally absent, though speeds are low on rare occasions where encountered (i.e. Cinque Ports Way).**	**N/A**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Parking of large campervans can limit visibility along Cinque Ports Way.**	**Liaise with land owners to introduce parking restrictions where visibility of pedestrians crossing can be obstructed.**
SAFETY				**5**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**N/A**	**N/A**
COHERENCE				**1**		
			Total Score	30		

Criterion	Performance Scores
Attractiveness	6
Comfort	9
Directness	9
Safety	5
Coherence	1
Total	30
Comments	The footway quality along the seafront is high, particularly due to its refurbishments connected to the National Cycle Network (NCN). Nevertheless, this focus on cyclists was found to neglect pedestrians in some cases, particularly along Cinque Ports Way.
Actions	Enhance the attractiveness and comfort of walking along Cinque Ports Way. Carry out repairs to the tactile paving east of the route.

Route Name	B1: Core Walking Zone
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Minor littering, vegetation growth is contained.**	**General ongoing maintenance along the route.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	**High natural surveillance linked to residential and commercial streets.**	**N/A**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Exposure to noise is highest along Sea Rd and De La Warr Parade during peak periods. Bexhill rail station forecourt is currently traffic dominated and unwelcoming.**	**Explore opportunities to reduce traffic flows or implement traffic calming measures, particularly on Sea Rd / Marina due to limited provision of zebra crossings.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Bus shelter along Endwell Rd significantly restricts pavement width. Other bus stops generally do not.**	**Reconsider design and placing of the bus shelter.**
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Damage to paving and slabs visible along residential roads. Parallel parking that mounts the kerb has resulted in slabs of footway breaking. Footway obstructed by gully covers sticking upwards out of footway rather than lying flat.**	**Resurfacing of footways along Cantelupe Rd and Clifford Rd needed to eliminate trip hazards. Resurfacing along Marina and implementing parking restrictions that prohibit motorists from climbing the kerb.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Footway width along St Leonards Rd meets 1.5m threshold, though would benefit from widening due to busyness of route.**	**Consider widening footway and restricting parking availability to accommodate**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Staggered crossings have a reasonable width in excess of 1.5m, whilst zebra crossings have widths in excess of 2m. Crossing point at end of Sea Rd has a short width.**	**Implement a designated crossing point near to the junction to provide a point for pedestrians to safely cross at.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Footway parking noted south of Amherst Rd and on Channel View West.**	**Review opportunities to enforce current and recommended parking restrictions as part of establishing Civil Parking Enforcement.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Slight sloping along footways parallel to railway station and along St Leonards Rd.**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. Poorly drained footways resulting in noticeable ponding issues/slippery surfaces	**1**	**Bus drivers having to mount the kerb when turning left from Sea Rd into Station Rd due to motorists parking near double yellow lines on the northern side of the road. Poorly drained footway along Wilton Rd.**	**Extend double yellow line to be 30m from the Station Rd/ Sea Rd junction and enforce current restrictions . Review drainage at Wilton Rod / Marina junction.**		
COMFORT		**6**				
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**	**Footways are generally direct and intuitive.**	**N/A**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Reasonable provision of controlled and uncontrolled crossings between connecting footways.**	**Additional crossing point required at various locations.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Crossings are direct, though predominantly unsignalised.**	**As above in point (12)**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	**Zebra crossings are the dominant form of crossing throughout the core walking zone, with minimal additional time added to journeys for pedestrians.**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**N/A**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**2**	**Bus stops have been accommodated with a mix of controlled and uncontrolled crossing points.**	**N/A**
DIRECTNESS				**9**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate traffic volume during peak periods, though less busy outside of these hours.**	**Explore measures to reduce traffic speeds along Sea Rd and demand for controlled crossings.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic speeds are relatively low, with majority of drivers appearing to respect the 20mph speed limit along part of the seafront. Higher speeds along Sea Rd and A269 occur during quieter periods. Speed table at Marina / Devonshire Way effectively assists traffic calming.**	**Investigate traffic calming measures at appropriate points, such as along Sea Rd.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Visibility is high. High levels of parking along Marina and many roads creates limited visibility for pedestrians and motorists.**	**Enforce parking restrictions that prohibit parking where pedestrians tend to cross the road on Marina.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Good provision of dropped kerbs and tactile paving. Damage to tactile paving nevertheless identified. Poor dropped kerbing provision for footway outside of Bexhill Station to access disabled parking spaces.**	**Sea Rd's crossing points would benefit from more tactile paving. Replace tactile paving at concerned points. Expand dropped kerbing.**
COHERENCE				**1**		

Total Score	**24**		

Criterion	Performance Scores
Attractiveness	5
Comfort	6
Directness	9
Safety	3
Coherence	1
Total	24

Comments	Bexhill's core walking zone has generally good levels of comfort and attractiveness, being limited by the moderate traffic volumes along selected roads during peak periods. It scores highly in terms of directness due to the dominance of controlled zebra crossings. The area surrounding Bexhill rail station is particularly traffic dominated and would benefit from public realm improvement and reshaping.
Actions	Installation of traffic calming measures on noted sections of Sea Rd and A269. Imposing parking restrictions and complementary enforcement to limit footway parking within the core walking zone. Consider options to reshape the Bexhill rail station forecourt and connecting pedestrian and cycle routes . Introducing a new zebra crossing on Sea Rd and expand the provision of tactile paving / dropped kerbs. Consider introducing informal streetss scheme covering St Leonards Road and Devonshire Road.

Route Name	B2: Cooden Sea Rd to Freshfields
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**2**	**Seafront is well maintained, with no visible litter along or nearby the footway. Minor roads are free of litter on observation.**	**N/A**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**Roads along seafront are bordered by blocks of housing, therefore enhancing natural surveillance. Where this isn't the case, lighting is relatively sparse, which could attract criminal activity.**	**N/A**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Traffic prevalent at signal-controlled intersections and junctions during peak periods. Occasional speeding along the wider roads nearby the seafront.**	**Traffic calming measures along Marina, De La Warr Parade and A259.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Lighting lacking along east of De La Warr Parade.**	**Consider increasing lighting provision.**
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Slabs along inner roads are in reasonably good condition, with the exception of loose slabs along Egerton Rd being a trip hazard.**	**Resurfacing required along some sections of Egerton Rd.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Segregated footways along seafront and along Marina exceed 2 metres, with those on residential streets being at least 1.5m wide. Narrow footway along Freshfields below 1.5m.**	**Consider expanding the width by reducing the width of the continuous grass bank along Freshfields, where appropriate.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Generally large widths exceeding 2m for designated crossing points along main roads, whilst central refuges generally have widths of at least 1.5m. Limited provision of unsignalised crossing bridging between Egerton Rd/Richmond Rd/Cooden Drive.**	**Increase unsignalised crossings at appropriate points along Cooden Drive to encourage safe crossing.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causeing deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	**Footway parking was not identified as an issue as roads generally had a large width to cater for off-street parking.**	**N/A**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	**Footways along routes have no significant gradients, apart from the section of De La Warr Parade to Galley Hill.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**Pedestrians and moving vehicles share the concrete path along a portion of De La Warr Parade, or else have the option to walk on the grass verge behind the segregated bollards.**	**Consider whether traffic calming may be needed along shared sections of De La Warr Parade.**
COMFORT				**8**		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Footways meet desire lines as well as possible, however the severance of the railway track has an impact on the directness for connecting routes.**	**N/A**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Generally good provision of crossing points on desire lines.**	**Introduce tactile paving and pedestrian refuge points at key crossing paths nearby the desire lines.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Unsignalized crossings have been provided across main roads, nevertheless they are sparse along De La Warr Parade nearby residential housing blocks.**	**Introduce unsignalized crossing at these sites to encourage safe crossing.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Crossing times are good, particularly for zebra crossings.**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Green man times are generally good, although rushing is sometimes required across intersecting junctions.**	**Introduce Puffin crossings with sensors and countdowns for pedestrians so they are aware of how much time they have to safely cross the road.**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**N/A**	**N/A**
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Relatively busy route along main roads, particularly during peak times. Bexhill Rd provides a vital connection to Hastings. though existing controlled crossings are near to marked destinations.**	**Consider measures to reduce traffic levels where feasible.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Higher speeds are visible along Marina/A259.**	**Consider traffic calming on these sections.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**	**Generally wide roads means that visibility is good for pedestrians.**	**N/A**
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Good provision of tactile paving, with the exception of Egerton Rd.**	**Introduce tactile paving at entry points to Egerton Park and Bexhill Museum on Egerton Rd.**
COHERENCE				**1**		
			Total Score	**24**		

Criterion	Performance Scores
Attractiveness	5
Comfort	8
Directness	6
Safety	4
Coherence	1
Total	24

Comments	Higher speeds are visible along A259, reducing the attractiveness score, nonetheless scoring above average. The width of segregated footways at some points may be considered too narrow to accommodate the volumes of pedestrian flows. Lighting is deficient along sections of De La Warr Parade.

Actions	Introducing street lighting columns along De La Warr Parade. Resurfacing footways and introducing more crossings near to Egerton Park. Traffic calming measures along A259.

Route Name	B3: Station Rd to Barnhorn Rd
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Littering is minor, vegetation growth is controlled.**	**Consider increasing bin provision along Terminus Rd to limit littering along footway.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	**Good street lighting along residential roads, street lighting also provided along alleyways attached to Shepherd's Close.**	**N/A**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Higher levels of traffic and noise prevalent at Buckhurst Place gyratory and junction with Terminus Road / Sackville Road.**	**Consider measures to reduce dominance of motorised traffic at the Buckhurst Place gyratory and junction with Terminus Road / Sackville Road.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Overall an attractive area with greenery provided along most of the route, with the exception of Terminus Rd. Down Rd is deficient of street lighting as it faces the roadway rather than the footway.**	**Parking restrictions to limit car dominance on the road.** **Implement lighting along the footway of Down Rd on the northeast side of the carriageway.**
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**2**	**Generally good condition of footways.**	**N/A**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Overall good width, although cars parking on footway is common along Terminus Rd, thus reducing footway width. Grass verge limits footway width along residential streets towards Cooden.**	**Enforce existing parking restrictions and consider additional restrictions where appropriate. Consider widening footway width where route divides towards Cooden.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	**Staggered crossings on main roads tend to have a width above 1.5m, with uncontrolled crossing points placed nearby key destinations for desired access.**	**N/A**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Significant stretch of Terminus Road suffers from parking on the footway that narrows useable footway width.**	**Consider traffic management measures to reduce level of onstreet parking along Terminus Rd.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	**Minor gradients along the route.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding			**1**	**N/A**	**N/A**

	issues/slippery surfaces					
Audit Categories	**2 (Green)**	**1 (Amber)**	**0 (Red)**	**Score**	**Comments**	**Actions**
COMFORT				**9**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Footways are provided along the most direct route guided along the appropriate desire lines. Severance due to railway limits directness of route for following some connecting desire lines.**	**N/A**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Crossing points have been sufficiently provided to access the key destinations, though Peartree Ln is lacking these for access to Little Common Football and Cricket Clubs.**	**Increase crossing provision on Peartree Ln near the Little Common sports clubs.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Terminus Rd is relatively busy, particularly in peak periods, meaning crossing times exceed 15 seconds at uncontrolled crossing points. Sufficient gaps on residential roads.**	**Increase crossing point provision along Terminus Road.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Crossings are likely to have a minimal impact on journey time in Littlewood, however uncontrolled crossings dominate Terminus Rd, meaning individuals rely on staggered crossings with longer waiting times during peak periods.**	**Upgrade crossing to reduce dependence on staggered crossings on Terminus Rd nearby key destinations.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	**Green man time is generally good in Little Common, dominated by pelican crossings are staggered at appropriate points prior to roundabout entry points.**	**Upgrade remaining Pelican crossings to Puffins**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**N/A**	**N/A**
DIRECTNESS				**7**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic flows are high along Terminus Rd and through Little Common. Moderate flows on Birkdale during peak periods including the school run.**	**Explore scope to include crossing points along Birkdale.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic speeds appear to be generally low.**	**N/A**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Visibility is overall good, with "keep clear" lines along the crossings which provides an access point to the school and community centre via Birkdale. On -street parking limits visibility of pedestrians to motorists when crossing on Terminus Rd.**	**Prohibit parking on footways along Terminus Rd.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Kerbs along Collington Ln not entirely dropped at uncontrolled crossing points. Dropped kerb provision is sufficient along the main roads.**	**Provision of tactile paving and dropped kerbs could be improved along Collington Ln.**
COHERENCE				**1**		
			Total Score	**25**		

Criterion	Performance Scores
Attractiveness	5
Comfort	9
Directness	7
Safety	3
Coherence	1
Total	25

Comments	The route's attractiveness and directness is limited by the traffic associated with Terminus Rd and Peartree Ln. Though footways are generally in a good condition, their widths along the route are sometimes constrained by motorists parking partly or fully on them. Accessibility to the footways is inconsistent due to the absence of dropped kerbs at appropriate points, particularly along Collington Rd.
Actions	Expanding footway widths into grass verges on concerned roads (i.e. Peartree Ln). Introducing increased crossing points Terminus Rd and Turkey Rd.

	Consider schemes to reduce motorised traffic dominance in the vicinity of Buckhurst Place gyratory and junction with Terminus Road / Sackville Road.
Route Name	B4: Buckhurst Pl to Turkey Rd
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Littering is minor, mainly visible around Beeching Rd employment area.**	**Consider increasing bin provision in this area to prevent littering.** **Maintenance could be enhanced along Victoria Rd/ Wainwright Rd alleyway access.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**Limited natural surveillance along cut-through between Beeching Rd and Victoria Rd due to secluded nature.**	**Consider removing vegetation or enhancing lighting provision along the route.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Noise and pollution from traffic occurs along A259 and Turkey Rd, though grass verges on Turkey Rd create separation between pedestrians and motorists.**	**Complexity of junction whereby 2 key arteriole roads meet (A259/A269) hinders ability to reduce traffic speeds**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Vegetation is limited along main roads. Guardrails have been placed at appropriate points.**	
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Generally good condition of footways, though defects are visible along London Rd and Victoria Rd, linked to crossing points.**	**Refurbishing of footways along London Rd to enhance comfort of pedestrians.** **Replacement of tactile paving at Zebra crossing near Aldi on London Rd.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Footways generally have a width above 1.5m across the route, with the exception of parts of Little Common Rd, Down Rd and small segments of Cranston Ave.**	**Consider widening footway width and reducing the width of the grass verges along these concerned roads.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	**Staggered crossings on main roads have widths of at least 1.5m.**	**Consider increasing the width of these to the north of Gunters Ln order to cater for large volumes of people travelling into and out of the two nearby schools.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Footway parking is rare, although in cases where it occurs, there is a sufficient clearance width of at least 1.5m (parking in doubleyellow lines on London Rd, A269).**	**Consider further deterrents to footway parking such as bollards along London Rd, A269.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Very minor gradient along the route.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width.			**1**	**N/A**	**N/A**

	- Poorly drained footways resulting in noticeable ponding issues/slippery surfaces					
Audit Categories	**2 (Green)**	**1 (Amber)**	**0 (Red)**	**Score**	**Comments**	**Actions**
COMFORT		**7**		**7**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Footways are provided along the most direct possible route to the destinations, thus following the desire lines as closely as possible.**	**N/A**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**A limited amount of controlled crossings that meet the desire lines.**	**Implement controlled crossings around the Buckhurst Pl gyratory.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Crossings of road is easy and direct along residential parts of the route however a delay occurs along the main roads in some cases.**	**Consider traffic calming measures that incorporate crossing points.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**A mixture of staggered crossings, Pelican and Zebra crossings have been provided along the route. To access Down Rd via London Rd requires the use of a 2-part staggered controlled crossing, which adds to journey times.** **Crossing points around the Buckhurst Pl gyratory are uncontrolled, meaning that journey times are increased for pedestrians wishing to navigate across it.**	**Upgrade crossing to reduce dependence on staggered crossings on Terminus Rd nearby key destinations.** **Implement controlled crossings around the Buckhurst Pl gyratory and near the Rosewood Park development on Barnhorn Rd.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	**Green man time is generally good as it is in sync with the controlled flows of traffic at junctions (i.e. green signals for ahead and left turn only).**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**N/A**	**N/A**
DIRECTNESS				**7**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**High traffic flows along London Rd A269. Traffic volumes between Down Rd/Woodsgate Park/Gunters Ln can be relatively high.**	**Introduce an uncontrolled crossing point across Woodsgate Park (west of) to provide a safer pedestrian route across the traffic.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic speeds are generally low due to the restrictions. Bollards and guardrails have been placed to protect pedestrians from vehicles.**	**Investigate measures to reduce traffic volume/speeds along Collington Rd and Peartree Ln.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Visibility is overall good, along residential roads, country roads and main roads. Visibility of pedestrians may be restricted by queuing build up along Down Rd/Woodsgate Park/ into Gunters Ln.**	**As outlined above, consider introducing an uncontrolled crossing point across Woodsgate Park (west of) to provide a safer pedestrian route across the traffic.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Inconsistency in kerb lowering along Gunters Ln and London Rd.** **Tactile paving provided at key points on main roads that lead to destinations, yet deteriorating in some locations.** **Poor dropped kerbing provision crossing The Broadwalk.**	**Provision of dropped kerbs at crossing points meeting minor roads that stem off Gunters Ln, and crossing points on Cranston Ave.** **Refurbish tactile paving along main roads where required, i.e. London Rd. Enhance dropped kerbing provision south of The Broadwalk for those walking along Barnhorn Rd.**
COHERENCE				**1**		

Total Score	**22**		

Criterion	Performance Scores
Attractiveness	4
Comfort	7
Directness	7
Safety	3
Coherence	1
Total	22

Comments	The footway quality along the route can be enhanced at key points, as deterioration of footways and tactile paving has been noted. High traffic flows along main roads where footways are located closer to the roads limit the route's overall attractiveness.
Actions	Footway resurfacing and refurbishing of existing tactile paving along London Rd. Widen the footway along Down Rd. Improve route coherence by expanding dropped kerbing provision along residential roads on the walking route. Introduce crossing points to assist safe crossing and traffic calming to connect to destinations along the route.

Route Name	B5: Sea Rd to Watermill Ln
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	**Minor littering at kerbsides of main roads, otherwise reasonably clean. No graffiti identified.**	**Increase bin provision nearby key destinations noted, such as the cluster in Sidley.** **Cut the grass on verges (particularly at end of B2182, northbound)**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	**Lighting provision is good along main roads and residential roads, however it is relatively sparse approaching the tunnel on B2182.** **Insufficient lighting across Hastings Rd's bridge that goes over King Offa Way A259.**	**Increase lighting along at footbridge linking Hastings Rd across A259, and B2182 and nearby walking path parallel to Combe Valley Way, Auckland Close, St James Crescent etc.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	**Traffic noise from arteriole road bridge above B2182 cannot be helped due to nature of arteriole road and the need to go past it to reach north.** **High traffic flows along Holliers Hill passing Bexhill Hospital and meeting future junctions through to Sidley.**	**Consider implementing traffic calming measures along main roads where appropriate to reduce amount of pollution.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1		
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	**Footways are level and in good conditions, no trip hazards were identified. Minor defects unlikely to create a trip hazard.**	N/A
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	1	**Footway width is good overall, meeting 1.5m threshold. There are some width restrictions leading up to Hollier's Ln (B2182 under the A259 bridge) due to forest vegetation. Grass verges along The Glades limit potential for footway width to consistently meet the minimum 1.5m threshold.**	**Consider expanding the footway widths accordingly in these locations, removing vegetation where appropriate.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	**Uncontrolled crossings tend to accommodate a width of at least 1.5m, whilst controlled crossings on main roads are usually at least 2m wide.**	**Introduce a controlled crossing as pedestrians following the route may be travelling on the opposite side of the road due to the disappearing and reappearing of footways leading up to the walking route.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	**Mounting of kerbs occurs on Elmstead Rd and Dorset Rd, restricting width of paving.**	**Consider implementing measures to reduce footway parking.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	**Slopes are steep going along B2182, dipping up and down at a number of points.**	**No significant interventions required.**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces	1	**Service vehicles occasionally mounting kerb at shopfronts, thus restricting footway widths for pedestrians.**	**Consider implementing bollards where these practices would significantly block pedestrian footways and width allows.**		
COMFORT				8		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Existing footway provisions meet desire lines, although issues relating to footway availability and King Offa Way A259 lead to slight yet inevitable detours away from desire lines.	N/A
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	Crossing point on Westwood Rd A2036 (north east of route) detours away from the desire line.	Consider moving the pedestrian central refuge on Westwood Rd A2036 (north east of route) to the left of the junction meeting The Glades.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Parked vehicles on both side s of Hollier's Hill limit visibility of pedestrians. Few uncontrolled crossings along Ninfield Rd and B2182.	Omit parking availability for stretches of road where natural crossing points are assumed (i.e.: 10m in length)
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	Good crossing times for the Zebra crossings along B2182, whilst pelican crossings are provided along other main roads. Uncontrolled staggered islands on Westwood Rd notably increase crossing times due to the need to cross over and back again to get to the school (where footway is unavailable on southern side of the road).	Consider introducing zebra crossings on Westwood Rd to reduce crossing times for pedestrians. Potentially raise level to be a speed bump, forcing drivers to slow down in all cases and therefore anticipate school children crossing the road.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1	Green man time is reasonable.	Scope to extend green man time to reduce tendency for pedestrians to rush across the road.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**N/A**	1
DIRECTNESS				7		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	High traffic volumes along A269/ B2182, although raised platforms and guardrails are provided at appropriate points	Investigate measures to reduce traffic volumes where feasible.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	On main roads and country roads speeds are moderate but not excessive due to limited widths caused by either parked vehicles or bordering vegetation (but not overgrown).	Investigate measures to reduce traffic speeds along B2182 where access to Bexhill Hospital is required.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1	Visibility of pedestrians on Church St (shared by motorists and pedestrians) is limited due to sharp bend, although narrowness of road limits speed of vehicles.	Consider whether a pedestrian route could be provided through church grounds.
SAFETY				**3**		3
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Dropped kerbs and tactile paving provided, though consistency in residential areas could be enhanced.	Improve tactile paving and drop kerbs along Hollier's Hill and residential roads leading up to St Mary's School.
COHERENCE				1		

Total Score	**21**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	7
Safety	3
Coherence	1
Total	21

Comments	Width restrictions exist along footways due to private properties and narrow roads along with some instances of footway parking. There is a limited control over traffic flows due to the need to access essential destinations such as Bexhill Hospital, or access to the A259 arteriole road. Slight sloping occurs along the route, being slightly steeper at some points. Crossing facilities could be improved to reduce waiting time and increase journey directness.
Actions	Introduce traffic calming measures and crossing points along Hollier's Hill. Consistently provide dropped kerbing and introduce a crossing refuge island on the Glades.

Route Name	B6: Upper Sea Rd to Pebsham Ln
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Footways are generally in good condition, although minor littering was identified on Madgalen Rd.**	**Continued general maintenance of footway.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**Sufficient street lighting provided along all footways that are part of roadways. Natural surveillance enhanced as route is mainly residential. Absence of lighting through Seaborne Rd Recreation Ground, potentially attracting criminal activity.**	**Increase provision of lighting through Seabourne Rd Recreation Ground. Also introduce lighting at footway connecting De La Warr Rd and School Pl.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**0**	**High traffic flows along Dorset Rd and Hastings Rd. Penland Rd can get noisy in peak times, particularly school runs.**	**Potential traffic calming measures to reduce speeds.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Deficient lighting along off-road footways, as noted above.**	**Increase provision of lighting here appropriate, as outlined above.**
ATTRACTIVENESS				**3**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Footway surfacing could be improved, loose and broken slabs along Magdalen Rd pose a trip hazard.**	**Carry out footway resurfacing along Magdalen Rd where appropriate.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Footway width is good, although there exists cases where mounting of the kerb can restrict the width of the footway, particularly along Dorset Rd and outside Bexhill College Sports centre.**	**Prohibit mounting on the kerb on Penland Rd and for at least one side of the roadway on Dorset Rd,**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**The widths of crossings are largely at least 2m across the route, with the exception of uncontrolled crossing points on De La Warr Rd with widths around 1.5m.**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Footway parking on Dorset Rd, at the corner where individuals cross at an uncontrolled crossing to approach the controlled crossings across A259, thus reducing visibility.**	**Introduce parking restrictions, to prevent parking at points that reduce visibility of pedestrians.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Slight sloping occurs throughout the route, being steeper at some points such as Long Ave and Dorset Rd (north).**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. Poorly drained footways resulting in noticeable ponding issues/slippery surfaces	**1**	**N/A**	**N/A**		
COMFORT		**6**				
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Footway provision is reasonably direct.**	**N/A**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**2**	**Designated crossing points do not deter further away from desire lines or the footway along the route.**	**N/A**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**An average 15 second waiting time crossing on main roads at uncontrolled points. Crossing times are shorter than this on smaller, resi-**	**The positioning of controlled crossings on main roads caters for desire lines.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Controlled crossings at key junctions such as at the King Offa Way/A269/Dorset Rd and the Wrestwood Rd/Hastings Rd intersections have longer waiting times.**	**Update signalling priorities by increasing the frequency of green man intervals within signalling cycles.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Green man time is overall good, though it could be extended at the junctions noted above (14).**	**Upgrade controlled crossings to increase green man time for pedestrians.**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**N/A.**	**N/A**
DIRECTNESS				**7**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**High traffic flows along arteriole roads, with moderate flows on residential roads being higher during peak periods.**	**Investigate measures to reduce traffic flows where feasible.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**0**	**Relatively high traffic speeds noted, likely to be exceeding 30mph on De La Warr Rd A259 and moderate speeds (20-30mph) on wider residential roads.**	**Investigate appropriate traffic calming measures.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**No significant visibility issues along route, although parked motor vehicles can restrict the visibil-**	**Prohibit parking within a suitable radius of designated and natural crossing points.**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
SAFETY				2		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	**Dropped kerbs not consistently provided along residential streets. They would also benefit from tactile paving to indicate where the safest point is for pedestrians to**	**Ensure consistent delivery of dropped kerbs along routes.**
COHERENCE				1		
			Total Score	19		

Criterion	Performance Scores
Attractiveness	3
Comfort	6
Directness	7
Safety	2
Coherence	1
Total	19

Comments	The comfort of the footways along this route are average, though they can be improved along Dorset Rd and De La Warr Rd particularly.
Actions	Clear vegetation along Hollier's Hill. Introduce traffic calming along Dorset Rd. Introduce footway resurfacing and widening along noted points. Introduce parking restrictions near uncontrolled crossing points to maximise visibility of pedestrians. Introduce crossing points where provision is limited or insufficient.

Route Name	HL1: Core Walking Zone
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	**Vegetation growth is generally controlled and footways in a good condition.**	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	**No incidences of vandalism or graffiti found along residential and main roads. Minor vandalism and graffiti visible on walls South of Cuckoo Trail. Inconsistent provision of lighting along Cuckoo Trial, thus potentially attracting criminal activity. Poor natural surveillance.**	**Remove graffiti/repaint walls to enhance public realm. Introduce lighting along Cuckoo Trail.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	**The numerous retail car parks in the core walking zone mean that roads are generally busy during the day time, thus increase noise and pollution. However other routes away from main traffic routes pleasant and lightly trafficked.**	**Implement traffic calming measures along roads in the CWZ.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	**Lighting lacking along alleyway connecting High St to Vicarage Lane via WHSmith.**	**Introduce a street lighting column to enhance the attractiveness of the footway.**
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	**Footways throughout the core walking zone are in a good conditions, with no significant defects identified.**	**N/A**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	1	**Footway widths are generally in excess of 1.5m across the core walking zone. Bollards nevertheless restrict the width of the footway along High St and there is a pinchpoint created by taxi rank.**	**Scope to expand width is limited as buildings reach the edge of footway. Expand width of footway linked to Maryan Ct and south of Downsview Way. Remove bollards along High Street.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	**Large central refuges (triangular) for key staggered crossings in the core walking zone.**	**N/A**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	**Temporary obstruction of footway by service vehicles along oneway roads in core walking zone.**	**Consider placing bollards within 5-10m proximity of controlled and uncontrolled crossings where width allows to stop this practice from reducing the visibility of pedestrians crossing the road.**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	**Slight uphill gradient in north east direction of core walking zone.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. Poorly drained footways resulting in noticeable ponding issues/slippery surfaces	1	One-way system means bus shelters do not obstruct the clearance widths noted for both sides at once of any given road.	**Please see (8).**		
COMFORT		8				
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Routes generally meet direction of desire lines, with exception of route to the west of the CWZ detours away from the desire line due to private roadway used by logistic vehicles.**	**Identify where there is scope to open access to pedestrians.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Informal crossing behaviour identified at roundabout on North St and along Vicarage Ln between Seaforth Pharmacy and the Waitrose car park, thus indicating poor crossing provision.**	**Improve the efficiency for existing crossing points by reducing waiting times. Introduce crossing points where appropriate.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Short waiting times due to the consistent provision of speed control tables along the oneway high street. Signalised crossing is staggered on north street, thus increasing journey tines. Informal crossing noted at mini roundabout on North St. Difficulty crossing Station Rd to continue onto A295.**	**Introduce crossing facilities on Station Rd where feasible.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Signalised intersections add to journey times for pedestrians due to staggered phases, particularly on or linking to North St. Waiting times at controlled crossing on Vicarage Ln to Freedom Leisure Centre is in excess of 5 secs.**	**Enhance pedestrian priorities at junctions and intersections.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Reasonable green man time at signalled crossings.**	**Scope to increase green man time at intersections for High St and North St.**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**N/A**	**N/A**
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate traffic volumes throughout day due to retail parking lots. Heavy traffic during peak periods.**	**Introduce traffic calming along roads that pass through retail areas, and Market St.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic speeds are moderate on outer roads, and relatively low in the town centre as drivers navigate to parking lots.**	**Introduce traffic calming measures along North St.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**	**Visibility is good at all designated crossing points identified.**	**N/A**
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Crossing points across speed control tables along High St eliminating need for dropped kerbs in some locations.**	**Improve the consistency in provision of dropped kerbs in residential areas. Improve dropped kerbing provision on North St, passing Asda car park.**
COHERENCE				**1**		
			Total Score	**24**		

Criterion	Performance Scores
Attractiveness	5
Comfort	8
Directness	6
Safety	4
Coherence	1
Total	24

Comments	The route's attractiveness is above average, though concerns surrounding a lack of visibility through and nearby the Cuckoo Trail were noted. There is a good provision of controlled crossings, which meet the desire lines. Traffic speeds are relatively low along most of the route due to existing traffic calming measures.
Actions	Increase provision of dropped kerbing along minor streets. Implement traffic calming measures along Market Street, North St and George St. Expand the footway width along Downsview Way and Maryan Court. Introduce a Zebra crossing on North St.

Route Name	HL2: South Rd to Arlington Rd E
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	**Minor littering, footways are generally in a good condition along main roads, however deterioration was noted on Diplock's Way.**	**Maintenance of noted foodways is required.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	**CCTV provision identifiable along industrial streets and shop fronts along South Rd, whilst residential roads have natural surveillance.**	**Consider increasing street lighting provision.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	**Higher noise levels along South Road and Diplock's Way due to logistical transport.**	**Limited scope to reduce traffic flows and speeds on these routes.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	**Commercial and residential buildings along roadways provide lighting, as well as street lighting infrastructure.**	**N/A**
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	**Diplock's Way show signs of significant cracking and loose paving, posing a trip hazard. Signs of deterioration along Station Rd.**	**Surfacing improvements along Diplock's Way.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	0	**Narrow footway for 150m along South Rd between Lindfield Dr and Station Rd junctions. The width of footways on Ersham Rd/B2104 has narrow points, where there are small patches of grass growth between the road and footway. Footway parking noted on Diplocks Way.**	**Build out footway along South Rd. Consider widening the footways along residential roads to consistently provide a good footway width along residential roads. Implement parking restrictions on Diplocks Way to prevent footways being obstructed.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	**Provision of designated crossing points across the main roads to reach remainder of route are generally limited.**	**Introduce further crossing points along main roads where appropriate.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	**Footway parking an occasional issue in residential areas although not dominant.**	**Consider opportunities to reduce on-street parking levels where required.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	**Minor gradients on certain sections of the route, nevertheless there is the option to walk on a wide enough footway on the opposite side of the road on flatter land.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			0	**General lack of crossing points means that destinations are disconnected from direct access for public transit users.**	**Enhance crossings to pair key bus stops with key destinations where appropriate.**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				5		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1	Footways are not directly along desire lines, in some cases detouring away from them.	N/A
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	North of South Rd has wide junctions at crossing points for South Rd Car Park Western Rd and Station Rd.	Add unsignalised crossings along South Rd. Explore scope to increase crossing ease and safety at junctions along A295.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	Opportunities to cross between traffic along north of route due to queuing and giving way at junctions and roundabouts. Opportunities are more limited south of the route where traffic is more free -flowing.	Consider introducing an uncontrolled crossing with refuge points on South Rd.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	0	No controlled crossings sit on the route.	Potential implementation of controlled crossings at locations at the south of the route (South Rd) where vehicle speeds are higher.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	0	No controlled crossings sit on the route.	Explore opportunities to introduce controlled crossings on South Rd, also acting as traffic calming measures.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			0	Bus stops near destination points do not provide crossing points.	Consider providing uncontrolled crossing points where bus stops and destinations are within proximity.
DIRECTNESS				3		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	South Rd is relatively busy with flows in both directions, with queuing most prevalent during peak periods.	Consider introducing crossing points on South Rd that slow down motorists for pedestrians to cross safely.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Speeds are generally moderate along the route.	N/A
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1	Visibility is limited on bends around minor roads, with vegetation causing issues.	Consider opportunities to introduce traffic calming measures and crossing points in locations of poor visibility.
SAFETY				3		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Tactile paving provision good along main road. Dropped kerb provision is sufficient where needed on Ersham Rd, though lacking on the other side of the road.	Introduce dropped kerbs along Ersham Rd.
COHERENCE				1		
			Total Score	17		

Criterion	Performance Scores
Attractiveness	5
Comfort	5
Directness	3
Safety	3
Coherence	1
Total	17

Comments	Some widening of footways needed with additional controlled and uncontrolled crossing points. Traffic

	speeds and flows are generally moderate.
Actions	**Increase footway widths along B2104 at concerned points leading up to the new residential development. Introduce new crossing points.**

Route Name	HL3: London Rd to Church Rd
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Minor littering along main roads.**	**Increase bin provision at key points along main roads.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**No incidences of vandalism or graffiti found along residential and main roads. Minor vandalism and graffiti visible on walls South of Cuckoo Trail, with informal footways leading to dead-ends under bridges, potentially indicating spots for crime. Inconsistent provision of lighting along Cuckoo Trail, thus potentially attracting criminal activity or perception or this.**	**Remove graffiti/repaint walls to enhance public realm. Introduce lighting and surveillance along Cuckoo Trail.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Moderate levels of traffic along Hawks Rd, with higher levels along London Rd B2104. Low levels of traffic generally along remaining residential roads.**	**N/A**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Cuckoo Trail has inconsistent provision of lighting.**	**Increase lighting around the park and improve pedestrian access throughout the car parks.**
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Footway condition along Cuckoo Trial is smooth and level.**	**Refurbish footways where appropriate.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Footway width is good overall, though there are width restrictions along Hawks Rd near the school due to private property. Wide footway in excess of 2m along Cuckoo Trail.**	**Consider expanding footway provision along B2104 up to Hellingly Community Primary School.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheelchair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	**Appropriate placement of uncontrolled crossing with refuge island on London Rd, being at least 2m in width.**	**N/A**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Few instances of on-street parking impeding onto the footway (predominantly service vehicles) and reducing widths to be below 2m.**	**Consider opportunities to reduce on-street parking levels to improve visibility. Driveway provision is high along London Rd, thus not removing utilised parking.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	**Slopes exist but gradients are minimal, with no steep sections identified along the route.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. drivewaygates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**Instances of temporary obstructions along main roads—delivery vehicles mounting kerb and significantly restricting the width of pavement.**	**Enforcement of parking restrictions.**
COMFORT				**8**		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1	**Reasonable directness.**	**N/A**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	**Designated crossing to access the destinations is limited along the route, though quiet nature of side roads that they are located on limit the need for them.**	**N/A**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	**Scope to introduce additional uncontrolled crossing points.**	**Introduce uncontrolled crossing points at destination points along the route where appropriate.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	**London Road crossing is staggered next to a roundabout, which negatively impacts pedestrian times when crossing due to the flowing nature of the traffic.**	**Consider replacing uncontrolled crossing at London Rd roundabout with controlled staggered Puffin crossing.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1	**N/A**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1	**Crossing points from bus stops to destinations not provided consistently across the route.**	**Consider introducing controlled crossing points such as zebra crossings or implement tactile paving to guide crossing points. Install controlled crossing point on London Rd linking bus stops to Grovelands Rd.**
DIRECTNESS				6		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	**Traffic prevalent along London Rd B2104 with limited provision of verges or barriers between the footway and the highway.**	**Investigate traffic calming measures.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	**Traffic speeds are moderate across the route, with the exception of smaller residential roads linked to the Cuckoo Trail.**	**Investigate traffic calming measures to reduce traffic speeds nearby destination points**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	**Visibility levels are overall good across the route as sharp bends are minimal.**	**N/A**
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	**Dropped kerb provision is relatively good, although tactile paving provision could be enhanced along busier roads.**	**Increase provision of tactile paving along Hawks Rd and London Rd B2102.**
COHERENCE				1		
			Total Score	23		

Criterion	Performance Scores
Attractiveness	4
Comfort	8
Directness	6
Safety	4
Coherence	1
Total	23

Comments	**Footway condition is reasonable across most of the route, although the route is lacking in designated crossing points near to destinations and bus stops. Concerns exist around the lighting provision and perceived safety along the Cuckoo Trail, which provides the most direct path to the destinations on the north of the route.**
Actions	**Increase provision of crossing facilities along busier roads. Introduce traffic calming measures on busier roads to encourage safe crossing at designated and undesignated points. Increase provision of lighting along the Cuckoo Trial.**

Route Name	HL4: Battle Rd New Rd
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	**Footways well maintained, minor incidents of littering.**	**General cleaning of road infrastructure, particular central refuge point bollards and tactile paving.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	**No evidence of vandalism with appropriate natural surveillance throughout.**	**N/A.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	**Relatively busy route along Battle Rd towards Amberstone and Horsebridge.**	**Traffic calming measures along Battle Rd where appropriate.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	**Grass verges between footways and roadways make it difficult for pedestrians to cross.**	**Introduction of crossing points, building out the footway to access them, along any noted desire lines.**
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	**Good footway condition although improvements needed on the eastern side of Battle Rd (near 88 Battle Rd).**	**Footway resurfacing at necessary points.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	1	**Footway width along Battle Rd is generally above 2m, though pinch points have been noted due to presence of grass verges. Footway only provided on southern side of Amberstone View, which is narrow.**	**Widen footways along Battle Rd and Hawkswood Rd. Introduce footway on northern side of Amberstone View. Introduce crossing points at**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	**Staggered crossings around Amberstone/Hawkswood Dr/Battle Rd roundabout with widths in excess of 2m.**	**Widen refuge island 45m east of roundabout.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	**Footway parking instances are few.**	**N/A**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	**Overall good.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	**N/A**	**N/A**

COMFORT		8		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1	**Footway provision is reasonable, though pinch points and sudden cut-off points were noted along the northern side of Amberstone and Hawkswood Rd.**	**Introduce footways where feasible to cater desire lines, otherwise introduce crossing points to navigate between the footways.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	**Formalised crossing not provided east of Harebeating Dr to access Amberstone View. Narrowness of footway along Amberstone pose a limit on the type of crossings that could be imple-**	**Introduce a highlighted crossing point.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	**Crossing roads can cause some delay at uncontrolled points due to moderate levels of traffic across most of the route.**	**Implement pedestrian refuge islands where widths in roadway are sufficient.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	**Low traffic levels along minor roads mean that crossing activity across them rarely impacts journey times.**	**N/A.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1	**Good green man time as Puffin crossings are used on Battle Rd.**	**Increase crossing provisions along New Rd.**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1	**N/A**	**N/A**
DIRECTNESS				6		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	**Moderate traffic volumes, though busier during peak times. Footway is close to roadway along Amberstone, though grass verges provide a larger gap on Battle Rd.**	**N/A**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	**High traffic speeds along west of Hawkswood Rd and east of Amberstone (40mph limit)**	**Introduce traffic calming at points where uncontrolled crossing activity is likely to occur to access key destinations.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1	**Good visibility throughout the route.**	**N/A**
SAFETY				3		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	**Good provision of kerbs and tactile paving along Battle Rd.**	**General review of dropped kerbing provision required along Amberstone and Hawkswood Rd.**
COHERENCE				1		
			Total Score	23		

Criterion	Performance Scores
Attractiveness	5
Comfort	8
Directness	6
Safety	3
Coherence	1
Total	23

Comments	Good footway quality, particularly along Battle Rd with existing designated shared paths. Gaps in provision to the north of the route.
Actions	Improve footways where widths can be increased or surfaces could be improved. Identify opportunities to increase the directness of crossing activities through the expanded provision or enhancement of crossing points.

Route Name	HL5: Marshfoot Ln
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	**Footways well maintained, minor incidents of littering.**	**N/A**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	**No evidence of vandalism with appropriate natural surveillance throughout.**	**N/A**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	**Traffic queueing can build up at the Vicarage Rd/Marshfoot Ln intersection as right-of-way is not held by drivers exiting Marshfoot Ln.**	**N/A**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	**Lighting is sufficient, with majority of route being located on main roads.**	**N/A**
ATTRACTIVENESS				6		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	**Generally good, although deterioration is visible outside of Phoenix Academy and near St Mary's Ave junction.**	**Resurfacing required outside Phoenix Academy.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	1	**Footway width is generally above 2m, although this is reduced to 1.5m or lower for approximately 230m leading up to the school.**	**Widen footway on the southern side of Marshfoot Ln.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	**Good crossing widths to west of route.**	**Route would benefit from further crossing points between Marshfoot Ln/St Mary's Ave junction.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	**No instances of footway parking, maintaining existing clearance width.**	**N/A**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	**Overall good. Slight gradient along Battle Rd as footway is segregated by roadway by grass verge, nonetheless not steep.**	**N/A.**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	N/A	N/A.

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT		8		8		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	**Excellent directness of footway along desire lines.**	**N/A**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	**Safety of the crossing point across the Marshfoot Ln/St Mary's Ave junction could be enhanced through tactile paving or a raised surface.**	**Implement pedestrian priority measures, such as a raised platform/speed bump at the junction, requiring drivers to slow down from all directions and thus take care noting pedestrians.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	**Traffic flows into St Mary's Ave to access further residential roads is generally low, although parents may utilise the on-street parking to drop off and pick up their children from the school.**	**Please see above (12).**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	**Crossing times good due to the provision of Zebra crossing.**	**Please see above (12).**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	**Introducing a puffin crossing would slightly increase pedestrian journey times as opposed to the existing Zebra crossing.**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	**N/A**	**N/A.**
DIRECTNESS				9		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2	**Traffic is light, although busier during peak periods and school runs, with queueing building up to exit the road westbound. A zebra crossing has been provided at this point.**	**N/A**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	**Speeds are moderate, though grass verges create a good distance between motorists and pedestrians.**	**N/A**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1	**Good visibility, although instances of parking at the edge or corners of junctions (Marshfoot Ln/St Mary's Ave) were noted.**	**Reinforce parking restrictions at junctions to maximise visibility.**
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	**Good provision of dropped kerbs, although road would benefit from tactile paving to draw visual attention to a direct and safe crossing point.**	**Introduce tactile paving at Marshfoot Ln/St Mary's Ave junction.**
COHERENCE				1		
			Total Score	28		

Criterion	Performance Scores
Attractiveness	6
Comfort	8
Directness	9
Safety	4
Coherence	1
Total	28

Comments	**The route is good quality, though the directness of crossings could be improved. Traffic speeds are moderate.**
Actions	**Introduce the noted pedestrian priority measures at Marshfoot Ln/St Mary's Ave junction to reduce traffic speeds and increase the safety of pedestrians when crossing. Widen the footway on the southern side of the road.**

Route Name	HL6: Mill Rd
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	**Footways well maintained, no incidents of littering. Vegetation on the east of the route does grow into the footway.**	**Limited scope to provide footway due to property frontages**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	**West of route, high natural surveillance due to residential housing along road. To east of route, poor natural surveillance as it is dominated by forestry and vegetation.**	**N/A**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	**Traffic can build up to the west of the route, and speeds are moderate (30mph).**	**N/A**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	**Poor provision of street lighting along the most eastern part of the route.**	**Enhance provision of lighting.**
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Deteriorating footway visible on the southern side of the road.**	**Resurfacing of footway required on the southern side of the road.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Footway widths in excess of 1.5m to the west of the route, however this reduces east of the route.**	**Widen footway on the southern side of the road, along the route into the grass verge.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**N/A**	**N/A**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	**No instances of footway parking, maintaining existing clearance widths generally within 1.5m threshold.**	**N/A**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	**Overall good.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	**N/A**	**N/A**
COMFORT				7		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Restricted road width means individuals have to share highway with motorists, for roughly 100m (east of route).**	**Introduce traffic calming measures**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	**Crossing points do not detour further away from the desire lines than the designated footway already does.**	**Consistent provision of tactile paving and central refuges where appropriate to encourage safe crossing at junctions.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1	**Higher visibility west of the route means individuals can walk and observe traffic, crossing when its clear, thus minimising crossing time. Occasional waiting at junctions meeting with minor roads.**	**Implement traffic calming measures where appropriate.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	**N/A**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	1	**N/A**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1	**N/A**	**N/A.**
DIRECTNESS				7		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	**Traffic volume is low to the east of the route, where footway is missing.**	**Reduce the speed limit and introduce traffic calming measures approaching the development, such as speed bumps or road width restrictions/give way points.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	**Speed limit becomes national speed limit (60mph) at the earliest entry point of the site (before the bend).**	**Please see above (17).**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1	**Good visibility overall, although llighting can be enhanced to the most east part of the route, near the entrance of the development**	**Introduce more lighting on the eastern section of the route.**
SAFETY				3		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	**Consistent dropped kerb at junctions, although provision of tactile paving could be improved.**	**Tactile paving could be provided along route.**
COHERENCE				1		
			Total Score	22		

Criterion	Performance Scores
Attractiveness	4
Comfort	7
Directness	7
Safety	3
Coherence	1
Total	22

Comments	**The quality of the route is generally good however there is a missing section of footway near the new development and the route would benefit from traffic calming measures in this section.**
Actions	**Introducing traffic calming measures over missing section of footway. Refurbishment of footway (southern side of the road) and the introduction of tactile paving to guide safer crossing for pedestrians across priority junctions.**

Route Name	N1: Core Walking Zone
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**0**	**Minor littering, vegetation growth is not contained.** **Footways in disrepair.**	**Full audit of footway surface quality is recommended, particularly stretches along A259 circulatory route of town centre.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**High natural surveillance on linked residential streets, though this is limited on alleyways.** **Limited natural surveillance on Denton Island's footways due to secluded nature of Denton Island Community Centre.**	**Increase CCTV provision where feasible along alleyways and ensure consistent provision of lighting.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Exposure to noise due to circulating ring road, most prevalent during peak periods of travel.**	**Take forward recommendations for current study examining A259 which are being conducted by ESCC.** **Explore opportunities to introduce traffic calming measures.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Street lighting is limited along footpath parallel to North Way, meaning visibility is poor at night and dusk.**	**Introduce street lighting columns along footway on North Way. Lighting in the underpass linking to Denton Island could be improved.**
ATTRACTIVENESS				**3**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**0**	**Paving along roads linked to A259 are cracked and deteriorating.**	**Full audit of the footway surface quality required throughout the route.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Footway widths generally meet 1.5m threshold, however overgrown vegetation reduces the usable widths of the footways.**	**Attend overgrown vegetation and conduct general maintenance activities.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	**Staggered crossings have a reasonable width in excess of 2m.**	**None.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Incidences of footway parking along High St.**	**Review parking restrictions and enforcement.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Slight gradient along Norman Rd, South Rd and the western part of the route.**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. Poorly drained footways resulting in noticeable ponding issues/slippery surfaces	**1**	**Drainage channels on footway (High St) an obstruction for wheelchair users and parents with pushchairs. Wide junction mouth into Denton Island bridge which makes crossing the junction uncomfortable for pedestrians.**	**Attend drainage channels along High St. Narrow the junction mouth on Denton Island's bridge, facing Bridge Street, and improve crossing point.**		
COMFORT		**6**		**6**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Footway provision mostly meets desire lines providing direct routes, though severance caused by barriers and faster vehicle speeds at Lewes Rd junction with A259. Underpass provides link to East Sussex College, Newhaven to cater for students walk-**	**Consider introducing further crossing points where feasible.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Desire lines on North Way were identified that connect to residential developments on Lower Pl. Anti-pedestrian cobbling between Lewes Rd and North Way narrows footway in places. Break in this cobbling encourages unsafe crossing of the A259. The cobbling also presents safety issue for people choosing to walking over the cobbling to cross on the desire line.**	**Providing safe crossing points on the desire lines would remove these issues.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Railing and cobbling along North Way block opportunities to cross apart from the controlled crossing points, particularly at Elphick Rd.**	**Explore opportunities to introduce additional crossing points along North Way.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Non-staggered crossings (i.e.: on South Way) have a short waiting time, thus having a limited impact on journey times. Signalled crossings can have waiting times in excess of 10 seconds along Ring Rd during its busiest periods.**	**Enhance priority for pedestrians in signalling sequences.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Good green man times at nonstaggered pelican crossings, though these are slightly longer for staggered ones.**	**Upgrade remaining Pelican crossings to Puffin / Toucan to enable extension of green time for people with mobility impairments.**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**0**	**The severance at junction of A259 Lewes Rd restricts crossing to the four corners of the ring road. Access from bus stop on Lewes Rd is not step - free as footway is on lowered level to the road.**	**Explore potential to install controlled crossing points at Lewes Rd junction. Explore scope to provide step-free access at the Lewes Rd bus stop if possible.**
DIRECTNESS				**5**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**0**	**High traffic volumes on ring road, particularly during the peak periods. Low traffic levels on streets within ring road, moderate levels on residential streets during peak times.**	**Explore scope for traffic calming measures.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic speeds are relatively high on ring road (A259). A wide junction mouth for vehicles turning between High St and bridge to Denton Island.**	**Investigate traffic calming measures and speed limits on ring road.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	**Good visibility overall.**	**N/A**
SAFETY				**3**		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0	Inconsistent provision of dropped kerbing at points throughout the route, such as along Church Hill and High St. No tactile paving at the Lewes Rd/ Church Hill/Brighton Rd intersection despite staggered controlled crossing provision. Denting in the paving at the eastern side of this crossing poses a trip hazard. Gap in tactile paving provision to the north of Riverside North.	Introduce dropped kerbing at concerned points. South Rd, Lewes Rd and Church Hill would benefit from tactile paving provision at natural crossing points. Extend tactile paving provision or fencing at Riverside North.
COHERENCE				0		

Criterion	Performance Scores
Attractiveness	3
Comfort	6
Directness	5
Safety	3
Coherence	0
Total	17

Comments	The core walking zone consists of a pedestrianised centre surrounded by a busy circular one-way system. Controlled crossings have been sensibly placed to allow pedestrians to access the centre, nonetheless waiting times associated with this vary depending on whether they are single-phased or staggered. Dropped kerbing is consistent among most of the route, with some exceptions identified on minor residential roads. High Street suffers from parking issues and although streetscape enhancement has taken place the high kerbing creates issues for people with mobility impairments accessing shops and retail.
Actions	Introduce traffic calming measures and controlled crossing provision on concerned section of the A259 to enable improved routes to the town centre. Resurface the footway north of South Rd. Improve crossing provision on Lewes Rd. Introduce traffic calming measures on Lewes Rd to compliment access to route N3. Improve provision of dropped kerbing along residential roads. Review parking restrictions and enforcements on High Street.

Route Name	N2: Church Hill to Southdown Rd
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Footways are of an overall good standard, although minor littering along Church Hill is visible at kerbside, with some going onto footway.**	**Increase bin provision to reduce littering and subsequently enhance public realm.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**Natural surveillance high along route due to residential properties. Street lighting provided along most alleyways.**	**Enhance lighting along the alleyways (Western Rd/Gibbon Rd).**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**North of the route is relatively busy during peak times, potentially linked to Harbour Primary School.**	**Consider opportunities to reduce traffic flow or implement traffic calming measures.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Please see above (2).**	**Please see above (2).**
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Footpaths between Northdown Rd, Western Rd and Gibbon Rd are in a reasonable condition.**	**N/A**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Relatively narrow footway widths along Northdown Rd.**	**Consider opportunities to widen footways, expanding them onto the grass verge.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Generally reasonable width, although narrows on Church Hill nearing the primary school.**	**Explore scope to widen the footway on Church Hill.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	**Footway parking not identified as an issue along the route.**	**N/A**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**0**	**Steep gradients throughout the route, which is inevitable due to the location of the destinations (schools) and topography. Footpath leading to Seahaven Academy does not have step free access, with a longer detour needed for people whom need level access.**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**N/A**	**N/A**
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Generally footways are direct.**	**N/A**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Provision of designated crossing points could be improved.**	**Introduce tactile paving on north of the route, accompanied with parking restrictions, to maximise visibility of pedestrians.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Need to mount steps on Northdown Rd and Western Rd limit visibility of pedestrians to motorists.**	**Investigate measures to increase visibility of pedestrians to motorists.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	**Staggered crossings however signals add only minimal time to journey times.**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Current green man time at Pelican crossing is reasonable at Lewes Rd/South Way/Church Hill, however upgrading of crossing to Puffin would be desirable.**	**Upgrade crossing point to Puffin to enable extended crossing times for people with mobility impairments where required.**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**Steps on alleyway between Northdown Rd/Western Rd alleyway.**	**Explore scope for ramped access to accommodate pushchairs and wheelchairs.**
DIRECTNESS				6		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic volumes are generally low as many residential roads are disconnected from main roads, excluding Church Hill.**	**Investigate measures to reduce flow and volume of traffic into Church Hill and Newfield Rd,**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Speeds are relatively moderate due to narrow nature of roads, though when quietest, motorist speeds are faster. The effectiveness of existing speed control tables and speed cushions along Gibbon Rd are limited for vehicles travelling downhill.**	**Investigate further traffic speed reduction measures during quieter periods. Consider implementing further traffic calming measures along Gibbon Rd to increase crossing safety.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Please see (13).**	**Please see (13).**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Inconsistent provision of dropped kerbs on roads linking alleyways to Seahaven School.**	**Implementation of dropped kerbs required.**
COHERENCE				**1**		
			Total Score	**21**		

Criterion	Performance Scores
Attractiveness	4
Comfort	7
Directness	6
Safety	3
Coherence	1
Total	21

Comments	Route is of good quality overall, however the steep slopes and gradients, as well as the most direct routes

	not providing step-free access, limits the accessibility of the route to all users. Severance limits the directness of footways, meaning that a number of turns onto different roads have to be made to access Breakwater Academy.
Actions	Surveillance enhancements and improvements to footways (including lowered kerbs and expanding footway widths) are among the key improvements required along the route. Street lighting provision on alleyways currently lacking. Widening of footway along Northdown Rd.

Route Name	N3: Eveyln Ave to Brighton Rd
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Footways are well maintained, though littering and lack of maintenance noted along Valley Rd cut-through.**	**Attend overgrown vegetation along Valley Rd.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**Natural surveillance along most of the route, though this reduces along sections of Valley Rd.** **Street lighting lacking along western part of Eveyln Ave, despite natural surveillance**	**Increase lighting provision along Valley Rd (west).** **Introduce Street lighting on Eveyln Ave where feasible.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Traffic noise is relatively low, with levels being moderate towards the start and end of school days.**	**Consider imposing parking restrictions during these periods to limit exposure to pollution and noise.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Lighting lacking along Valley Rd.**	**Increase lighting along Valley Rd (west).**
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Potholes and unsurfaced section on Valley Rd shared highway with motorists.**	**Resurfacing on Valley Rd and consider the introduction of a segregated footway.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Footway widths generally around 1.5m. Wide footway widths along Valley Rd between Lewry Cl and Brazen Cl, though between Brazen Cl and The Fairway, footway widths narrow due to grass verges, along with the absence of concrete ground cover. Narrow path along northern side of the carriageway on Brighton Rd.**	**Maximum width generally reached, with land acquisition required to extend further.** **Build out the footway along Valley Rd between The Fairway and Brazen Cl.** **Increase the width of the footway along the northern side of Brighton Rd.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**General lack of crossing points along the route with dropped kerbs required.**	**Consider improving crossing provision along Chestnut Way. Potential to remove parking on the western side of the road to cater for a controlled crossing (Zebra) or central refuge point.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Few cases of footway parking noted along Fullwood Ave by residents and service vehicles.**	**Identify opportunities to restrict on-street parking to improve utility and visibility of footway.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Sloping gradients throughout the route. The footway along the alleyway south of Northdown Rd is very steep.**	**N/A,**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**N/A,**	**N/A,**
COMFORT				**6**		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Existing footway provisions meets desire lines as closely as possible.**	**N/A.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Controlled crossing points differ from desire lines at some points along Brighton Rd.**	**Consider relocating existing controlled crossing points, or introducing more along Brighton Road.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Pelican crossing on Brighton Rd requires users from the west of the route to detour slightly to reach Valley Rd, or use central refuge point which is not lowered, yet is still used.**	**Upgrade central refuge point to be a controlled crossing point, implementing measures to reduce traffic speed such as speed bumps.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**N/A**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**N/A**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**Service vehicles mounting kerb and reducing width of footway on some residential roads.**	**Consider introducing measures that prevent mounting of the kerb.**
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**High traffic volumes along Brighton Rd, meaning pedestrians must wait for green man at crossing point on most occasions, thus partly delaying their journeys.**	**Consider reducing the speeds along Brighton Rd as Valley Rd is approached.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic speeds along Brighton Rd and Chesnut Way are moderate.**	**None**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Minor visibility issues along Fullwood Ave due to occasional onstreet parking,**	**Implement measures to prevent kerb-mounting on Fullwood Ave.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Good provision of tactile paving along main roads.**	**Dropped kerbing could be improved on Evelyn Ave to access footway on the northern side of the road when the other footway merges round to Murray Ave.**
COHERENCE				**1**		
			Total Score	**20**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	6
Safety	3
Coherence	1
Total	20

Comments	**Traffic levels vary along the route, being lowest along minor roads, yet higher along main roads, Brighton Rd particularly. The attractiveness and comfort is average, though deficiency of street lighting and limited crossing provision or assistance (kerb dropping) along some of the minor roads.**
Actions	**Improve crossing provision on Brighton Rd and Chestnut Way.** **Implement traffic calming measures on Brighton Rd.** **Increase lighting provision and remove overgrown vegetation on Valley Rd.** **Expand dropped kerbing provision on Evelyn Ave and Murray Ave.**

Route Name	N4: Drove Rd to Denton Rd
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Footways of varying quality, with improvements to surfacing needed in some places, plus weed growth impacting functionality of tactile paving. Loose tactile paving slabs along Avis Way. Neglected street furniture on parts of the route towards town centre. Minor littering on footway.	Improvements to footpath surface quality in places. Refurbish street furniture. Increase bin provision.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Shaded sections of Denton Drive may be an issue during evenings, despite natural surveillance from houses along road. Nonetheless, there is a slight detour along Denton Rd that is well lit and would likely be intuitively chosen by pedestrians.	Increase lighting along Denton Drive.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Relatively busy route. Relatively high levels of site and industrial traffic south and west of the route. East of the route, in Denton, is generally quieter as is residential, yet busier during school runs.	Increase traffic calming measures along New Rd and B2109.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Excessive use of bollards along New Rd.	Consider removal of bollards that impact on width and function of footway.
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Footway in good quality generally with the exception of Avis Way and Denton Rd.	Improve surface quality along Avis Way, particularly at paving near crossing points.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway widths generally in excess of 2m up to the B2109, where widths thereafter vary above and below 1.5m threshold.	Widen footway along B2109 by reducing width of grass verge. Explore opportunities to widen footway width on Denton Rd
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Central refuge islands in excess of 2m, though provision is limited.	Consider introducing more crossing points south of the route where traffic is busiest.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	No issues noted.	N/A
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Denton Dr has a relatively steep gradient on its western part, then uneven and sloped surface emerges as off-track road is shared with resident motorists and pedestrians. Slight slope up Acacia Rd.	N/A
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Manoeuvring vehicles can cross footway, particularly for HGVs, subsequently restricting or obstructing restricting footway space for short periods, causing pedestrians to wait.	Consider HGV route management plan.
COMFORT				**7**		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**The river crossing causes significant severance and subsequently limits the directness of the route, when joining from the core walking zone. Water also causes minor severance between the industrial area and Denton.**	**Additional river crossing could be considered how costs may not be in line with anticipated benefits.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Crossing locations are generally direct, with the exception of the uncontrolled crossing at near the Town Centre. The mini roundabout hinders the scope to introduce a crossing closer to the junction.**	**Consider additional crossing provision near to Town Centre.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Traffic levels are relatively light along Avis Way, where crossing is required and no controlled crossings are present, meaning pedestrians can cross the roads with minimal delay.** **Few crossing points provided of any type along A26.**	**Consider introducing controlled crossings where footpath ends and reappears along A26.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**N/A**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**N/A**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**2**	**Bus stop provision along the route (Avis Way and Avis Rd).**	**N/A**
DIRECTNESS				**7**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**A26 is relatively busy with service vehicles regularly entering and exiting the road.**	**Consider what traffic calming measures and crossing facilities would be appropriate to allow safe crossing to occur.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate traffic speeds south of the route and along B2109.**	**Consider implementing traffic calming measures along concerned roads to accompany crossing points.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Overall visibility is good. Street lighting is however inconsistent along Denton Dr.**	**Introduce further lighting in vegetation-dominated section of Denton Dr.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Consistent provision of tactile paving and dropped kerbs throughout industrial site, although this could be expanded along Denton Rd and Denton Drive.**	**Introduce tactile paving to Denton Rd and Denton Drive.** **Clean existing tactile paving along A26 and Avis Way.**
COHERENCE				**1**		
			Total Score	**23**		

Criterion	Performance Scores
Attractiveness	5
Comfort	7
Directness	7
Safety	3
Coherence	1
Total	23

Comments	**Footway widths are reasonable to the south of the route, yet they are narrower further northeast. The route is generally well lit with the exception of Denton Drive, a private road. Uncontrolled crossings dominate the route, meaning waiting times are generally short however there is a need for controlled crossings in some locations. Deterioration of some footways along Avis Way.**
Actions	**Improve lighting on Denton Drive and increase footway width along Avis Rd.** **Resurfacing of footway and the replacement of tactile paving along Avis Way.** **Clearing of vegetation on Avis Way.** **Implement traffic calming along Avis Rd and improve crossing provision on Avis Rd, Denton Rd and New Rd.**

Route Name	N5: North Way to Beach Rd
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	**Footway quality along Railway Rd could be enhanced—minor littering also identified. Growth of weeds and vegetation noted along Beach Rd, minor deterioration on Clifton Rd.**	**Footway surface improvements on the southern half of the route.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	**Natural surveillance from residents along most of the route, with surveillance connected to the Newhaven Harbour and local businesses.**	**N/A.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	**High traffic flow along A259 to the north of the route.** **Ferry terminal crossing is across three phases and indirect.**	**Consider pedestrian route across crossing and opportunities for reducing waiting time.**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	**Temporary cones on footway (to block private driveway access) identified on Clifton Rd.**	**Clear unpermitted items from public footways.**
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	**Reasonable footway condition, however scope for improvement in some places.**	**Footway surface improvements recommended on the southern half of the route.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	1	**Large footway width along North Way leading to Railway Rd. Narrows onto Clifton Rd and increases along Beach Rd.**	**Consider expanding footway onto grass footway verges along Clifton Rd.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	**Generous widths of staggered crossings north of the route. Demand is limited to the south of route.**	**N/A**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	**Footway parking noted along Clifton Rd by business vehicles.**	**Consider limiting on-road parking provision to the eastern side of Clifton Rd.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	**Good gradient overall.**	**N/A.**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	**N/A**	**N/A**
COMFORT				8		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Footway provision could be improved on Clifton Rd.**	**Investigate measures to widen footway on western side of Clifton Rd.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**2**	**Crossing points provided in appropriate locations.**	**N/A**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**2**	**Moderate flows for the nature of the road means individuals can cross with ease.**	**N/A**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**0**	**Ferry and railway crossings points can add minutes to the journey for pedestrians.**	**Consider opportunities for more direct crossing of ferry terminal access and grade sep-**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	**N/A**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**N/A**	**N/A**
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**High traffic volumes along A259 and B2109, though volumes are much lower along Railway Rd.** **Eastbound of the route tends to have a high traffic volume, due to the queueing build up connected to the railway crossing (Drove Rd) and the ferry access crossing (A259).**	**Severance linked to River Ouse means no alternative routes within reason can be taken.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic speed is moderate, although slow during periods of slowing down and setting off related to the swing bridge and the railway crossing.**	**N/A**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Visibility is good throughout the route, with exception of parked vehicles on or sticking out onto**	**Enforce parking restrictions on Clifton Rd.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Dropped kerbs not consistently provided south of the route. Good provision of tactile paving and dropped kerbs north of the route**	**Improve provision and quality of dropped kerbs along the route (Railway Rd onwards, southbound).**
COHERENCE				**1**		
			Total Score	**23**		

Criterion	Performance Scores
Attractiveness	5
Comfort	8
Directness	6
Safety	3
Coherence	1
Total	23

Comments	**The waiting times associated with the level crossing and port crossing are a key severance issue associated with the route. Elsewhere, the footway width is restricted by parked vehicles or the narrowness of roads heading southbound along the route.**

Actions	**Implement parking restrictions on Clifton Rd.** **Improve the quality of the footway along Beach Rd.** **Consider opportunities for improved crossing points of rail line and ferry access.**

Route Name	N6: South Rd to Fort Rise
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	January 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Well maintained footways along the route.**	**Cleaning of crossing points to enhance public realm and visibility.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**Fort Rd is well lit, no evidence of vandalism identified. Lighting deficiency along Fort Rise and lack of natural surveillance**	**Introduce lighting along Fort Rise**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Occasional build up of queues at the mini roundabouts, which can contribute to noise and air pollution**	**N/A**
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Lighting deficiency along Fort Rise**	**Increase lighting provision along Fort Rise.**
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Section of footway includes the use of grass verge (south of route), which could be uncomfortable in damp conditions.**	**Introduce ground cover which limits impact of damp and uneven ground on route**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	**Reasonable footway width along the western side of Fort Rd in excess of 1.5m in width and 2m in some cases.**	**N/A**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	**Staggered crossing at the start of South Rd has width in excess of 2m.**	**N/A**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	**Footway parking prohibited on Fort Rise as motor vehicles cannot go down path unless prior permission is granted.** **Bollards prevent large motor vehicles from through-access on Fort Rise**	**N/A**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Slight slopes up Fort Rise, sloping along South Rd.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g.driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**2**	**No additional concerns identified.**	**N/A**
COMFORT				**9**		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Minor detour from desire lines along Fort Rd due to the detouring of pavement to cater for perpendicular parking provision for 80m.**	**Consider removing parking to create more direct route.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Existing crossing points do not detour from desire lines.** **Those walking on the eastern side of South Rd have no crossing point when passing junction for Chapel St.**	**Provide a crossing point prior to this junction for pedestrians to access the western side of South Rd** **Consider introducing a controlled crossing across South Rd (i.e. zebra crossing) to promote safer crossing for those wishing to join the route from the eastern side of the road.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Wide crossing at South Rd/ Chapel St junction requires pedestrians to stop and wait for both ways to be clear. Parking obstructs ability to reach each side of the road.**	**Consider introducing double yellow lines a further 5-10m from the stop line.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**N/A**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**N/A**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**Crossing point to the bus stop south of Fort Rd could be implemented.**	**Introduce a highlighted crossing on Fort Rd to allow bus passengers to cross at designated point. Formalise bus stop with designated infrastructure.**
DIRECTNESS				7		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic flows are relatively low on the south of the route, though slightly more moderate north of the route.**	**Explore measures to reduce traffic speeds where appropriate.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Speeds are moderate along South Rd and Fort Rd.**	**Investigate measures to reduce traffic speeds.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**	**Visibility is good across the route.**	**N/A**
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Dropped kerb and tactile paving provision is consistently provided, with exception of Court Farm Rd to continue along Fort Rd.**	**Drop kerbs at appropriate points.**
COHERENCE				**1**		
			Total Score	**25**		

Criterion	Performance Scores
Attractiveness	4
Comfort	9
Directness	7
Safety	4
Coherence	1
Total	25

Comments	**The route generally has good accessibility, with low traffic flows limiting the noise produced by vehicles along the roadway, enhancing the route's attractiveness. Opportunities to cross between different sides of Fort Rd are limited.**
Actions	**Introduce a controlled crossing on South Rd. Introduce traffic calming measures on Fort Rd. Improve provision of dropped kerbing on Fort Rd.**

Route Name	E1: Eastbourne Core Walking Zone
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	02 March 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Footway maintenance is reasonable, though some incidences of littering are visible.**	**No significant interventions required.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	**Strong natural surveillance due to retail CCTV and street lighting.**	**No major interventions required.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Frequent traffic along main roads through town centre, including buses along most southern part of Terminus Rd, produce noise and air pollution.**	**Pedestrianise this section of Terminus Rd to enhance the public realm and reduce this issue.**
4. ATTRACTIVENESS - other	- Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Temporary features, namely construction work, spilling onto the public street.**	**N/A**
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Brickwork and paving along footways with loose and uneven parts, namely Bolton Rd and nearby parts of Terminus Rd. Footways on other roads are in good condition.**	**Resurfacing and replacement of footways required rather than continuous pockets of repairs.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Good footway widths, though parking bays limit footway width along Terminus Rd.**	**Pedestrianise Terminus Rd.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	**Good crossings widths in excess of 2m for controlled crossing points. These are brought into the carriageway, reducing the roadway's width (i.e.: Terminus Rd).**	**No significant interventions required.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	**No major instances of footway parking.**	**N/A**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	**Town centre is largely flat, no steep gradients or notable slopes identified.**	**N/A**
10.COMFORT - other	- Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**N/A**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				**5**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Minor detour from desire lines along Fort Rd due to the detouring of pavement to cater for perpendicular parking provision for 80m.**	**Consider removing parking to create more direct route.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Existing crossing points do not detour from desire lines.** **Those walking on the eastern side of South Rd have no crossing point when passing junction for Chapel St.**	**Provide a crossing point prior to this junction for pedestrians to access the western side of South Rd** **Consider introducing a controlled crossing across South Rd (i.e. zebra crossing) to promote safer crossing for those wishing to join the route from the eastern side of the road.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Wide crossing at South Rd/ Chapel St junction requires pedestrians to stop and wait for both ways to be clear. Parking obstructs ability to reach each side of the road.**	**Consider introducing double yellow lines a further 5-10m from the stop line.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**N/A**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**N/A**	**N/A**
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**Crossing point to the bus stop south of Fort Rd could be implemented.**	**Introduce a highlighted crossing on Fort Rd to allow bus passengers to cross at designated point. Formalise bus stop with designated infrastructure.**
DIRECTNESS				7		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic flows are relatively low on the south of the route, though slightly more moderate north of the route.**	**Explore measures to reduce traffic speeds where appropriate.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Speeds are moderate along South Rd and Fort Rd.**	**Investigate measures to reduce traffic speeds.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**	**Visibility is good across the route.**	**N/A**
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Dropped kerb and tactile paving provision is consistently provided, with exception of Court Farm Rd to continue along Fort Rd.**	**Drop kerbs at appropriate points.**
COHERENCE				**1**		
			Total Score	**26**		

Criterion	Performance Scores
Attractiveness	5
Comfort	9
Directness	8
Safety	3
Coherence	1
Total	26

Comments	**Eastbourne Town Centre is relatively friendly for pedestrians, with wide footways on most streets and crossing points at key destinations. The navigation between destinations however is not the most permeable at key junctions. Traffic causes severance along Terminus Rd, limiting the urban realm.**
Actions	**The pedestrianisation of Terminus Rd will provide direct access between the shopping district, south east of the station, to the seafront. Furthermore, introducing further crossing points between destinations rather than at destinations, including zebra crossings around the Memorial Roundabout, is needed to enhance directness within the core walking zone.**

Route Name	E2: Devonshire Place to Wellcombe Crescent
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	02 March 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Footways are overall well maintained with few instances of littering.**	**N/A**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	**No incidences of vandalism noted. Street lighting provision creating natural surveillance throughout route.**	**Improvements to street lighting are required along Station Way/Oxford Rd.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Traffic noise and pollution experienced along A259 and South St.**	**Traffic calming measures to reduce flows where feasible.**
4. ATTRACTIVENESS - other	- Examples of 'other' attractiveness issues include:- Evidence that lighting is not present, or is deficient;- Temporary features affecting the attractiveness of routes (e.g. refuse sacks).- Excessive use of guardrail or bollards			**1**	**Excessive use of guardrails west of B2103, parallel to Bede's Prep School, limiting opportunities for pedestrians to cross the road upon realisation that footway will disappear on southern/western side of Dukes Dr.**	**Provision of a break in the guard railing (or removing completely) and a crossing point.**
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Footpaths are in reasonable condition, though deterioration noted along Meads Rd.**	**Resurface sections of footway along Meads Rd.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Footway widths expanded at crossroad junctions along Carlisle Rd. Footway widths often in excess of 1.5m and 2m, with exception of Beachy Head Rd and west of Meads Rd.**	**Investigate scope to widen footways, or introduce traffic calming where not feasible.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**A lack of staggered crossings and refuges provided on wide roadways. Width of existing ones along B2103 (seafront) are of a too small width.**	**2 pedestrian refuges linking Willington Gardens to Willington Sq, across Compton St. Widen refuge islands along B2103.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	**No instances of footway parking noted along route.**	**No significant intervention required.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	**No significant gradients noted.**	**N/A**
10.COMFORT - other	- Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**N/A**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				**8**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Good footway provision throughout most of route, though steep banks on Dukes Dr limit potential for footway to be on western side of footway.**	**No major interventions required.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Crossings generally follow desire lines, however those on wide junction mouths (consistently along Meads Rd) detour away from straight line at some points.**	**Narrow junction mouths and widen their footways along Meads Rd.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Wide widths at South St/Meads Rd/Grove Rd junction causing severance, lack of direct crossing provision.**	**Pedestrians in front of town hall and simplify South St/Meads Rd/Grove Rd junction.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	**Zebra crossings provided near key destinations, such as single-phase crossing at Bede's Prep School, have short waiting time. Staggered zebra crossing on B2106 takes a slightly longer time.**	**N/A**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	**Puffin crossing on South Street has good green man time due to sensor. Other controlled crossings used are zebra crossings.**	**N/A**
16.DIRECTNESS - other	- Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**2**	**Sufficient gaps in traffic to cross where bus stops are located.**	**N/A**
DIRECTNESS				**9**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic volumes are highest along A259, being a key link to Bexhill and Hastings.**	**Investigate measures to reduce traffic flows if feasible.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate speeds along residential roads and seafront, with higher speeds along A259.**	**Investigate traffic calming measures to reduce speeds.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Restricted visibility of pedestrians at Beachy Head Rd/Carlisle Rd junction.**	**Introduce a crossing point that follows desire line across road.**
SAFETY				3		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Lack of dropped kerbing and tactile paving provision along west of route.**	**Introduce dropped kerbing west of the route. Tactile paving and dropped kerbing needed at refuge islands at Meads Rd/Carlisle Rd junction.**
COHERENCE				1		
			Total Score	**26**		

Criterion	Performance Scores
Attractiveness	5
Comfort	8
Directness	9
Safety	3
Coherence	1
Total	26

Comments	**Footway provision follows the desire lines overall, though the wide width of roads at junctions has an impact on journey times. Recent provision of dropped kerbing and tactile paving along much of Carlisle Rd, though the west of the route would benefit from similar treatment.**
Actions	**Traffic calming measures to reduce speeds and flows will reduce severance and enhance accessibility and safety for pedestrians. Resurfacing of footways required, whilst narrowing of junction mouths will increase pedestrian visibility and reduce the time added to the journey for crossing activity.**

Route Name	E3: Terminus Road to Park Avenue
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	02 March 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Few instances of littering. Overgrown vegetation on footway along Paradise Dr.	Removal of vegetation on southern side of footway along Paradise Dr.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Natural surveillance throughout most of route, though limited along A2270. Limited lighting provision within Gildredge Park.	Increase lighting provision in Gildredge Park.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	High levels of traffic noise along A259.	Traffic calming measures to reduce noise levels where appropriate, prioritising proximity to destinations where clusters of pedestrians may appear.
4. ATTRACTIVENESS - other	- Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	N/A	N/A
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Footway disrepair near 2 Southfields Rd, and pockets of Dittons Rd (west). Pockets of disrepair (up to 15m) along Crown St, and Motcombe Rd.	Footway resurfacing at noted locations, including pockets of A259 (tiling before driveways) and Beechy Ave (west).
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Footway widths often between 1.5m and 2m, with few exceptions i.e. Paradise Dr.	Widen footways into flat grass banks on A2270. With no key destinations on Paradise Dr, demand for this part of the route would be lower as it will be residents only.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Refuge islands and staggered puffin crossings along or connected to A259 a sufficient width.	Wider refuge islands on A2270 needed.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	No incidents of footway parking noted.	N/A
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	Slight gradient and sloping on A2270.	No significant interventions required
10.COMFORT - other	- Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	Street lamps limit scope to widen footways on some residential streets.	None.

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				**6**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**No footway on southern part of Dittons Rd for 40m.**	**Provide crossing point earlier on Dittons Rd. Introduce crossing point on Paradise Dr where footway switches between only northern and only southern side of the road.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Absence of crossing facilities linking Summerdown Rd and Compton Dr.**	**Introduce a crossing point on Summerdown Rd.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Crossing the road is direct and easy on residential roads, though exceptions are visible on busier main roads.**	**Introduce crossing refuge islands on busy main roads where desire lines are not met.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Staggered controlled crossings add to journey time along A259.**	**Introduce single-phase crossing point northwest of Station Roundabout, on Station Parade.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Good green man time as puffin crossings have sensors.**	**Please see (14).**
16.DIRECTNESS - other	- Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**Width of junction mouths along Dittons Rd and Paradise Dr/Compton Pl Rd junction increasing time taken to cross road.**	**Narrow junction mouths or add refuge islands as appropriate.**
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**High traffic volumes along A259 and A2270.**	**Investigate measures to reduce traffic volumes and speeds where feasible at key points providing access to destinations.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate vehicle speeds along Park Ave with 30mph limit, despite presence of Ratton School.**	**Traffic calming measures or controlled crossing provision to allocate priority to pedestrians.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Visibility is good throughout most of route. Milton Rd/MacMillan Dr has a wide junction mouth with limited visibility, and is close to a school.**	**Narrow junction mouth to increase visibility of pedestrians crossing along Milton Rd.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Poor dropped kerbing provision along Compton Rd, Compton Dr and Dittons Rd. No tactile paving on Upperton Rd/Hartfield Rd central refuge and crossing point.**	**Revise dropped kerbing and tactile paving provision on footways, at most junctions along residential streets.**
COHERENCE				**1**		
			Total Score	**20**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	6
Safety	3
Coherence	1
Total	20

Comments	**Good footway provision throughout most of route, though narrow at some points. Wide junction mouths and insufficient provision of dropped kerbing hinder the accessibility of footways. Crossing facilities miss out some key points along the route. Busy main roads are present on this route.**
Actions	**Introduce footway on Dittons Rd where absent. More crossing points, including refuge islands, on roads where desire lines are not met. Traffic calming measures required to reduce severance associated with crossing activities at gaps of traffic.**

Route Name	E4: Ashford Road to Lottbridge Drive
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	02 March 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**2**	**Footways are in a good condition. No littering identified.**	**None.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**No evidence of vandalism along the route. Limited natural surveillance along Horsey Sewer, though lighting is provided.**	**Introduce CCTV where feasible.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Moderate traffic noise to the south of the route, though high noise generated by high speeds along A2290.**	**Considering lowering speed limit from 40mph to 30mph along sections that concern the route.**
4. ATTRACTIVENESS - other	- Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**N/A**	**N/A**
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Footways are generally in a good condition, though pockets of damage visible along Astaire Ave and south of Waterworks Rd.**	**Resurfacing of footways required.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Good footway widths, often at least 2m in width along roadways. Smaller widths along Astaire Ave.**	**Increase footway widths where feasible. Remove vegetation and widen footway along southern side of A2290.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	**Width of staggered crossing island on Ashford Rd/Junction Rd in excess of 2m, accommodating all users.**	**Introduce island refuges where it is not feasible to narrow wide junction mouths (i.e.: negative impact on safety of users).**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Footway parking observed on double yellow lines along Cavendish Ave, blocking whole footway causing pedestrians to go into road.**	**Enforce or enhance traffic regulations.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	**No significant gradient noted.**	**N/A**
10.COMFORT - other	- Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**2**	**No barriers identified that impact the comfort of the footway.**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				**9**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Footway provision consistently throughout route, though wide junction mouths detour footways away from desire lines.**	**Increase footway width where junction mouths are wide, rather than pedestrians unnecessarily walking in road to meet desire lines.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Whilst crossings follow desire lines, the uncontrolled nature of these limits their directness for pedestrians.**	**Introduce puffin crossings where signalised junctions do not already have any.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**0**	**Crossing of road is direct at traffic light junctions (no pelican of puffin crossings provided), though significant delays are probable during busier periods.**	**Incorporate a puffin crossing into Whitley Rd/Firle Rd junction and Whitley Rd/Waterworks Rd. Consider toucan crossings where these intersect with a proposed cycle route.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Zebra crossing on Ashford Rd have no notable impact on crossing time, though signalised crossing junctions further north of the route do.**	**Consider opportunities to improve directness of crossing points.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Single-phased pelican crossings used across wide junction at Cavendish Pl/Ashford Rd, meaning green man time does not sense pedestrian movements on the crossing.**	**Replace pelican crossings with puffin crossings at this junction.**
16.DIRECTNESS - other	- Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**N/A**	**N/A**
DIRECTNESS				**5**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate traffic volumes on Ashford Rd and Cavendish Pl, high volumes along A2270.**	**Explore feasibility of reducing vehicle flows where appropriate.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**2**	**Moderate speeds along roads, though existing speed tables at crossing points across junctions reduce speed of vehicles on approach.**	**N.A**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Bend upon entrance of Bourne Street from Ashford Rd (left turn) has limited visibility for pedestrians.**	**Narrow junction mouth if feasible, or else introduce a highlighted crossing point. Also do this for Firle Rd/Dursley Rd junction.**
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Generally good dropped kerbing and tactile paving provision, though it is lacking in some locations, namely Moy Ave, Courtsland Rd and Ringwood Rd.**	**Increase provision in these areas.**
COHERENCE				**1**		
			Total Score	**24**		

Criterion	Performance Scores
Attractiveness	5
Comfort	9
Directness	5
Safety	4
Coherence	1
Total	24

Comments	**A largely residential route with moderate levels of traffic throughout most of it. Strongly benefits from Horsey Sewer path, limiting exposure to traffic noise and pollution. Good provision of crossing facilities in the main, with exceptions such as a lack of puffin crossings at signalised junctions. Dropped kerbing provision is not consistent throughout the route.**
Actions	**Enhancements to the footway quality through widening and/or resurfacing them at certain points along the route, potentially through ESCC's proposed Horsey Phase 1B scheme in 2020/21. Improve or extend crossing provision at key points throughout the route to enhance directness of crossing activity. Increase pedestrian safety through traffic calming measures (i.e.: reducing speed limits on busy roads) and through narrowing junction mouths to increase their visibility to motorists.**

Route Name	E5: Cavendish Place to King's Drive
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	02 March 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Footways well maintained, few incidents of littering noted.**	**Resurfacing required on Tutts Barn Ln.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**Good natural surveillance through most areas.**	**Consider increasing street lighting and CCTV to increase surveillance in the evening.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Close proximity between footways and traffic flows.**	**Consider interventions to encourage traffic calming where feasible.**
4. ATTRACTIVENESS - other	- Examples of 'other' attractiveness issues include:- Evidence that lighting is not present, or is deficient;- Temporary features affecting the attractiveness of routes (e.g. refuse sacks).- Excessive use of guardrail or bollards			**1**	**N/A**	**N/A**
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Footways are generally level, to a good standard, with some exceptions.**	**Review footway quality along Cavendish Pl and Tutts Barn Ln.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Narrow footway under 1.5m along Gorringe Rd, with space to widen footway. Space for grass verge along A2021 could be used to widen footway on approach to hospital.**	**Widen footway along Gorringe Rd on existing side, whilst clearing vegetation overgrowth on the other side. Widen junction mouth north of this road.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Width of staggered crossings generally sufficient, though further could be provided where it is not feasible to narrow junction mouths (i.e.: Bedfordwell Rd/A2021). Good width of refuge islands around Rodmill Roundabout.**	**Widen refuge island on A2040/Upper Ave junction, and introduce a refuge island at the junction for Bedfordwell Rd/A2021.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**No regular instances of footway parking identified.**	**No significant interventions required.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Level gradient throughout most of route, with exception of railway bridge.**	**N/A**
10.COMFORT - other	- Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**2**	**Bus shelters do not reduce footway width.**	**None.**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				**7**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Wide junction mouth of Ashford Sq meeting Cavendish Pl makes footway inaccessible for many as it meets a bridge.**	**Build out footway, introduce one-way flow (in-only) to allow footway to go into current roadspace.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Wide junction mouth at Tideswell Rd/Cavendish Pl means tactile paving (uncontrolled crossing point) deters from desire line by over 7m.**	**Build out footway and introduce highlighted crossing point closer to desire line.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Route would benefit from more controlled crossing points.**	**At signalised junction on Cavendish Pl/Langley Rd, turn uncontrolled crossings into puffin crossings. A zebra crossings near 12 and 24 Upper Ave to provide the most direct access along the route with the least crossing activity (roundabout).**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Controlled crossing points are largely single phase, having a minimal impact on journey time. Traffic phases at signalised junctions do sometimes delay for longer periods.**	**No significant interventions required.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Green man time is of sufficient length in most cases.**	**Replace pelican crossings with puffin crossings.**
16.DIRECTNESS - other	- Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**Rodmill Roundabout has a confusing layout in terms of where to cross for unfamiliar pedestrians.**	**Implement signage directing pedestrians between north and south of the route from this point.**
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**High traffic volumes along A2021, with moderate volumes along Upper Ave.**	**Investigate traffic calming measures to reduce volumes or attractiveness for motorists.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate traffic speeds along A2021.**	**Traffic calming measures upon approach of key crossing points and destinations, namely Eastbourne Sussex College and Eastbourne District General Hospital.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**	**Visibility levels are overall good.**	**No significant interventions required.**
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Dropped kerbs and tactile paving are of an overall good standard however improvements could be made at some junctions (i.e. Mill Gap Rd/Prideaux Rd junction).**	**Revise dropped kerbing provision in key locations.**
COHERENCE				**1**		
			Total Score	**22**		

Criterion	Performance Scores
Attractiveness	4
Comfort	7
Directness	6
Safety	4
Coherence	1
Total	22

Comments	**The route is largely residential, providing direct access to Eastbourne District General Hospital and East Sussex College Eastbourne. It is a relatively busy route consisting of main roads, nonetheless with good footway provision to provide direct access for pedestrians. Opportunities to make improvements through ESCC Eastbourne Hospital to Town Centre Cycle Route scheme in 2021/22.**
Actions	**Increase the route's attractiveness through street lighting provision and traffic calming measures. Enhance quality and connectivity to footways along route. Incorporate controlled crossings into busy signalised junctions.**

Route Name	E6: Marine Parade Rd to Birch Roundabout
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	02 March 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**2**	**Attractive route with no significant issues noted, with greenery and is parallel to the seafront.**	**No significant interventions required.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	**Good natural surveillance from residential properties, and presence of CCTV connected to retail facilities along Lottbridge Drove.**	**No significant interventions required.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**A259 and Lottbridge Drove are busy A-roads providing essential links across East Sussex, thus busy with traffic.**	**Traffic calming interventions where appropriate.**
4. ATTRACTIVENESS - other	- Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**N/A**	**N/A**
ATTRACTIVENESS				**6**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Loose and damaged tiles at pockets along Royal Parade.**	**Footway resurfacing required.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Footway widths in excess of 2m on most roads, or else 1.5m, with exceptions including Ringwood Rd.**	**Feasibility study to omit parking spaces to widen footway on Ringwood Rd due to availability of driveways.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Staggered zebra crossings along A259/Seaside are at least 2m in width, and pedestrian islands on Royal Parade are in excess of 1.5m in width.**	**No significant interventions required.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Few instances of footway parking on double-yellow lines on A259/Seaside.**	**Introduce bollards along double yellow lines where footway clearance widths would not be reduced.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	**Flat gradient throughout route.**	**No significant interventions required.**
10.COMFORT - other	- Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**N/A**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				**7**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**	**Existing footways meet desire lines.**	**No significant interventions required.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Crossings along A259/Seaside meet desire lines. No crossing points nor tactile paving markings at Eshton Rd/Latimer Rd and Royal Parade/B2106/Carlton Rd junctions.**	**Consider introducing a raised junction with highlighted crossing points to slow down traffic provide crossing facilities that follow desire line.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Controlled crossings are not present within close proximity to Seaside Roundabout to navigate between southwest and northeast arms of roundabout.**	**Introduce controlled crossing on southeast arm of roundabout (where island currently sits), guided by signage and other appropriate crossings.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Zebra crossings along A259/Seaside are mainly staggered, though not adding significantly to journey time.**	**Build out footway into wide roadway to convert staggered into single phase where appropriate.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Pelican crossings on Lottbridge Rd have shorter green man time than puffin crossing would have.**	**Upgrade pelican crossings to puffin crossings.**
16.DIRECTNESS - other	- Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**2**	**Bus stops along Seaside are served by sufficient crossing points to connect to key destinations.**	**No significant interventions required.**
DIRECTNESS				**8**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate traffic flows throughout route, though highest along A2290.**	**Review crossing provision to reduce severance caused by traffic.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate speeds throughout route, though highest along A2290.**	**Traffic calming interventions near destinations or key crossing points as appropriate.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Parking on Sidley Rd, Carlton Rd, Eshton Rd and Royal Parade goes right up to edge of junctions with other roads, reducing visibility of pedestrians.**	**Enforce parking restrictions, introducing double yellow lines around junction edges to increase pedestrian visibility.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.		**No dropped kerbing/tactile paving to access island with information board on Marine Parade Rd.**	**Revise provision here, as well as along Eshton Rd and south of Royal Parade.**
COHERENCE				**0**		
			Total Score	**24**		

Criterion	Performance Scores
Attractiveness	6
Comfort	7
Directness	8
Safety	3
Coherence	0
Total	24

Comments	**This route is in residential and seafront settings, with wide footways throughout most of it. It is well served by crossing points connecting to most destinations, though some incidents of severance are noted at junctions of residential roads, and along the A2290.**
Actions	**Enhancements to the footways are required and a revision of parking to ensure footway usage and uncontrolled crossing activity can occur safely. Traffic calming required to reduce severance caused along busy roads.**

Route Name	L1: Lewes Core Walking Zone
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	02 March 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**No major littering or vegetation growth identified.**	**Pruning along Station Rd.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	**High natural surveillance, no evidence of vandalism identified.**	**None**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Relatively high levels of traffic noise along A2029, High St and Station Rd.**	**Traffic calming measures or priority to pedestrians through crossing facilities or continuous footways.**
4. ATTRACTIVENESS - other	- Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**0**	**Lighting deficiency along alleyways/side roads.**	**Enhance lighting provision along key alleyways that directly connect to origins and destinations.**
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Footway condition is not of a high quality along High St.**	**Footway resurfacing in area near Crown Court.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Narrow footway width along minor, narrow, one-way streets, including West St.**	**Consider implementing informal streets scheme along some streets that connect to key destinations (i.e.: Lewes Train Station) or build outs of footways.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Crossing points on High St and other roads have limited width due to narrowness of footways.**	**Build out footways to introduce further crossing points where feasible.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Footway parking occurs on High St outside of Crown Court.**	**Introduce bollards at key points outside Crown Court.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Moderate uphill gradient noted from East to West in town centre, including High St.**	**N/A**
10.COMFORT - other	- Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**Excessive guardrails cause severance on West St (3 West St) where two one-way roads converge**	**Introduce Zebra or Toucan crossings at point before roads converge.**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				**6**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Limited footway provision along narrower, quieter roads.**	**Introduce informal streets at feasible points.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Limited crossing provision on West St to navigate between retail outlets.**	**Provide a controlled crossing point on West St. Introduce crossing point to access Lewes Castle.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**2**	**Roads generally do not have a large width, meaning crossing distance and thus crossing time is relatively short.**	**Introduce speed control tables with crossing points near bus stops to encourage safe crossing.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	**Crossings largely single phase due to the narrowness of the roadways.**	**No significant intervention required.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	**Reasonable green man time as narrow widths of roadways limit distance required for pedestrians to cross.**	**No significant intervention required.**
16.DIRECTNESS - other	- Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**Accessibility requirements for bus stop users when needing to cross road could be improved in some cases.**	**Improved crossing provision at bus stops required.**
DIRECTNESS				**9**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Traffic volume is moderate throughout town centre, particularly highest along High St and Phoenix Causeway.**	**Traffic calming measures where appropriate.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**20mph zone limits traffic speeds, though this changes on Phoenix Causeway.**	**Consider extending 20mph along Phoenix Causeway up to roundabout shared with Malling St.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Parking provision can limit visibility at some points on side roads.**	**Omit parking provision near (new) uncontrolled crossing points where appropriate and feasible.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Few inconsistencies in dropped kerbing provision at side roads. Concave drainage channels on the footway that makes route difficult for users in wheelchairs etc.**	**Some improvements to dropped kerbs required on those roads with existing on-street parking provision. Replace drainage channels with chord paving.**
COHERENCE				1		
			Total Score	**23**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	9
Safety	3
Coherence	1
Total	23

Comments	**Highest traffic levels and noise along High St and Station Rd. Narrow footways and pinch points identified in town centre. Single phase crossings reduce crossing time and thus time added to the journeys of pedestrians. Crossing provision does not always follow desire lines within retail areas.**
Actions	**Consider traffic calming along High St and Station Rd. Widen footways where feasible, or introduce traffic calming measures. Consider introducing informal streets along quieter roads. Expand crossing facilities.**

Route Name	L2: Cockshut Road to The Drove
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	02 March 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**2**	**Footways are well maintained, no instances of littering identified**	**N/A**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**Limited natural surveillance along west part of Prince Edward's Rd. Good natural surveillance elsewhere across route.**	**Introduce additional street lighting columns along west part of Prince Edward's Rd. Introduce lighting north of route near to Offham Rd.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**High levels of traffic approaching the station and navigating the Station Rd/Priory St/Mountfield Rd roundabout.**	**Consider traffic calming measures on approach of roundabout to reduce speeds.**
4. ATTRACTIVENESS - other	- Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Excessive use of guardrails to prevent crossing across wide roundabout junction (Station Rd/Priory St/Mountfield Rd).**	**Consider narrowing the junction mouths and removing the guardrails to reallocate space to pedestrians.**
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**2**	**Mostly in good condition, though minor cracks in paving tiles identified along Fisher St.**	**Footway repairing or resurfacing along Fisher St.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Footway width is restricted by bollards along Fisher St. Very narrow footways along Fisher St. Narrow footway on western part of Prince Edward's Rd.**	**Remove bollards and introduce traffic calming, such as speed tables or speed cushions where it is not feasible to widen footways, to enhance safety for pedestrians.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	**Existing pedestrian islands of a reasonable width.**	**N/A**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	**Instances of footway parking were not noted.**	**N/A**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Slight gradient on Prince Edward's Rd and going north through town centre.**	**N/A**
10.COMFORT - other	- Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**N/A**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				**9**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Footway provision meets desire lines in most cases. No footway for 140m along Landport Rd, though it provides a direct route for pedestrians along L2.**	**Expand footway provision along Landport Rd.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Crossings in key locations through town centre road. Absence of crossing point at mini roundabout (Mountfield Rd) to follow desire line from Lewes Priory towards Lewes Station.**	**Provide crossing point on Mountfield Rd.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Wide junction mouths at key points (i.e. Station St) increasing crossing time and encouraging vehicles to enter and exit at faster speeds.**	**Bends and buildings restricting visibility for drivers emerging from junction makes it infeasible to narrow the junction mouth**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Crossings are mainly single phase across the route.**	**Introduce more zebra crossings where space suffices to further enhance directness.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	**Narrow width of roadways means pedestrians can cross on the green man in sufficient time.**	**N/A**
16.DIRECTNESS - other	- Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**0**	**Junction clarity is poor at Fisher St/A2029/Mount Pl, difficulty navigating where to cross safely. Steps hinder accessibility for users with mobility challenges on the northern side of Prince Edward's Rd, where it meets Ferrers Rd.**	**Consider a continuous footway across Mount Pl, build out footway at appropriate crossing point(s), or redesign junction layout. Introduce signage or crossing points prior to steps to provide alternative path of access.**
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate volume of traffic along Nevill Rd and moderate speeds.**	**Consider traffic calming measures to reduce speeds on Nevill Rd.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Existing 20mph limit and narrow roadways mean vehicles travel at lower speeds south of the route.**	**Consider traffic calming on Prince Edward's Rd and Nevill Rd, with the latter housing a hospital and thus having a larger demand.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Visibility is limited within the inner-town streets, due to the narrow footways and roadways having tight bends. Visibility reduced by buildings lined along streets.**	**Consider traffic calming measures where there is no scope to build out footways to enhance pedestrian visibility.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**0**	**Inconsistent provision of dropped kerbing and tactile paving throughout route**	**Implement dropped kerbing and tactile paving where needed, maintaining those which already exist.**
COHERENCE				0		
			Total Score	**23**		

Criterion	Performance Scores
Attractiveness	5
Comfort	9
Directness	6
Safety	3
Coherence	0
Total	23

Comments	**Footway provision follows desire lines, though comfort is limited due to the constraints associated with the widths of the streets in the town centre. Access to the station is served by pedestrian crossings, though vehicle speeds linked to large the roundabout south of Station Rd and excessive guardrails limit the permeability of crossing along desire lines.**
Actions	**Expand street lighting provision where currently limited. Narrow junction mouths to increase visibility of pedestrians and increase ease of crossing. Revise footway quality and/or expand footway provision at the identified points. Consider introducing a continuous footway where demand for vehicular access is lower.**

Route Name	L3: Wellgreen Lane to Whitfield Ln
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	02 March 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**2**	**Route generally well maintained.**	**No significant interventions required**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**Limited natural surveillance south of Kingston Rd.**	**Introducing street lighting columns south of Kingston Rd.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**The north part the route is relatively quiet, though its southern part (Kingston Rd) is alongside fast moving traffic (40mph limit), exposing pedestrians to pollution and noise.**	**Traffic calming measures as appropriate to reduce vehicle speeds.**
4. ATTRACTIVENESS - other	- Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**N/A**	**N/A**
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**2**	**Footways generally well maintained.**	**No significant interventions required**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Width pinch point on Kingston Rd, 260m north of Wellgreen Ln and further pinch points along the road, east of The Cockshut. Narrow footways in Westgate St and New Rd.**	**Remove vegetation to widen footway. Widen footway into roadway where feasible, reducing speed limits if necessary. Widen footway along Old Malling Way by widening footways into grass verges and removing vegetation.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	**Zebra crossing on White Hill a reasonable width in excess of 2m.**	**No significant interventions required**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**0**	**Footway has been removed with space allocated to driveways on Westgate St. Parking from car park south of Brooks St spills onto footpath on southern side of road.**	**Traffic calming measures, and barriers to stop footway parking.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Slight gradient along New Rd and Old Malling St.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**N/A**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				**7**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Segregated path along Kingston Rd is currently prioritised for cyclists**	**Convert cycle path to a shared path along Kingston Rd.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Zebra crossing point on A2029 between New Rd and St John's Terrace deters slightly from desire line. Individuals must cross again on entering St John's Terrace as footway is only provided on one side. Absence of footway on northern side of Pelham Terrace means no uncontrolled crossing point to access park has been provided.**	**Introduce another crossing point west of St John's Terrace/A2029 junction.** **Introduce a highlighted crossing point and introduce footway to access off-road footway (park) on Pelham Terrace.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Quiet minor roads provide opportunities to cross at undesignated points. This is more challenging along Kingston Rd, a main road with higher speeds (40mph)**	**Introduce controlled crossings on Kingston Rd where appropriate.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Controlled crossing on White Hill is staggered, nonetheless unlikely to wait >5 seconds on the island.**	**No significant interventions required**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	**Pedestrian priority associated with controlled crossing provides sufficient green man time.**	**No significant interventions required**
16.DIRECTNESS - other	- Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**0**	**No footway for bus stop access on the eastern side of Kingston Rd.**	**Carry out a feasibility study to improve accessibility and safety of bus stop.**
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**High traffic volumes on Southover High St**	**Traffic calming measures on main roads near destination points.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**High traffic speeds along Kingston Rd, moderate speeds along Church Ln. Lower speeds through town centre and on minor roads.**	**Controlled crossings or traffic calming at key points for pedestrians (i.e. desire lines for crossing)**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Good visibility of road users across most of route, with exception of road bend on New Rd/Westgate Rd where footway reduces in width.**	**Introduce traffic calming or widen footways where feasible.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**0**	**Dropped kerbing and tactile paving provision is limited throughout route, with exception of White Hill/St John's Terrace/New Rd junction**	**Revise dropped kerbing provision throughout the route.**
COHERENCE				0		
			Total Score	**21**		

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

Comments	**The route is largely residential, intersecting the west of the core walking zone, meaning that few controlled crossings are used. Kingston Rd, south of the route provides access to Kingston Near Lewes, though the busyness and speeds associated with the road reduce the attractiveness of the route, along with narrow width pinch points.**
Actions	**Footway resurfacing is required. The removal of vegetation is needed for increasing footway widths. Expanding crossing provision to enhance directness along desire lines for pedestrians to access key trip destinations. Revise dropped kerbing provision throughout the route, and introduce traffic calming measures where required.**

Route Name	L4: Elm Grove to Brighton Rd
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	02 March 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Footways are well maintained, minor littering.**	**No significant interventions required**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**Good natural surveillance as route is largely residential.**	**Improve lighting provision on route between St Pancras Gardens and Bell Ln.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Bell Ln has frequent flows of traffic, with play area linked to off-road footway that connects route to this road.**	**Explore traffic calming opportunities to improve air quality.**
4. ATTRACTIVENESS - other	- Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**N/A**	**N/A**
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Good footway quality along most residential streets. Footway defects identified along southern side of Grange Rd and at pockets along St Pancras Gardens.**	**Footway resurfacing or tile replacement on Grange Rd (southern side) and St Pancras Gardens.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Wide footways along Winterbourne Ln and Barons Down Rd, though narrow on Grange Rd and St Pancras Rd.**	**Consider opportunities to increase footway width, primarily at key junctions and crossing points.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Footway widths often narrow and are constrained by the narrow widths of the overall street.**	**Traffic calming and building out footway where feasible.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	**No major instances of footway parking, compliance to double yellow lines.**	**N/A**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	**Minor sloping on Delaware Rd and Grange Rd, otherwise flat.**	**N/A**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces				**N/A**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				**6**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Footways provided on every road link, though missing on one side in some cases due to narrow street widths.**	**N/A - presence of private developments not providing public right of way.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Toucan crossing on Bell Ln meets desire line for those wishing to travel to Winterbourne Rd.**	**St Pancras Rd would benefit from a highlighted crossing on existing speed table north of junction with St Pancras Gardens.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Occupied parking spaces to west of Grange Rd can make it difficult for those to cross from northern to southern side of footway to access St Pancras Rd.**	**Introduce a highlighted crossing, omitting parking in 2 parallel parking spaces to fit the crossing point.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	**Puffin crossing used on Bell Ln, single phase and direct.**	**None.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	**Green man time is sufficient.**	**None.**
16.DIRECTNESS - other	- Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**2**	**Bus stop located on same side as one-sided footway on Winterbourne Rd.**	**N/A**
DIRECTNESS				**9**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate traffic volumes on Bell Ln, though quieter on remainder of route.**	**Investigate traffic calming measures to reduce appeal of rat-racing and thus reduce traffic volumes.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate traffic speeds on Bell Ln, whilst existing traffic calming measures in place on residential roads.**	**Traffic calming measures on Bell Ln.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Reasonably good visibility, though crossing in between parked cars a possible occurrence west of Grange Rd.**	**Introduce a highlighted crossing point that is visible to all road users.**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**0**	**Inconsistent provision of dropped kerbing and tactile paving throughout much of the route.**	**Enhance accessibility of Bell Ln recreational ground through level access requirements, such as dropped kerbing.**
COHERENCE				0		
			Total Score	**22**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	9
Safety	3
Coherence	0
Total	22

Comments	**Footway quality is good throughout route, though narrow at some points. Lighting provision is limited in some quieter areas away from main roads. Minor sloping occurs on route.**
Actions	**Increase traffic calming and improve footway comfort where possible. Expand crossing provision at key points. Dropped kerbing and tactile paving provision requires improvement.**

Route Name	L5: Brighton Road to Southerham Lane
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	02 March 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	**Footways are well maintained throughout. Incidences of minor littering.**	**No significant interventions required.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	**Natural surveillance is good throughout route, with exception of far east which runs parallel to A26.**	**Consider increasing street lighting provision and CCTV to enhance surveillance during evenings.**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	**Traffic noise along existing footway parallel to River Ouse along A26 is exposed to relatively high levels of traffic noise and potentially pollution.**	**Build footway segregated further from roadway closer to the riverside.**
4. ATTRACTIVENESS - other	- Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	**N/A**	**N/A**
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	**Minor defects in footway visible along Western Rd, parallel to Spital Rd,and pockets of the A277 (St Anne's Terrace/High St).**	**Repairs and resurfacing of footways where necessary.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	**Footway width has pinch points in town centre, restricted by overall widths of streets.**	**Expand footway width along northern side of Brighton Rd A277 to access Lewes HMP.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	**Crossing widths restricted at some points due to the restricted overall widths of roadways.**	**Build out footway at A2029/High St give-way point for a wider crossing point.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2	**No incidences of footway parking noted.**	**No significant interventions required.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	**Gradient is fairly level, though slight sloping to the west of the route.**	**No significant interventions required.**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2	**Bus shelters do not impede footway width across route.**	**No major interventions required.**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				**8**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**River Ouse causes severance between the paths on each side of the river. Lack of footway along Southerham Rd due to restricted street width.**	**Build bridge(s) to increase directness of journeys. Introduce walkway under existing bridge. Add paved footway for 400m between South St and Cliffe Industrial Estate alongside River Ouse. Traffic calming on Southerham Rd.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Insufficient crossing facilities to provide direct access to Clevedown sheltered housing. Lack of crossing points at Cliffe High St/Malling St and South St/Chapel Hill junctions.**	**Introduce crossing points at noted locations to meet desire lines and link destinations.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Absence of controlled crossing at south of Fisher St for High St due to the narrow width of the footway to accommodate for it, nonetheless one way so easier to cross.**	**Introduce a highlighted crossing point to guide pedestrians and alert drivers of crossing activity.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Crossing points are a mix of single phase and double phase at Nevill Rd/St Anne's Cres/Winterbourne Hollow junction.**	**Introduce a single-phase zebra crossing on South St, south of junction with Cliffe High St.**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Crossing points at Nevill Rd/St Anne's Cres/Winterbourne Hollow junction are pelican rather than puffin, thus do not detect if pedestrians are still using crossing.**	**Introduce puffin crossings at this junction.**
16.DIRECTNESS - other	- Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**2**	**Bus stop to access Victoria Hospital is served by a zebra crossing.**	**No major interventions required.**
DIRECTNESS				**7**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Relatively high traffic volumes approaching Brighton Rd/Western Rd/Nevill Rd junction, where bottlenecks occur.**	**Traffic calming or priority measures to increase safety of pedestrians.**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate traffic speeds along High St. Above average speeds along A26.**	**Introduce a toucan crossing to provide safe access to Cliffe Industrial Estate.**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	**Good levels of visibility throughout most of route.**	**No significant interventions required**
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Inconsistency in dropped kerbs along Nevill Rd to access hospital, and High St. Deteriorating tactile paving at crossings on Nevill Rd/St Anne's Cres/Winterbourne Hollow junction.**	**Improve provision of dropped kerbing, tactile paving and footway evenness where applicable on Nevill Rd, High St, and tactile paving at junction south of Nevill Rd.**
COHERENCE				1		
			Total Score	**22**		

Criterion	Performance Scores
Attractiveness	4
Comfort	8
Directness	7
Safety	3
Coherence	1
Total	23

Comments	**The route is generally of a high quality, with crossing point access to most key destinations. Some of these are of a narrow width, or are uncontrolled, limiting their safety and directness for pedestrians.**
Actions	**A major action is expanding the footpath provision along riverside to weatherproof an attractive alternative for those navigating between Cliffe Industrial Estate and the west or central part of the route.**

Route Name	L6: Phoenix Causeway to Mill Road
Length	N/A
Name of Assessor(s)	Matthew Dallas, John Davies and Lauren Kiff
Date of Assessment	02 March 2020

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	**Route well maintained, though vegetation blocks narrow footway on Mill Rd.**	**Remove vegetation to increase accessibility of footway.**
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	**Strong natural surveillance associated with housing and retail units along route.**	**Provision of street lighting on new path along riverside to link A2029 to Brooks Cl (off-road, alongside River Ouse).**
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	**Traffic calming measures (20 mph) along Church Ln reduce traffic noise.**	**Introduce speed cushions upon approach of zebra crossing to further enforce traffic calming in all road conditions.**
4. ATTRACTIVENESS - other	- Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	**Lighting provision limited along off-road parts of route.**	**Please see (2).**
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	**Absence of concrete or tarmac surface along footway between Spencers Ln and South Downs Rd makes it unsuitable for use in poor weather conditions**	**Resurfacing of footway with concrete or tarmac between Spencers Ln and South Downs Rd.**
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	**Wide footways across much of the route, though footway pinchpoints on A26 between Pets Corner and roundabout with A2029, and narrow footway on Church Ln between west of Fitzgerald Rd junction and A26/Mill Rd junction. Particular pinchpoints in footway width on High Street in the town centre.**	**Widen footway along A26 and into grass verge on northern side of Church Ln. Consider options to widen footway along High Street.**
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	**Controlled crossings of reasonable width at most locations.**	**No significant interventions required.**
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	**Footway parking occurs on Mill Rd, approaching Malling Down.**	**Enforcement of parking regulations.**
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	**Route is largely flat.**	**No significant interventions required**
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	**N/A**	**N/A**

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
COMFORT				**8**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	**Existing footways meet walking desire lines, though tarmac footway not provided along bankside between A2029 and Brooks Cl.**	**Provision of a weatherproof footway along riverside.**
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	**Desire lines largely met, with minor severance to directness caused by busy main road (A26), limiting safety of crossing at undesignated points.**	**Narrow junction mouths and provide more direct access between Church Ln and Mill Rd that meets desire lines.**
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	**Refuge islands have been sensibly placed and sit within desire lines.**	**Introduce central refuge island for bus stop access along A26.**
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	**Zebra crossings have little impact in directness, whilst signalised crossings are single phase, thus limiting impact on journey time.**	**Please see (14).**
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	**Good green man time at existing controlled crossing points, though pelican crossings are used at Eastgate St/A2029 intersection.**	**Introduce puffin crossing rather than a delayed stagger at Eastgate St/A2029 intersection.**
16.DIRECTNESS - other	- Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	**Bus stops along route have crossing points that follow desire lines, on the main.**	**Introduce a central refuge island around 30m north of The Spinneys bus stop, and a highlighted crossing on the bus stop on South Downs Rd.**
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	**Moderate traffic volumes throughout the main roads forming the ring of the route.**	**Traffic calming measures at key points where crossing activity occurs, such as near the Sussex Police Headquarters, and the retail park (i.e. zebra crossings at roundabout arms).**
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	**Route experiences moderate traffic speeds.**	**Please see above (17).**
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**	**Good visibility of all road users throughout route.**	**No major interventions required.**
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	**Dropped kerbing provision is limited at junction mouths along Church Ln. Footway on southern side of St Anne's Terrace detours through church grounds with significant height differences and steps causing issues for people with specific mobility requirements.**	**Dropped kerbing and tactile paving to enhance accessibility of footways. Conduct feasibility study into options to improve accessibility of southern footway on St Anne's Terrace.**
COHERENCE				**1**		
			Total Score	**23**		

Criterion	Performance Scores
Attractiveness	4
Comfort	8
Directness	6
Safety	4
Coherence	1
Total	23

Comments	**Existing traffic calming measures increase safety for pedestrians. Footways provided across most of route, with few exceptions noted. Footway parking incidents noted. Moderate traffic volumes on main roads.**
Actions	**Expand footway provision where required. Further enhance traffic calming where footways are narrow and/or very close to roadway (without parked cars in between). Increase or enhance provision of controlled crossings to increase directness of pedestrian crossing activity.**