Appendix H: Walking and wheeling audit tool

Note: Please refer to Appendix H of the Active Travel Act Guidance for a guide on how to use the audit tools.

Walking and wheeling route audit

Table 1.1: Walking and wheeling route audit details to be completed by the auditor

Walking and wheeling audit details	Information to be completed by the auditor
Route ATNM reference	Intentionally blank cell – to be filled in by the auditor
Start/end location audited	Intentionally blank cell – to be filled in by the auditor
Date(s) of audit	Intentionally blank cell – to be filled in by the auditor
Day(s) of week	Intentionally blank cell – to be filled in by the auditor
Time(s) of day	Intentionally blank cell – to be filled in by the auditor
Weather conditions	Intentionally blank cell – to be filled in by the auditor
Auditor(s)	Intentionally blank cell – to be filled in by the auditor
Notes to be aware of (if not captured below)	Intentionally blank cell – to be filled in by the auditor

Table 1.2: Walking and wheeling route audit

Audit categories	Critical (if any within this category, route cannot pass)	0 (Red)	1 (Amber)	2 (Green)	Existing score	Comments	Suggested amendments	Revised score (potential if improvements made)
1. Attractiveness – maintenance	Intentionally blank cell.	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Footways well maintained, with no significant issues noted.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
2. Attractiveness – fear of crime	Intentionally blank cell.	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	No evidence of vandalism with appropriate natural surveillance.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
3. Attractiveness – traffic noise and pollution	Intentionally blank cell.	Severe traffic pollution and/or severe traffic noise.	Levels of traffic noise and/or pollution could be improved.	Traffic noise and pollution do not affect the attractiveness.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
4. Attractiveness – other	Intentionally blank cell.	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. • Score 0-2 as appropriate.	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. • Score 0-2 as appropriate.	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. • Score 0-2 as appropriate.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
5. Comfort – condition	Intentionally blank cell.	Subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.	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.	Footways level and in good condition, with no trip hazards.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
6. Comfort – footway width	Intentionally blank cell.	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m – 2m).	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
7. Comfort – width on staggered crossings/pedestrian islands/refuges	Intentionally blank cell.	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m – 2m).	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
8. Comfort – clearance widths	Intentionally blank cell.	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.	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.	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
9. Comfort – gradient	Intentionally blank cell.	Gradients exceed 8 per cent (1 in 12).	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	There are no slopes on footway.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
10. Comfort – other	Access Control not in accordance with guidance recommendation and no objective justification for its inclusion (see Section 15.3).	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. • Score 0-2 as appropriate.	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. • Score 0-2 as appropriate.	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. • Score 0-2 as appropriate.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
11. Directness – footway provision	Intentionally blank cell.	Footways are not provided to cater for pedestrian desire lines.	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
12. Directness – location of crossings in relation to desire lines	Intentionally blank cell.	Crossings deviate significantly from desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings follow desire lines.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
13. Directness – gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Intentionally blank cell.	Crossing of road associated indirect, or associated with significant delay (>15s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
14. Directness – impact of controlled crossings on journey time	Intentionally blank cell.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Crossing are single phase controlled crossings.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
15. Directness – green man time	Intentionally blank cell.	Green man time would not give vulnerable users sufficient time to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time is of sufficient length to cross comfortably.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
16. Directness – other	Intentionally blank cell.	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. • Score 0-2 as appropriate.	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. • Score 0-2 as appropriate.	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. • Score 0-2 as appropriate.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
17. Safety – traffic volume	Intentionally blank cell.	High traffic volume, with pedestrians unable to keep their distance from traffic.	Traffic volume moderate and pedestrians in close proximity.	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
18. Safety – traffic speed	Intentionally blank cell.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	Traffic speeds moderate and pedestrians in close proximity.	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
19. Safety – visibility	Intentionally blank cell.	Poor visibility, likely to result in collisions.	Visibility could be somewhat improved but unlikely to result in collisions.	Good visibility for all users.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
20. Coherence – dropped kerbs and tactile paving	Dropped kerbs absent along the route.	Dropped kerbs provided, but tactile paving absent or incorrect.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerb and tactile paving meets current standards.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.
21. Coherence – signage	Intentionally blank cell.	Note the presence and quality of route signage (no score is required for this factor).	Note the presence and quality of route signage (no score is required for this factor).	Note the presence and quality of route signage (no score is required for this factor).	Intentionally blank cell – no score is required for this factor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – to be filled in by the auditor.	Intentionally blank cell – no score is required for this factor.

Table 1.3: Walking route audit outcome (example)

Score type	Existing score	Revised score
Total score	0	0
Total percentage	0.00	0.00
Not applicable factors	0	0
Critical factors	0	0
Suggested classification	Fail	Fail