Appendix B Active Travel Audit

Active Travel Audit

Land at Penllergaer Business Park

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Prepared for:
Stoford Properties Limited

Prepared by:
Stantec Ltd

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1 Introduction

1.1 Overview

1.1.1 This Active Travel Audit has been produced by Stantec on behalf of Stoford Properties Limited in support of a full planning application submission for the redevelopment of Mechatronics Systems Wales Ltd to provide a Distribution Centre on Land at Penllergaer Business Park.

1.1.2 As part of the development, it is proposed to provide 12,465m^2 (GEA) of B8 and ancillary B1 use classes, together with associated parking, servicing yard areas, landscaping and engineering works, including modifications to the existing access junction including the provision of a fourth arm on the existing Heol Y Ddraig roundabout junction.

1.1.3 Stantec have also prepared a Transport Assessment and Travel Plan in support of the full planning application.

1.2 Background

1.2.1 This report has been produced following pre-app comments received from the local highway authority. This stated that:

- "An audit must extend beyond internal site observations to consider integration with the wider highway network, particularly the A48 corridor."
- "A comprehensive approach is required to assess how the site connects with surrounding infrastructure, particularly the A48 corridor, which serves as a key strategic route for the development."
- "A wider analysis of pedestrian and cycle access should be included in the application documents that is able to map existing Active Travel routes. This will help identify gaps in connectivity and inform the design of new infrastructure to support safe and direct access to the site."
- "As a minimum, the development must demonstrate how it will deliver safe, direct, and convenient connections to the A48. This is essential to improving the likelihood of public transport uptake and reducing reliance on private car use."

1.3 Scope of report

1.3.1 This Technical Note has been produced following the principles set out in Appendix H of the Active Travel Act Guidance 'Walking and Cycling Route Audit Tool' and the Learner Travel and Active Travel Guidance.

1.3.2 The Walking Route Audit Tool has been used to examine three walking routes leading to and from the site location, providing connections to nearby residential areas and public transport stops.

2 Routes to work context

2.1 Site location

2.1.1 The development site is located in the Penllergaer Business Park, approximately 7.5km north-west of Swansea City Centre, South Wales. The site is bounded by:

- The A48 to the north
- Heol Y Ddraig to the east
- Open space to the south and west.

2.1.2 The location of the site in its local context is shown in Figure 2.1 below.

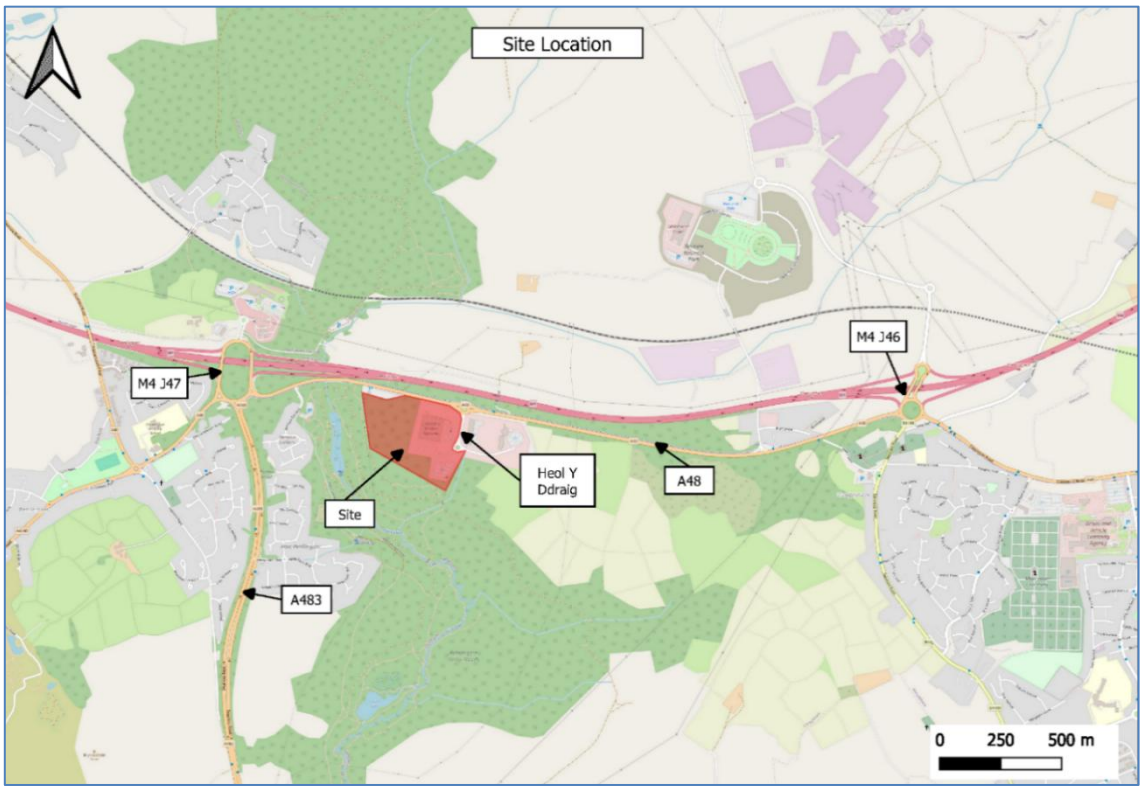


Figure 2.1: Site location

2.2 Highway safety

2.2.1 The CrashMap personal injury collision data website has been reviewed for the latest available five-year period between 1st January 2019 – 31st December 2023. The study area includes Heol Y Ddraig and the A48, as is shown in Figure 2.2.

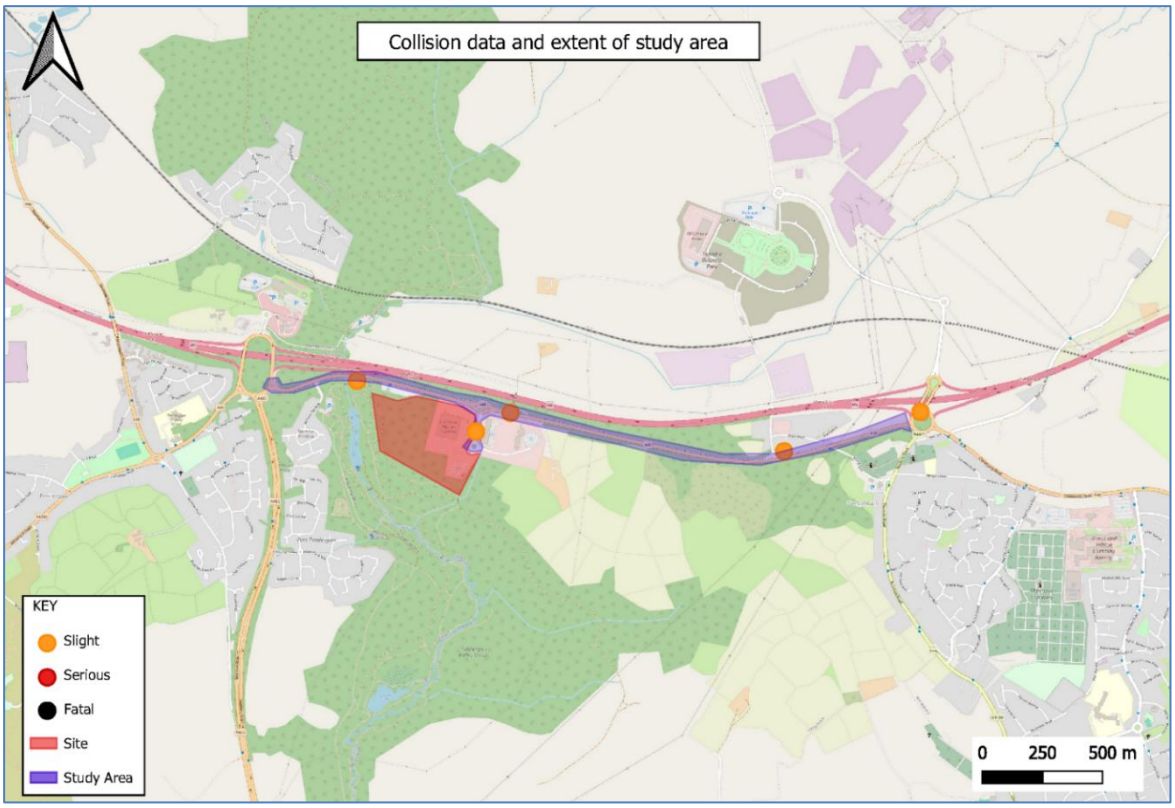


Figure 2.2 Personal injury collision data

2.2.2 An initial review of CrashMap shows that there has been a total of seven incidents recorded within the study area over the most recent five-year period, six of which resulted in slight incidents and one serious incident.

2.2.3 The incidents are described in detail below:

- Serious: the incident occurred at the roundabout along the A48. It involved a motorcycle colliding with the central island of the roundabout.
- Slight: the incident occurred along the A48. It involved a van proceeding normally along the carriageway colliding with a car turning right.
- Slight: the incident occurred at the roundabout with the A48 and B4489. It involved a van proceeding normally along the carriageway colliding with a lamp post.
- Slight: the incident occurred along the A48. It involved three vehicles, a good vehicle in the act of turning right, a goods vehicle in the act of turning left and a car proceeding normally along the carriageway colliding.
- Slight: the incident occurred along the A48. It involved a motorcycle.
- Slight: the incident occurred along the A48. It involved a car proceeding normally along the carriageway colliding with a tree.
- Slight: the incident occurred along in the internal road off the A48. It involved a car proceeding normally along the carriageway colliding with a cyclist turning right.

3 Walking route audits

3.1 Scope of study

3.1.1 A site visit was undertaken on the Tuesday 2nd September 2025, between the hours of 9am and 11am. The weather was overcast. As agreed with the Local Highway Authority, a total of three routes were included in the Audit assessed, including:

- Route 1: From the main pedestrian/cycle access from the development site to the shared cycleway footway located along the northern side of the A48
- Route 2: From the shared cycleway footway located along the northern side of the A48 to Clasemount Road, Morriston (from its junction with Pant Lasau Road).
- Route 3: From the shared cycleway footway located along the northern side of the A48 to the Penllergaer Primary School bus stop.

3.1.2 These routes are shown in Figure 3.1 below.

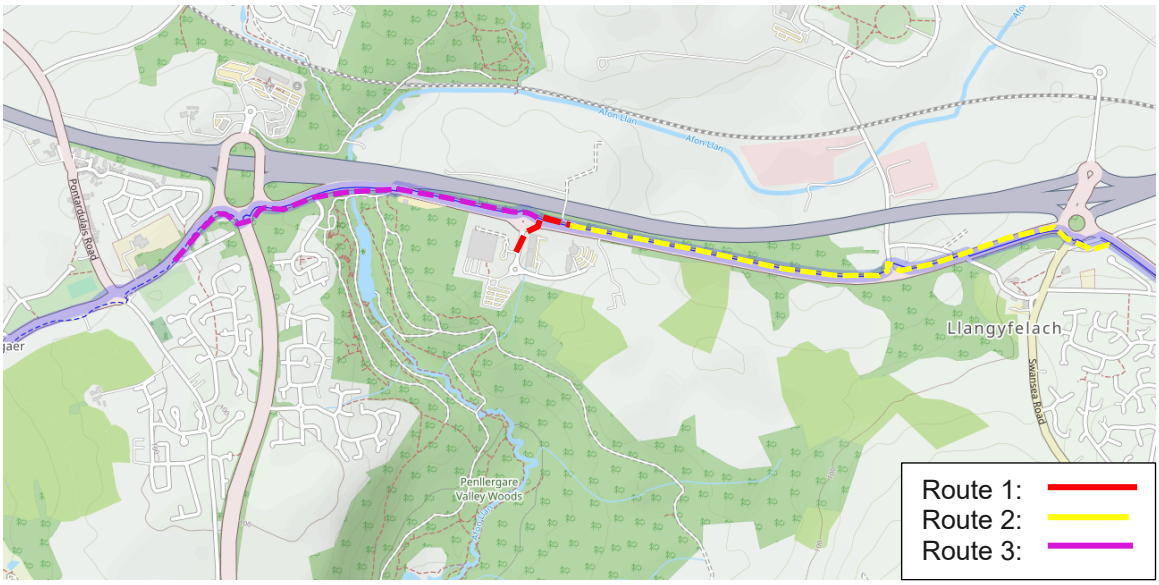


Figure 3.1: Route assessment map

3.2 Assessment criteria

3.2.1 The criteria of the route assessment consider the following factors:

- Route attractiveness - (maintenance, fear of crime, traffic/noise/air pollution etc)
- Comfort (condition, footway width, crossing facilities), footway parking, gradient etc)
- Directness (footway provision, if crossing the carriageway is easy, impact of crossings on journey times, green man times)
- Safety (traffic volume and provision of tactile paving or refuge islands)
- Coherence and signage.

3.3 Route 1

3.3.1 Route 1 runs from the sites main cycle and pedestrian access point, north along Heol Y Ddraig, to the shared cycleway-footway located along the northern side of the A48, using the existing pedestrian crossing point and refuge island located at the A48-Heol Y Ddraig roundabout junction.

3.3.2 Table 3.1 below provides a summary of the Walking Audit for Route 1. Analysis of the full audit is presented in Appendix A, at the end of this Technical Note.

Table 3.1: Route 1: Walking Audit

Walking score	
Overall score	29 out of 40
Number of elements not applicable to the route	-Impact of controlled crossing on journey time -Green man time
Total points to be reduced	4
Overall score (revised)	29 out of 36
Percentage	81% (Pass)

3.3.3 This route follows the main pedestrian desire line from the development site to the shared cycleway footway located along the northern side of the A48. The route's footway is overall well-maintained, however, maintenance is required, particularly during summer months, to ensure vegetation is maintained at the existing crossing point located at the A48-Heol Y Ddraig roundabout junction. Overgrown vegetation could result in restricted pedestrian visibility of oncoming traffic along the A48, increasing the potential for pedestrians to step out into the carriageway when it is unsafe to do so, or restrict drivers visibility of the existing dropped kerbs and tactile paving.

3.3.4 The proposed access junctions have been designed with dropped kerbs, tactile paving, and pedestrian footways which connect to the existing dropped kerbs located on the existing third arm of the Heol Y Ddraig-Llys-y-Ddraig roundabout junction to the south of the main access junction. This provides off-road connections to the existing footway located along the western side of Heol Y Ddraig, which provides connections (via dropped kerbs, tactile paving and a pedestrian refuge island) to the shared cycleway/footway located along the northern side of the A48.

3.4 Route 2

3.4.1 Route 2 connects from the shared cycleway footway located along the northern side of the A48 to Clasemount Road, Morriston.

3.4.2 This a relatively straight route, which is well lit, and a footway provided. This route benefits from good pedestrian connections which following the main pedestrian desire lines. A total of two crossing point are located along this route, both having tactiles and dropped kerbs presents. These crossing points provide connections over Bryntwod road, and the junction 46 roundabout.

3.4.3 Table 3.2 below provides a summary of a Walking Audit for Route 2. Analysis of the full audit is presented in Appendix B, at the end of this Technical Note.

Table 3.2: Route 2: Walking Audit

Walking score	
Overall score	28 out of 40
Number of elements not applicable to the route	-Impact of controlled crossing on journey time -Green man time
Total points to be reduced	4
Overall score (revised)	28 out of 36
Percentage	78% (Pass)

3.4.4 Route 2 provides good connections to the east of the site and follows main pedestrian desire lines to/from Llangyfelach. An audit of this route results in a score of 77%. The route records a relatively high volume of traffic at the Junction 46 crossing, and recorded a slight deviation of the crossing point at Bryntywod Road. However, this presents good opportunity to encourage active travel to/from the residential areas to the east of the site.

3.5 Route 3

3.5.1 Route 3 provides connections from the shared cycleway footway located along the northern side of the A48 to the Penllergaer Primary School bus stop.

3.5.2 Table 3.3 below provides a summary of a Walking Audit for Route 2. Analysis of the full audit is presented in Appendix B, at the end of this Technical Note.

Table 3.3: Route 3 Walking Audit

Walking score	
Overall score	33
Number of elements not applicable to the route	N/A
Total points to be reduced	0
Overall score (revised)	33 out of 40
Percentage	83% (Pass)

3.5.3 A pedestrian refuse island is located along the A48 which provides a clear transition to/from the shared footway located on either side of the carriageway. Signalised crossing points are provided at Junction 47 motorway junction which provide safe crossing points along the A483, and direct connections to the A88 westbound. The other crossing along this route features both dropped kerbs and tactiles. The route is well maintained and follows main pedestrian desire lines to the nearest public transport connections.

3.5.4 An audit of this route scores 83%, displaying that this route is a effective and safe route to provide connections to the Penllergaer residential area, and the nearest bus stop to the site.

4 Summary and conclusions

4.1 Summary

4.1.1 This Active Travel Audit has been by Stantec on behalf of Stoford Properties Limited in support of a full planning application submission for the redevelopment of Mechatronics Systems Wales Ltd to provide a Distribution Centre on land at Penllergaer Business Park.

4.1.2 Stantec have also prepared a Transport Assessment and Travel Plan in support of the full planning application.

4.1.3 This Technical Note examines three walking routes leading to the site access.

4.2 Conclusions

4.2.1 Audits of the three routes revealed that each of the routes are safe and accessible walking routes and will provide connections to nearby residential areas and public transport stops via active travel modes.

Appendix A Route 1 Walking Audit

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
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 leading from site access is overall well maintained, with some literring and overgrown vegetation		
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		2	No evidence of vandalism.		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		2			
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness 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				2			
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		2			
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	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 C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		2			
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	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.	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 C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2			
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2			
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2			
10.COMFORT - other	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				2			
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2			
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		1			
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		1			
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		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.		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. Score 0-2 as appropriate				2			
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		2			
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		1			
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		0	Overgrowth of vegetation has the potential to restrict visibility at a point where pedestrians cross on the dropped kerbs and tactile		
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.		1			
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)							
			Total Score		**29**			**0**

Appendix B Route 2 Walking Audit

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2			
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines		1	Minimal natural and active frontage surveilance.		
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			
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 Score 0-2 as appropriate				2			
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		2			
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	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 C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		1			
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	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.	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 C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		1			
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2			
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1			
10.COMFORT - other	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				2			
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2			
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		1	Crossing point slightly deviates from natural pedestrian desire line.		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of con-trolled	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		2			
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		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.		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. Score 0-2 as appropriate				2			
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		1			
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		1			
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			
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.		2			
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)							
			Total Score		**28**			**0**

Appendix C Route 3 Walking Audit

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2			
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines		1	Lack of natural surveillance on some stretches of 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	High levels of traffic noise around Junction 47		
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 Score 0-2 as appropriate				2			
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		2			
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	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 C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		2			
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	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.	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 C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2			
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2			
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1			
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 Score 0-2 as appropriate				2			
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2			
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2			
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of con-trolled	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 took up to 15 seconds on average.		
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 is-land.		0	Crossing took over >10s		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2			
16.DIRECTNESS - other	Examples of 'other' directness issues 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				2			
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		1			
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		2			
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2			
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.		2			
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)							
			Total Score		**33**			**0**