

Chichester City LCWIP

Appendix C

Walking audit – Core Walking Zone & key routes



June 2020



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1. Introduction

Technical guidance¹ on the development of a Local Cycling and Walking Infrastructure Plan (LCWIP) was published by DfT in April 2017. This sets out an approach to network planning for walking which includes the identification of a 'Core Walking Zone' in addition to longer key walking routes.

As part of the scoping of the LCWIP the area forming the Core Walking Zone was identified as the centre of Chichester. This was assessed in November 2019. In February 2020 a further survey was undertaken of two corridor routes running north and west from the core area. The core walking zone and the starting points of the key walking routes are shown in Plan 1 below.

Plan 1. Core Walking Zone & key walking routes



¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

2. Walking audit process

An initial survey was carried out of the Core Walking Zone using GIS. The road and path network was divided into links and areas for more detailed auditing. Each link or area began and ended where the characteristics of the pedestrian environment changed significantly or were interrupted by a major junction.

Once determined, the links and areas were assessed using the LCWIP Walking Route Assessment Tool (WRAT). This tool looks at five core categories that are further split into twenty subcategories.

WRAT categories

Core category	Subcategory	Issues to be assessed
Attractiveness	1. Maintenance	Maintenance of footways, removal of vegetation, rubbish and care of street furniture
	2. Fear of crime	Evidence of vandalism and how well the area is overlooked & observed
	3. Traffic noise & pollution	Level of traffic noise and pollution affecting the area
	4. Attractiveness - other	Any other issues such as lighting, excessive guardrails & bollards, refuse sacks etc.
Comfort	5. Condition	How level the footways are and the quality of the surface
	6. Footway width	Generally, over 2m is considered good and less than 1.5m is poor
	7. Crossing width	The width of staggered crossings, specifically the width of refuges, islands and reservations
	8. Footway parking	How the footway is obstructed by footway parking
	9. Gradient	Are there significant gradients on the footway?
	10. Comfort - other	Other obstructions such as access gates opening onto footway, bus shelters, bins and other barriers
Directness	11. Footway provision	How footways provide for pedestrian desire lines
	12. Location of crossings	How pedestrian crossings are located in relation to pedestrian desire lines
	13. Gaps in traffic	Can pedestrians crossing away from crossings find adequate gaps in traffic
	14. Crossing delay impact	How staggered crossings and waiting times affect journey times
	15. Green man time	Length of green man time
	16. Directness - other	Are bus stops etc. accommodated? Is the layout confusing leading to potential severance?
Safety	17. Traffic volume	How much traffic is there and how close is it to pedestrians?
	18. Traffic speed	How fast the traffic is moving and its proximity to pedestrians
	19. Visibility	How well pedestrians can see and be seen
Coherence	20. Dropped kerbs and tactile paving	Are dropped kerbs and tactile paving correct and where they should be?

Each of the twenty subcategories were scored on a three point scale

- *Poor provision - score 0*
- *Adequate but should be improved if possible - score 1*
- *Good quality provision - score 2*

The full descriptions of the scoring criteria as set out in the DfT guidance are at the end of this Appendix (see www.gov.uk/government/uploads/system/uploads/attachment_data/file/602531/walking-route-audit-tool.xlsx).

The maximum score possible is 40. The LCWIP guidance recommends that any item with a score under 70% (28 out of 40) is considered to be poor.

The DfT guidance does not differentiate between items scoring over 70%. However, to assist development of measures to improve walking we have divided these into two groups: Adequate (70%-85%) and Good (over 85%).

Example of Poor crossing provision (subcategory 12), South Street

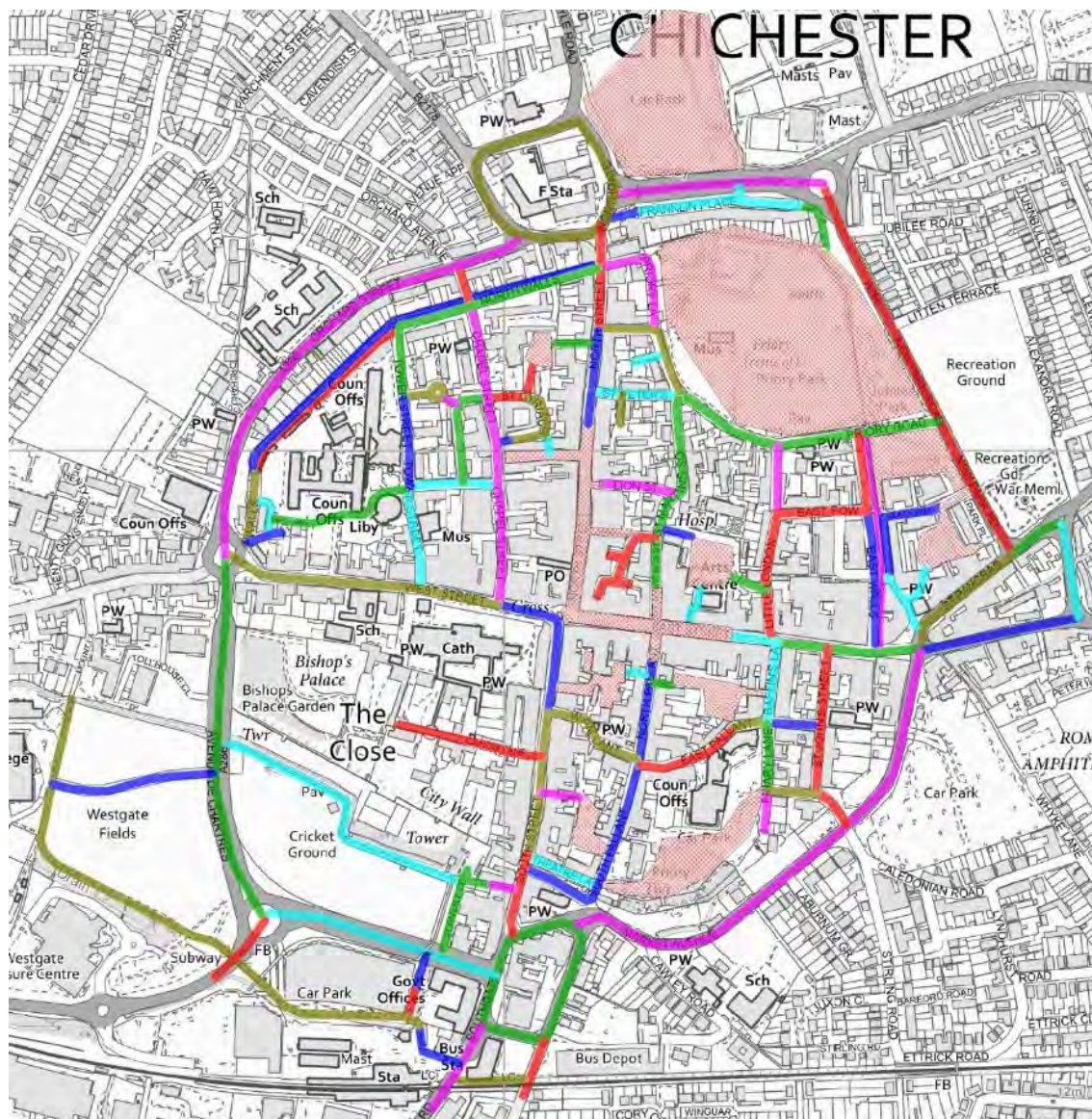


3. Core Walking Zone – detailed audit

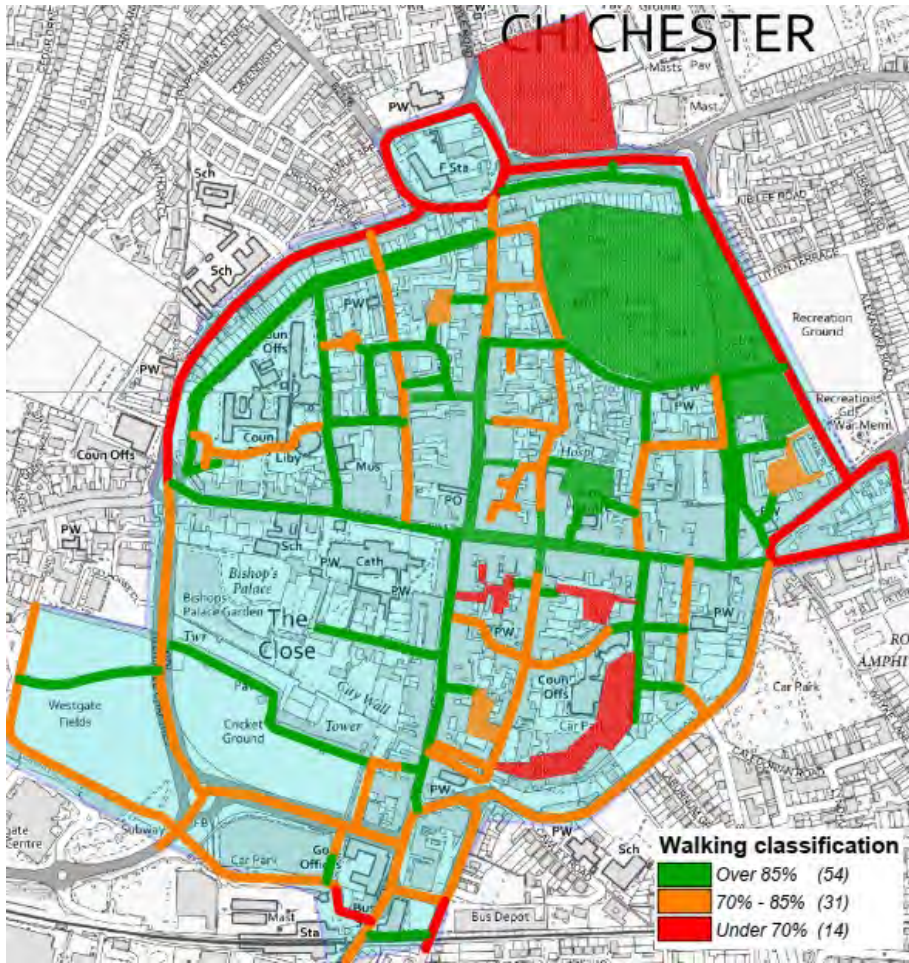
The initial survey divided the audit area into 99 distinct items comprising 88 links and 11 areas (mostly car parks). These are shown in Plan 2 below (note different colours used only to indicate separate sections).

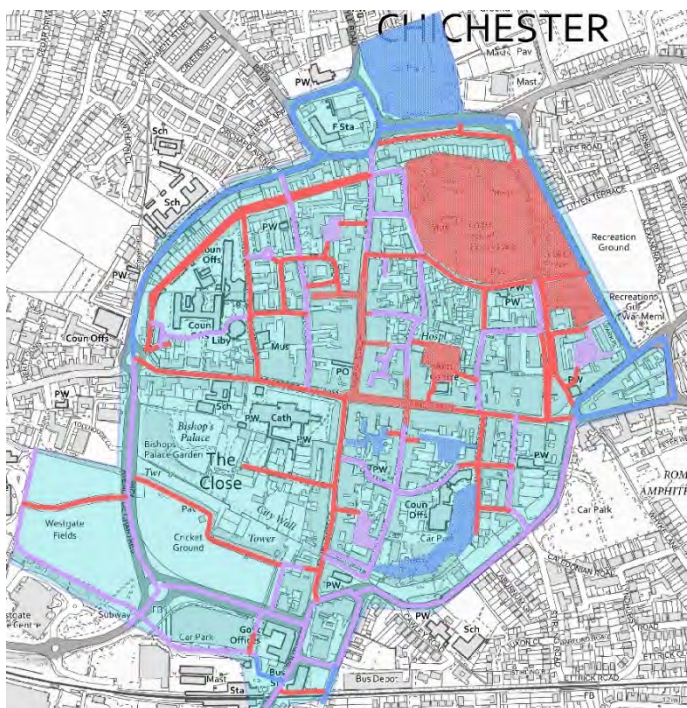
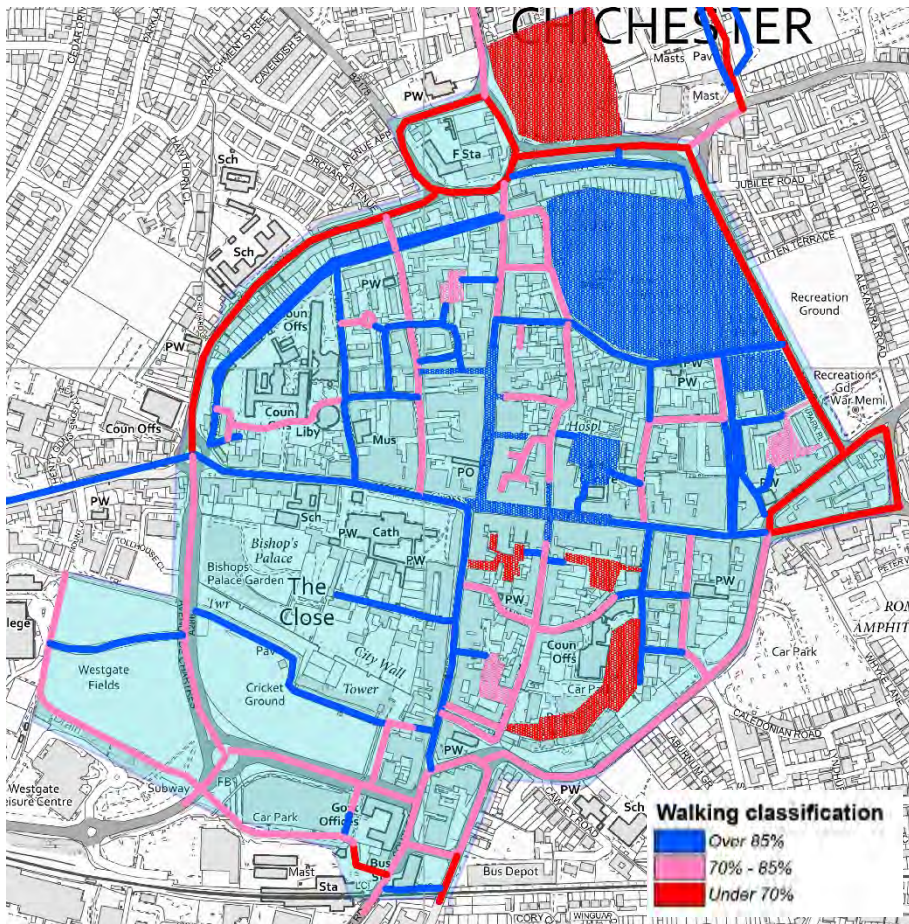
Plan 3 shows links and areas classified as Good (green), Adequate (amber) or Poor (Red) according to the percentage score. The smaller plan uses a reverse heat map version to allow for colour blindness.

Plan 2. Audit links and areas



Plan 3. Audit links and areas classified by % score (with alternate version for colour blindness)





Overall, 54 links or areas were classified as Good, with 31 Adequate (i.e. improvements would be of some benefit) and 14 Poor. The latter are listed below.

Table 1. Links and areas classified as Poor

Ref.	Street / area	Score (max 40)	%	Comments
CW07	Station Approach	27	68%	Very poor for pedestrians accessing shared path away from the station. Pedestrian comfort sacrificed to accommodate disabled parking bays
CW81	Cooper Street car park	27	68%	Route through car park with no pedestrian provision. Minimal footpath on access road
CW04	Basin Road	26	65%	Very poor crossing at north end where pavement on west side peters out short of crossing point
CW19	The Hornet	26	65%	Narrow pavements. One build-out has dropped kerb but nothing opposite. Very poor
CW20	Needlemakers	26	65%	Unnecessarily wide with lots of fast traffic and inadequate crossings.
CW21	St Pancras	26	65%	Crossing at east end is poor for visibility and the whole thing is unsatisfactory
CW77	Cawley Priory & East Pallant car parks	26	65%	Car parks with no serious pedestrian provision
CW84	Baffins Lane car park	26	65%	No pedestrian provision through car park. Very poor provision on accesses. Narrowing, missing drops etc.
CW23	Northgate car park	25	63%	Another car park with no pedestrian provision and a clear route intended through it. Pedestrians just have to mix it
CW16	Oaklands Way	24	60%	No tactile and central reservation means no crossings. Narrow footpath overgrown in parts
CW10	Orchard Street	23	58%	Very narrow pavements at points. No tactile at side roads and accesses. Ponding at some. Poor pavement surface and narrow island at southern end by roundabout
CW24	Northgate gyratory	23	58%	The problems with this gyratory are well documented but the pedestrian provision at all arms is very poor and some of the pavements are very narrow
CW17	New Park Road	22	55%	Pavement not continuous on both sides and at points narrow. Insufficient crossings badly placed and some missing tactile
CW18	St Pancras	22	55%	Intimidating environment for pedestrians. Narrow pavements, poor quality of dropped kerbs, inadequate crossings and lots of speeding traffic on what feels like a one-way race track

There are some mitigating circumstances which need to be noted before more detailed analysis of the findings is discussed. Chichester is an historic city with historic streetscapes, the preservation of which restricts some of the things which can be done to change existing infrastructure. In the historic core there are many places where narrow pavements result in a score of zero, but where pavement widening is not a realistic option.

Similarly, many links scored low on fear of crime where paths are not well overlooked, such as those through parks or along the city walls. These will be fine during daylight hours but less so in darkness. However, it would not be reasonable to expect that this could or should be changed

significantly as this is due to the nature of those locations.

Despite the relatively good performance, there are some significant issues to be addressed to make walking in the core area of Chichester attractive and convenient for both residents and visitors.

The density of car parks in and around the city centre makes a clear statement that people arriving by car are welcome. However, once drivers have parked the consistency of their experience on foot (including that of their passengers) is likely be much less satisfactory, particularly if they are less able bodied. Apart from one section of a single car park there is no dedicated pedestrian provision within car parks and hence after leaving their cars, drivers and passengers are expected to share car park roadways with vehicles arriving or leaving. In particular, Northgate, Baffins Lane and Cawley Priory/East Pallant car parks were all classified as Poor for people walking.

While the narrowness, or in some cases absence, of pavements is not unusual in an historic streetscape, what is less acceptable is the absence of adequate dropped kerbs to facilitate crossing where and when pavements cease. The almost total absence of tactile paving at the majority of crossings is also very poor. We would expect to see tactile paving as standard at any major junction or key crossing point (this can be provided in a way which is in keeping with conservation areas). This is not the case in Chichester, with the Northgate gyratory being an example of where a major series of junctions lack any tactile paving. Indeed, the overall walking and crossing provision at the gyratory is very poor.

As part of the cycling section of the LCWIP we carried out a partial Cycle Skills Network Audit (CSNA) of Chichester. This identified roads where cyclists or pedestrians would require skills greater than those achieved at Bikeability Level 2 (as taught at the end of primary school) to ride along or cross them in consistent safety.

The formal crossings on these roads were audited against the same criteria and the outcome of this audit are shown in Plan 4 below.

The CSNA shows that virtually all the roads in the city centre inside the inner ring road are were classified Level 2. The overall traffic safety issues in the city centre are satisfactory within the actual streets. However, the CSNA did not audit the car parks, just their access roads, so the lack of pedestrian provision within these is a genuine safety concern. Nearly as important is how the overall pedestrian experience might detract from enjoyment of the attraction of the historic city centre.

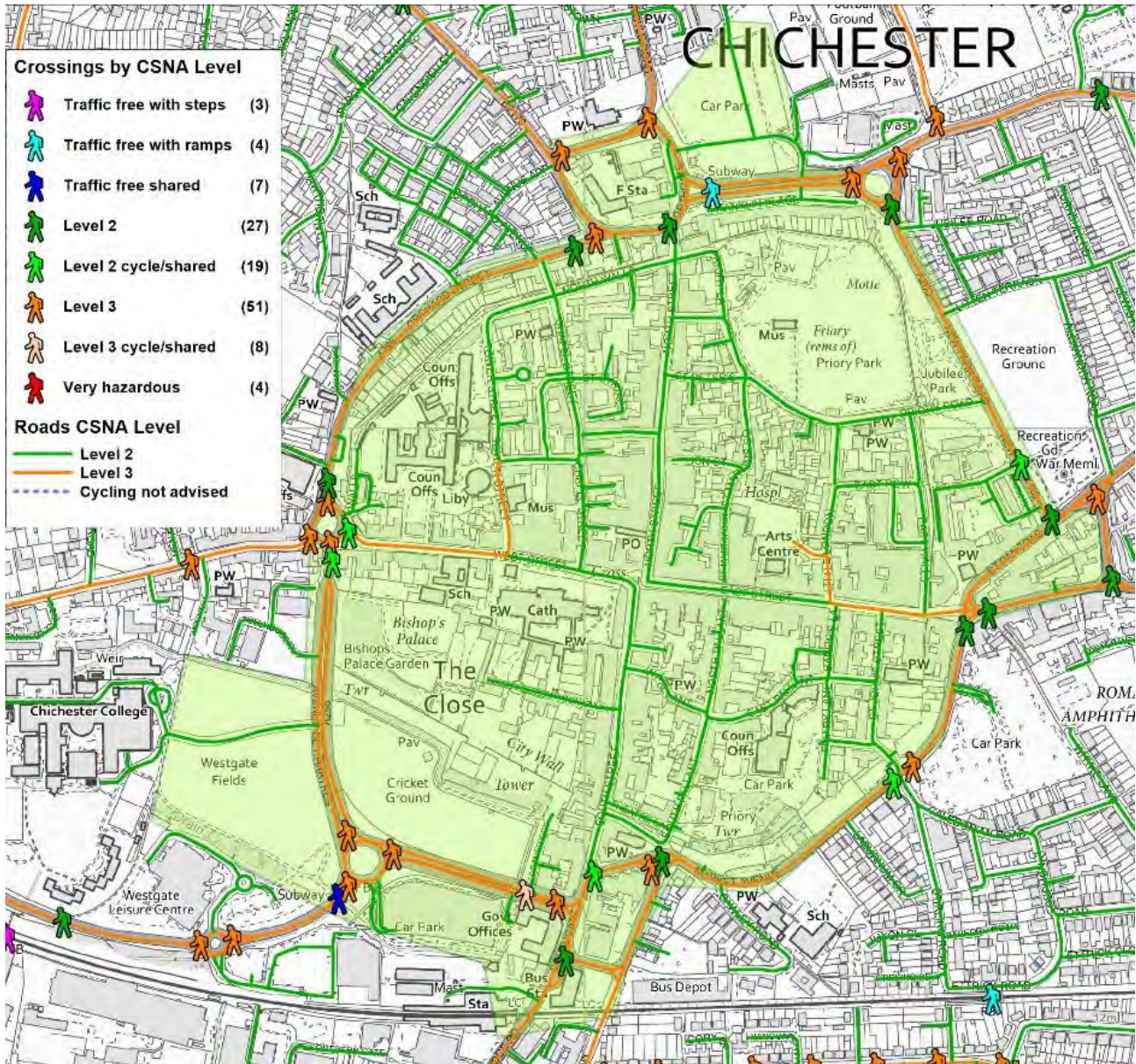
The pedestrianised streets in the centre are attractive, but while they were not failed in the walking audit it must be stated that the surface is very uneven in places. This is a drawback with York stone paving and cobbles which may fit the historic nature of the location but will be a problem those with pushchairs, wheelchairs or other mobility issues. Some historic towns and cities have found solutions that allow the retention of these materials while removing most of their inherent unevenness.

The detailed LCWIP audit found that the pedestrian environment of central Chichester is not coherent. The LCWIP walking audit categories provide the context for addressing the issues that lead to the lack of coherence. This will allow the development of a clear vision of what a pedestrian friendly Chichester should look like. The more detailed findings are dealt with below. By addressing these it will be possible to create a pedestrian environment that truly enhances the visitor experience and therefore benefits the whole of Chichester.

It is important to note that the overall score can mask those links or areas which were rated as Poor on one or more of the assessment categories, with a score of zero. Around two-thirds (68) of the

items audited had scores of zero on at least one category. These are described below in detail and shown in Plans 4-21.

Plan 4. CSNA of central Chichester showing crossing provision



Attractiveness

Plans 5, 6 and 7 below show the links (highlighted dotted yellow) and areas (yellow fill) that failed on one or more of the attractiveness categories.

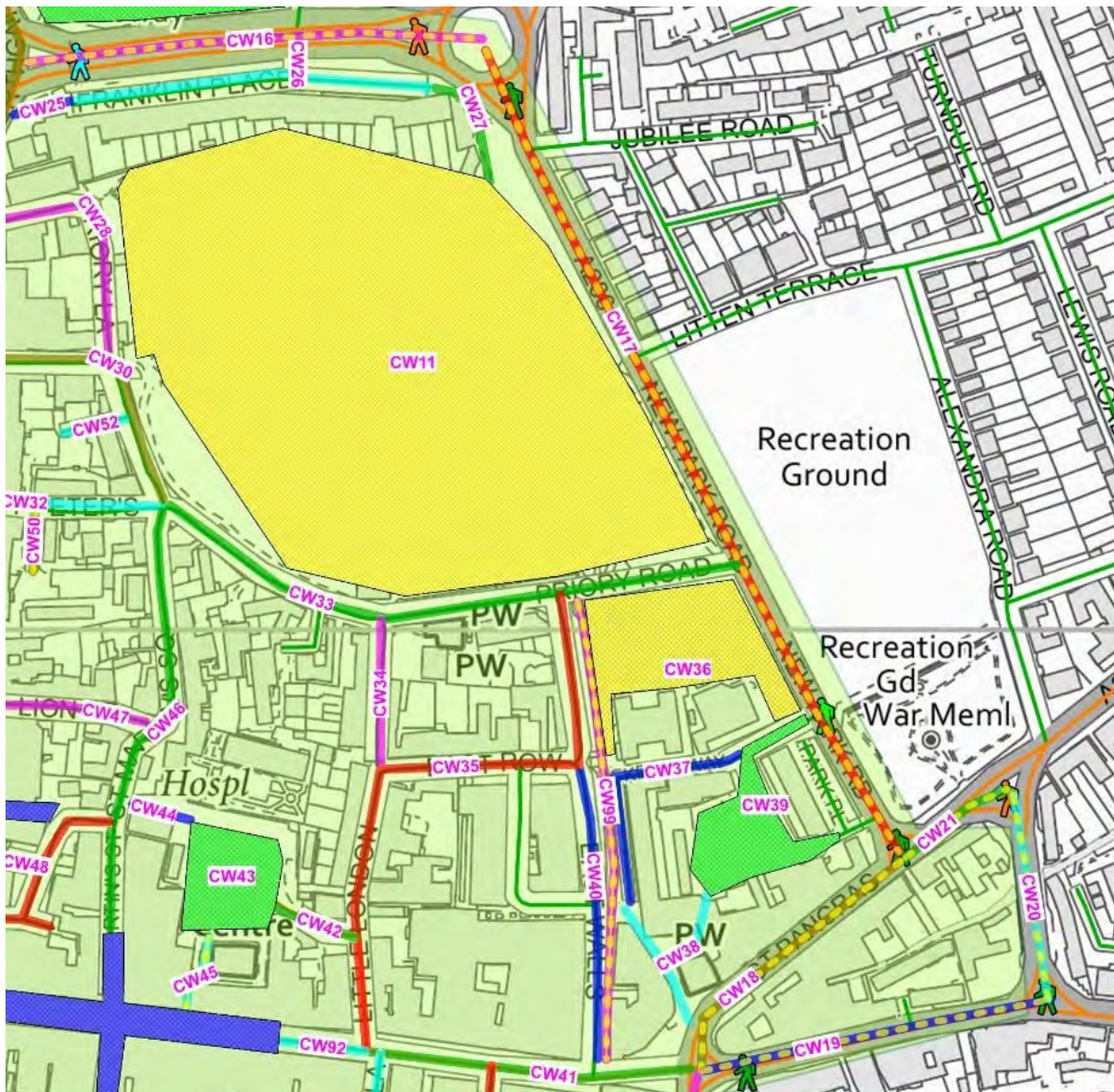
Plan 5. North west area



The links that failed on the attractiveness category were:

- **CW10** Orchard Street, which failed on traffic noise and pollution.
- **CW15** North Walls shared cycle/footpath and **CW54** North Walls footpath, both of which failed on the fear of crime category due to their isolated nature. This could be a deterrent to people walking and cycling, particularly after dark.

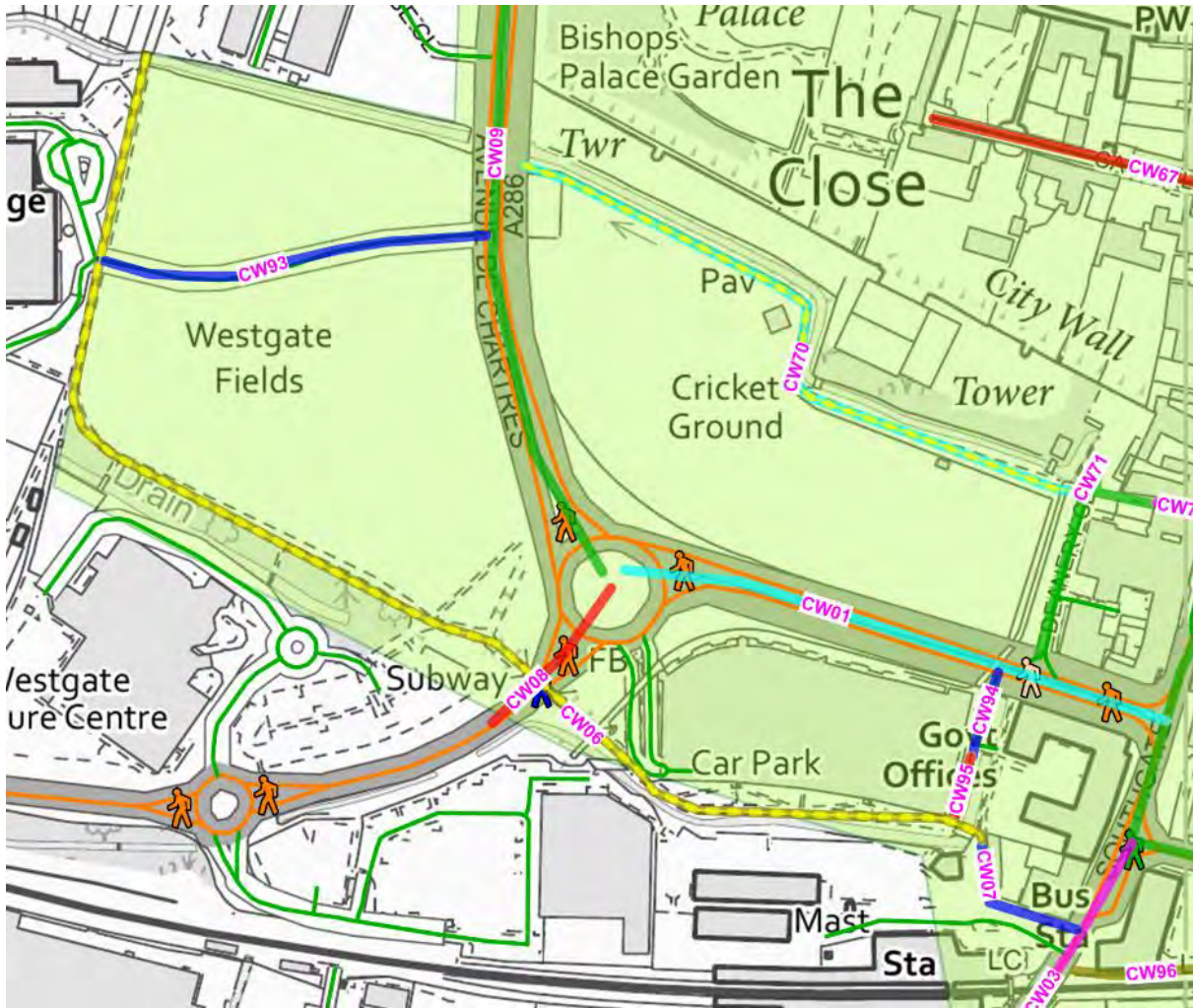
Plan 6. North East area



The links that failed on the attractiveness category were:

- **CW16** Oaklands Way failed on maintenance as parts of the narrow footpath on the south side is significantly overgrown by adjacent bushes.
- **CW17** New Park Road, **CW18 & CW21** St Pancras, **CW19** The Hornet and **CW20** Needlemakers all failed on traffic noise and pollution.
- **CW11** Priory Park, **CW36** New Park open space and Keats Way and **CW99** Upper Walls Walk failed on fear of crime, again due to their isolated nature.

Plan 7. South area



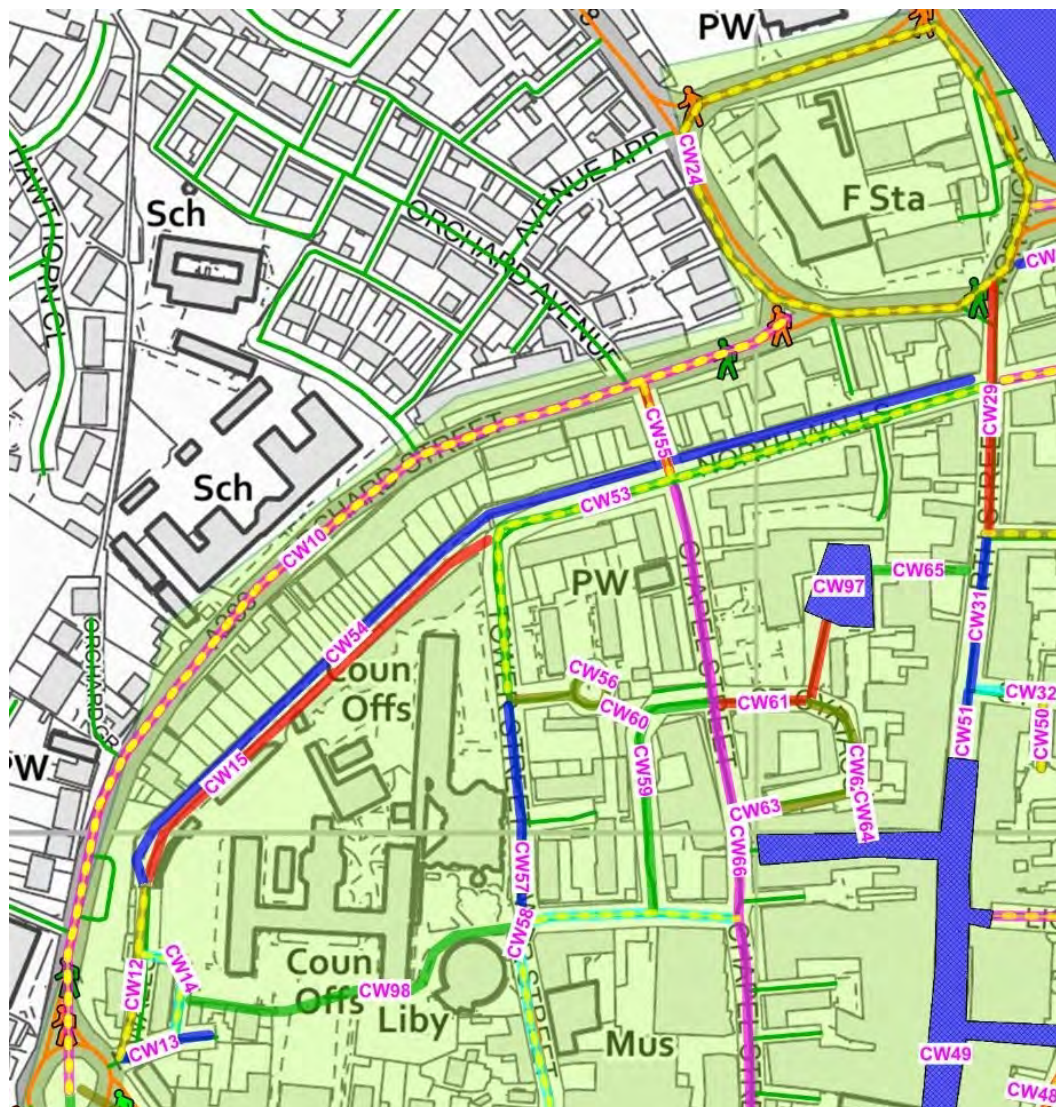
The links that failed on the attractiveness category were:

- **CW06** Chichester Station - Chichester College path and **CW70** Walls Walk by River Lavant, both of which failed on the fear of crime category due to their isolated nature.

Comfort

Plans 8, 9 and 10 below show the links (highlighted dotted yellow) and areas (yellow fill) that failed on one or more of the comfort categories.

Plan 8. North west area



The links that failed on the comfort category were:

- **CW10** Orchard Street has narrow pavements, areas of poor surfacing and a narrow island by the roundabout at its southern end.
- **CW24** Northgate gyratory, also has sections of narrow pavement which is poor for such a major feature.
- **CW12** and **CW53** (both North Walls) and **CW58** Tower Street & The Woolstaplers also have narrow pavements.

Plan 9. North east area



The links that failed on the comfort category were:

- **CW16** Oaklands Way, **CW17** New Park Road, **CW19** The Hornet, **CW33** Priory Road, **CW34** Little London, **CW47** Lion Street and **CW52** Jays Walk all have narrow pavements.
- **CW18** St Pancras and **CW28** Priory Lane have narrow pavements and issues with poor surface quality.
- **CW30** Guildhall & Priory Road have issues with crossing points.
- **CW35** Little London and East Row and **CW46** St Martin's Street have bollards and parking meters obstructing and reducing already narrow pavement widths. Little London also has a redundant guardrail panel restricting it further.
- The north end of **CW99** Upper Walls Walk can only be accessed via steps.

Plan 10. South area



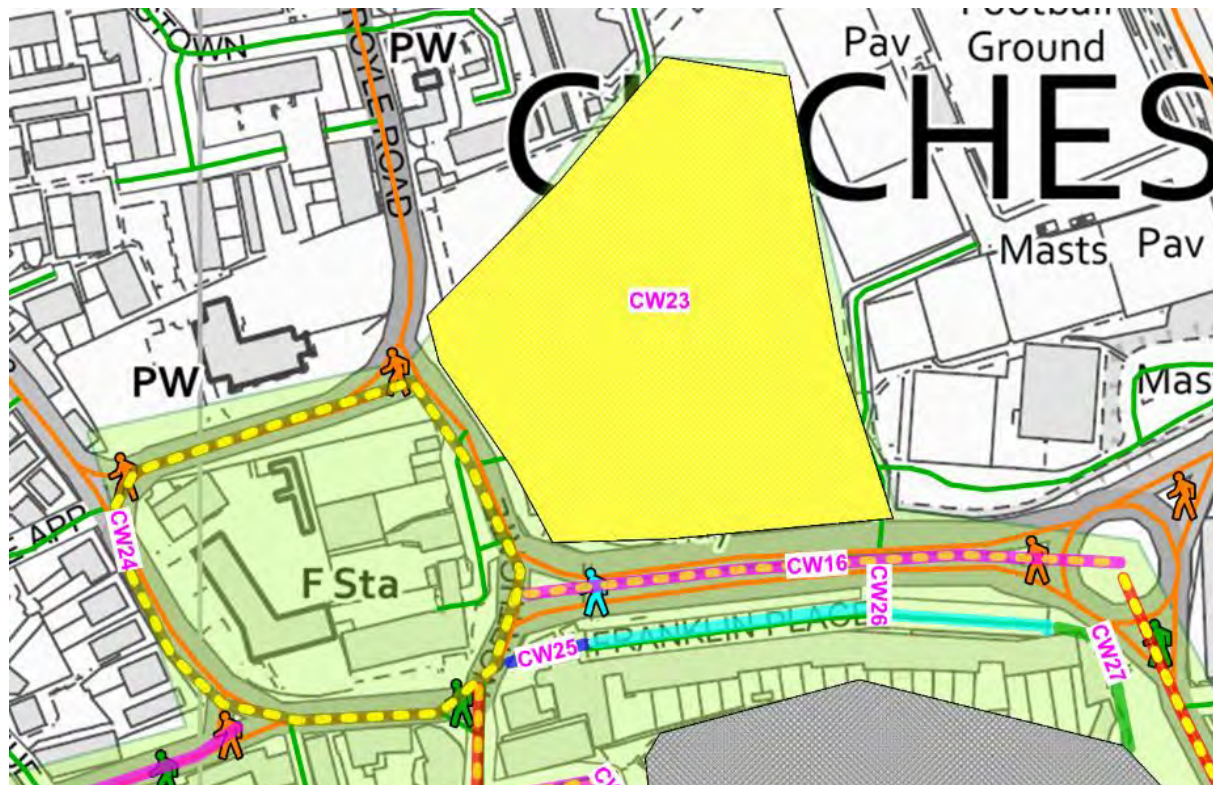
The links that failed on the comfort category were:

- **CW03** Southgate & Stockbridge Road, **CW75** Theatre Lane, **CW76** North and South Pallant, **CW80** West Pallant and **CW85** East Pallant all have narrow pavements.
- **CW01** Avenue de Chartres and **CW22** Market Road both have narrow crossings.
- **CW67** Canon Lane has a very poor pavement surfacing, and in particular the pavement on the north side is very narrow.

Directness

Plans 11-15 below show the links (highlighted dotted yellow) and areas (yellow fill) that failed on one or more of the directness category.

Plan 11. North area



The links that failed on the directness category were:

- **CW16** Oaklands Way has a central reservation which means there are no places to cross informally along its length.
- **CW23** Northgate car park has very poor provision for pedestrians (including drivers and passengers walking to or from their cars), with no footpath provision whatsoever. There are pedestrian signs but these direct people along and across the car park roadways.
- **CW24** Northgate gyratory is missing crossings on key desire lines.

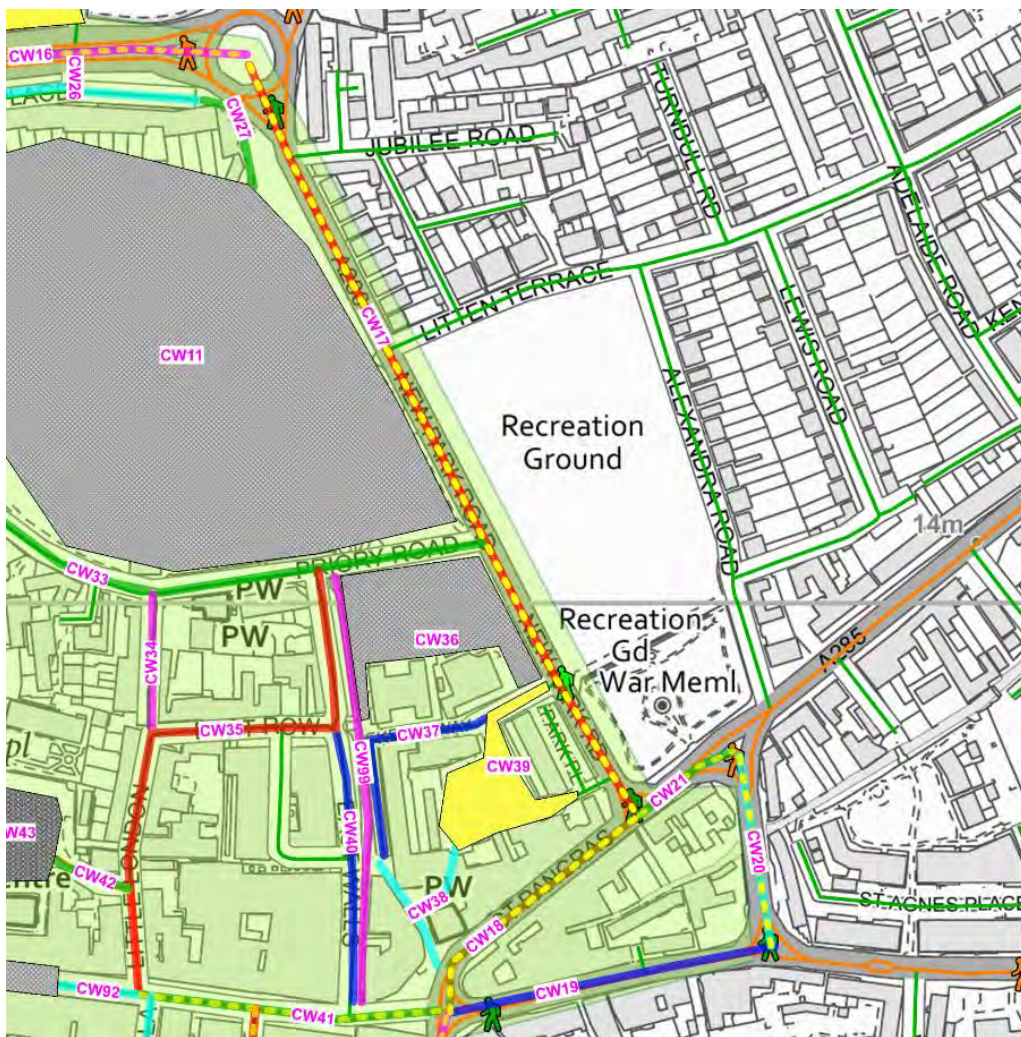
Plan 12. North west area



The links that failed on the directness category were:

- **CW28** Priory Lane, **CW52** Jays Walk, **CW55** Orchard Street, **CW62** St Cyriacs, **CW97** St Cyriacs car park and **CW98** West Sussex County Council campus all lack a pavement or other walking provision on key pedestrian desire lines.
- **CW29** North Street, **CW46** St Martin's Street, **CW47** Lion Street, **CW51** North Street, **CW58** Tower Street & the Woolstaplers, **CW59** The Providence, **CW60** Path between Tower Close and The Providence and **CW66** Chapel Street all lack crossings on key pedestrian desire lines.
- **CW30** Guildhall Street & Priory Road and **CW56** Tower Close both have missing pavements and crossings on key pedestrian desire lines.

Plan 13. North east area



The links that failed on the directness category were:

- **CW17** New Park Road which suffers from lack of continuous pavement provision, crossings on desire lines, gaps in traffic in peak periods and staggered nature of existing crossing points.
- **CW18** St Pancras is also missing crossings on key desire lines and with staggered delay of exiting crossing provision.
- **CW20** Needlemakers has poor crossing location and heavy traffic at peak hours reducing crossing gaps.
- **CW21** St Pancras and **CW41** East Street both lack crossings on key desire lines.

Plan 14. South east area



The links that failed on the directness category were:

- **CW76** North & South Pallant and **CW78** South Pallant car park both have no footpaths or other walking provision on pedestrian desire lines.
- **CW77** Cawley Priory & East Pallant car parks, **CW81** Cooper Street car park, **CW84** Baffins Lane car park and **CW85** East Pallant all lack direct pavement provision and crossings on desire lines.
- **CW22** Market Road, **CW69** West & South Streets, **CW73** South Street, **CW75** Theatre Lane, **CW86** East Pallant and **CW90** St John's Street are all missing crossings on key pedestrian desire lines.

Plan 15. South west area



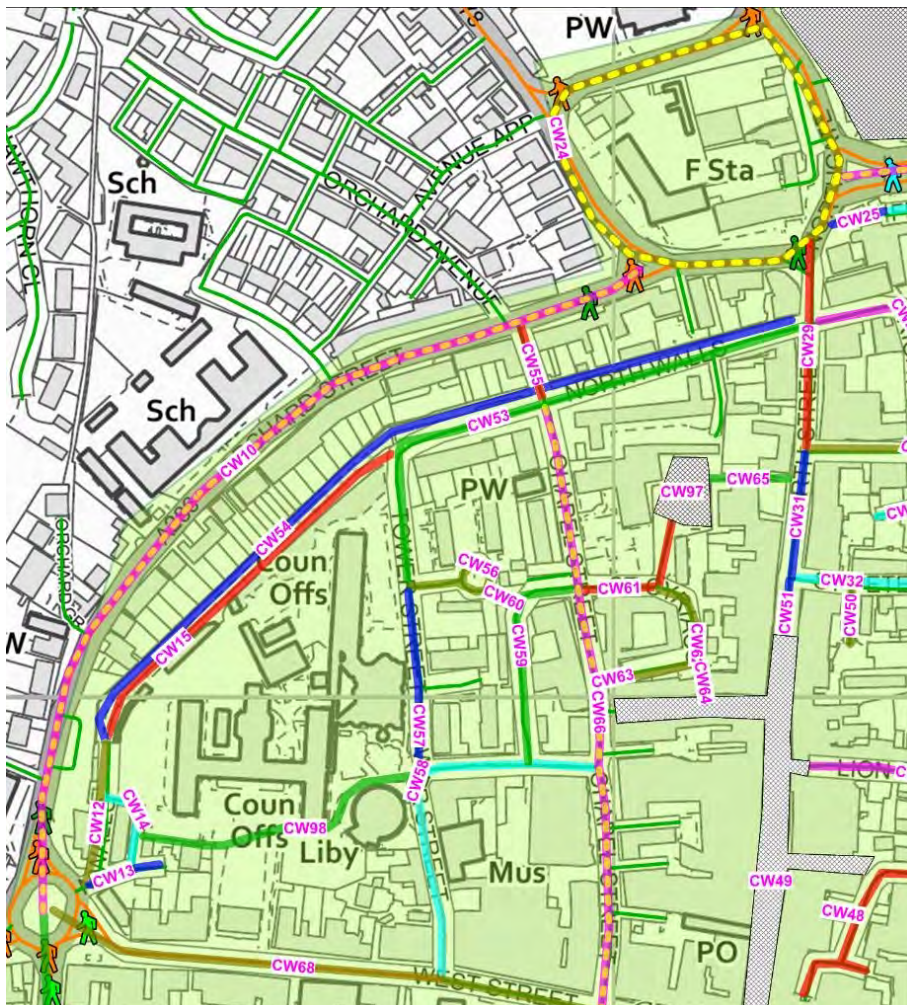
The links that failed on the directness category were:

- **CW08** Via Ravenna is missing pavement provision.
- **CW02** Southgate gyratory is missing continuous pavement provision and the staggered nature of existing crossings adds delay.
- **CW07** Station Access lacks continuous pavement provision, crossings on desire lines and staggered crossings adding to delay.
- **CW04** Basin Road and **CW71** Deanery Close lack crossings on pedestrian desire lines.
- **CW01** Avenue de Chartres lacks gaps in traffic during peak hours making it difficult to cross safely.

Safety

Plans 16, 17 and 18 below show the links (highlighted dotted yellow) and areas (yellow fill) that failed on one or more of the safety categories.

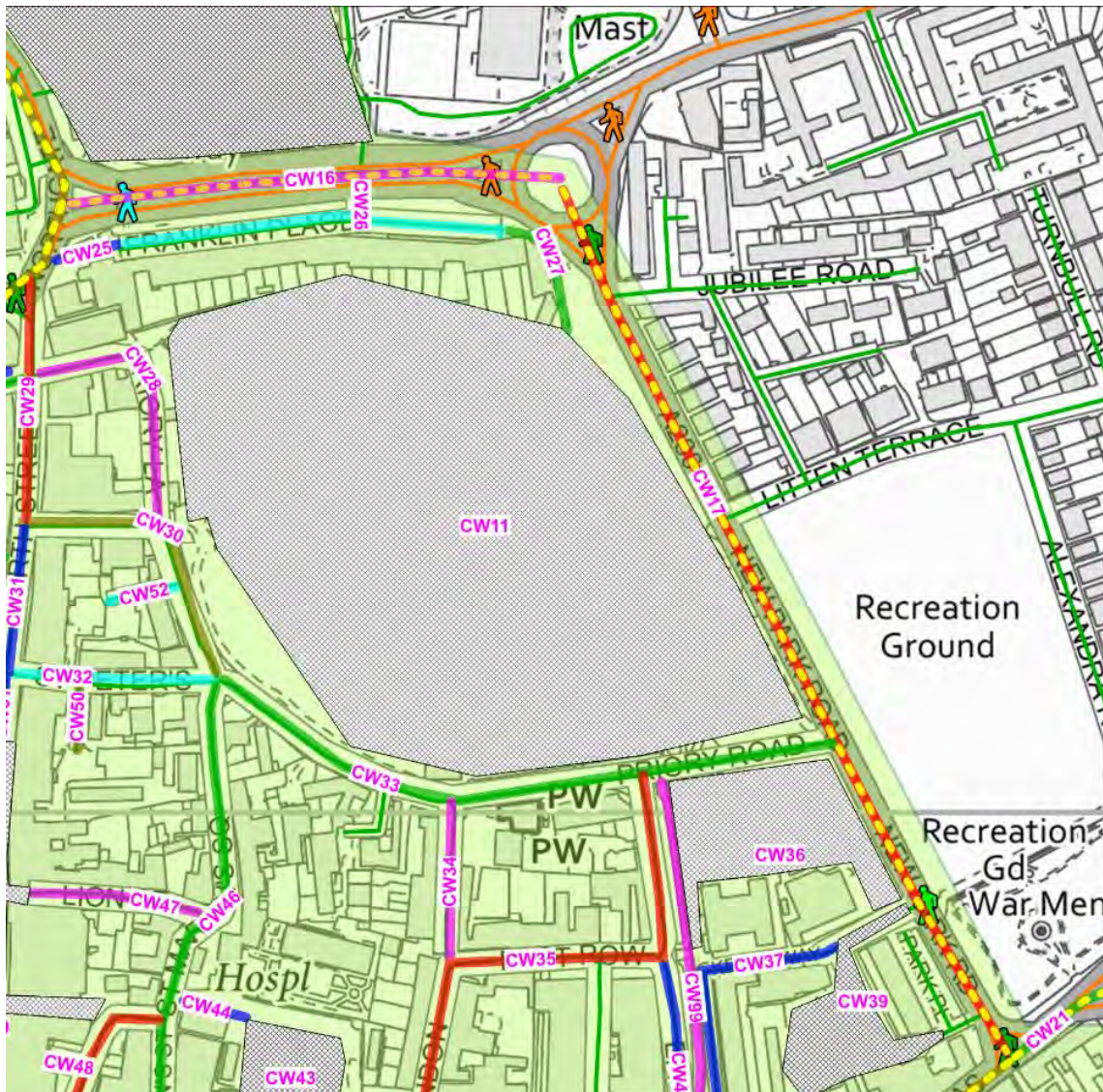
Plan 16. North west area



The links that failed on the safety category were:

- **CW66** Chapel Street where the crossings of side streets are consistently sited away from junctions where visibility was compromised.
- **CW10** Orchard Street has heavy traffic very close to pedestrians.
- **CW24** Northgate gyratory fails on all three safety categories, with proximity to heavy and fast moving traffic and some visibility issues at crossings.

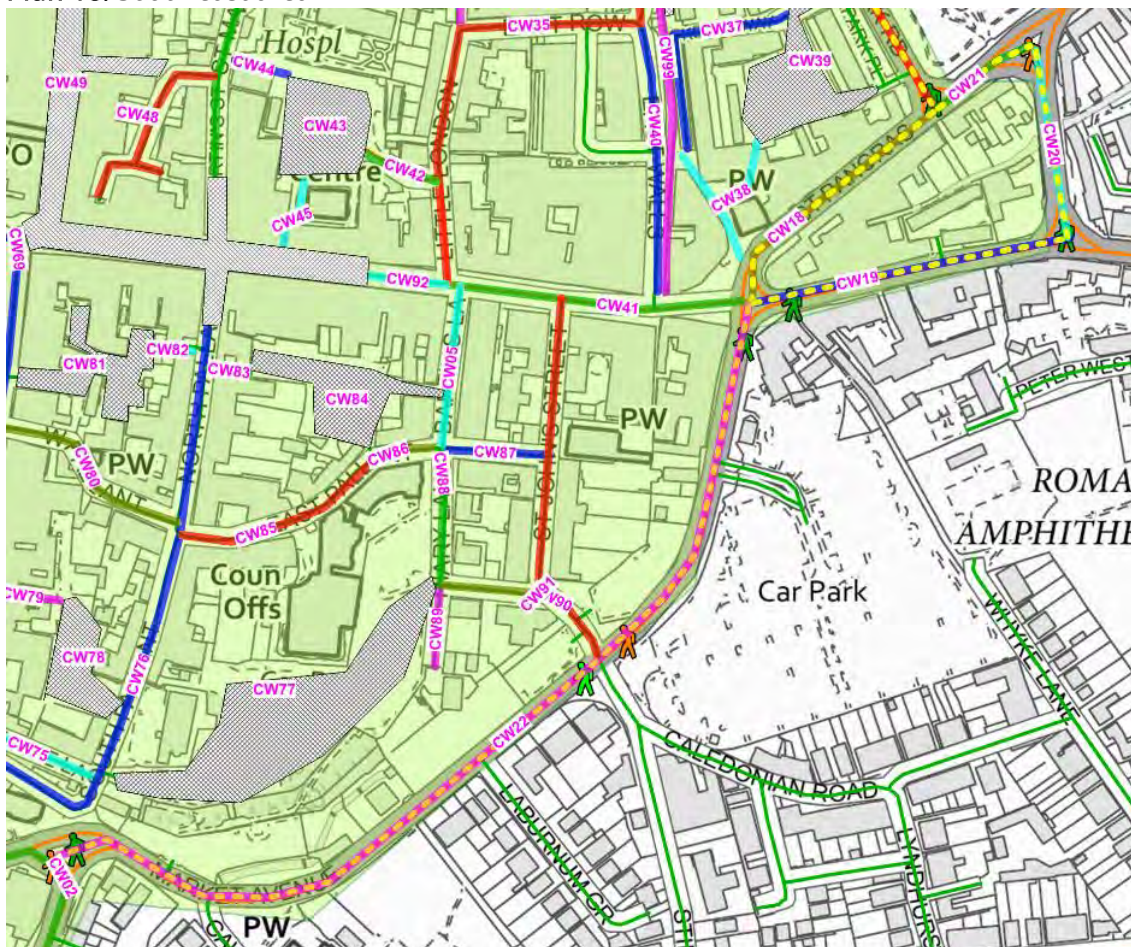
Plan 17. North east area



The links that failed on the safety category were:

- **CW16** Oaklands Way has pedestrian proximity to heavy traffic.
- **CW17** New Park Road has close pedestrian proximity to heavy and fast moving traffic.

Plan 18. South east area



The links that failed on the safety category were:

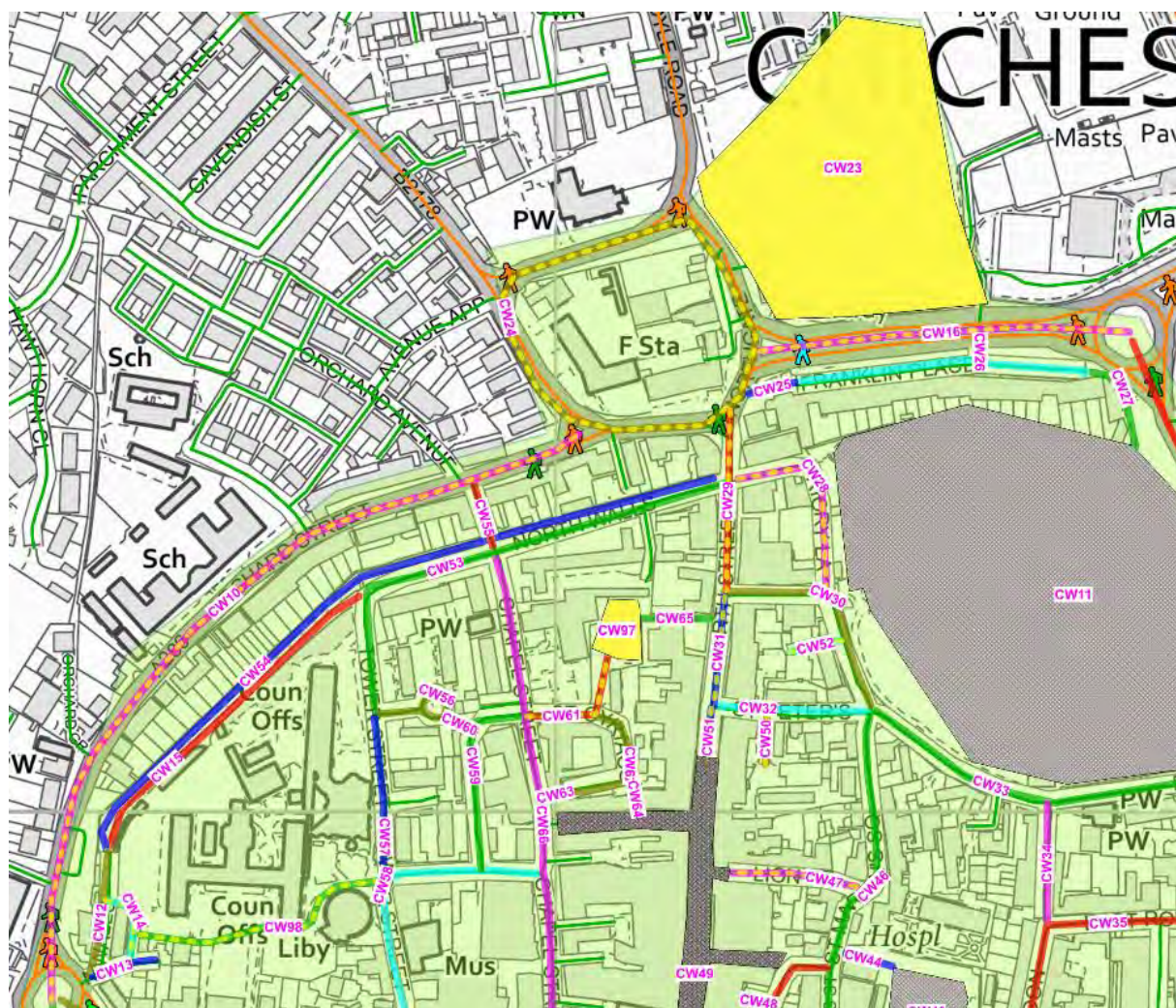
- **CW22** Market Road has fast moving traffic.
- **CW18** St Pancras, **CW19** The Hornet and **CW20** Needlemakers has heavy fast moving traffic in close proximity to pedestrians
- **CW21** St Pancras failed on all three safety categories, with proximity to heavy and fast moving traffic and some visibility issues at crossings.

Coherence

Plans 19, 20 and 21 below show the links (highlighted dotted yellow) and areas (yellow fill) that failed on one or more of the directness categories.

Note that coherence refers to the clarity of the walking environment i.e. how clearly and sensibly walkers are given visual and tactile guidance on where to walk and are provided with minimal delay and inconvenience. It does not address other issues such as wayfinding.

Plan 19. North area

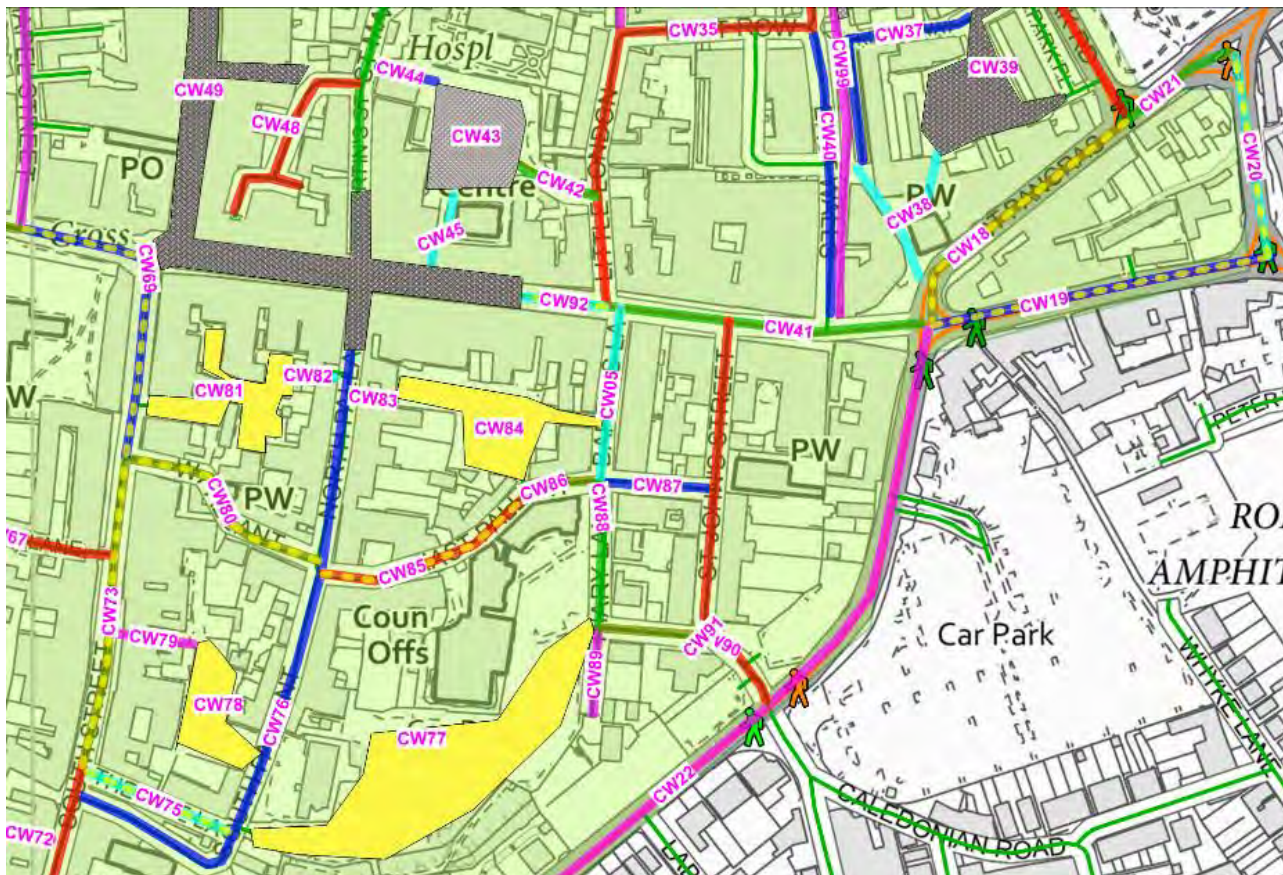


The following links and areas failed on the coherence category:

- **CW10** Orchard Street
- **CW14** West Sussex County Council access road
- **CW16** Oaklands Way
- **CW23** Theatre car park
- **CW24** Northgate gyratory
- **CW28** Priory Lane
- **CW29** and **CW31** North Street
- **CW47** Lion Street
- **CW50** St Peters

- **CW51** North Street
- **CW60** Path - Tower Close to The Providence
- **CW61** St Cypriacs
- **CW97** St Cypriacs car park
- **CW98** West Sussex County Council buildings

Plan 20. South east area



The following links and areas failed on the coherence category:

- **CW18** St Pancras
- **CW19** The Hornet
- **CW20** Needlemakers
- **CW69** West Street & South Street
- **CW73** South Street
- **CW75** Theatre Lane
- **CW77** Cawley Priory car park
- **CW78** South Pallant car park
- **CW80** West Pallant
- **CW81** Cooper Street car park
- **CW84** Baffins Lane car park
- **CW85** East Pallant
- **CW92** East Street

Plan 21. South west area



The following links and areas failed on the coherence category:

- **CW01** Avenue de Chartres
- **CW03** Southgate and Stockbridge Road
- **CW04** Basin Road
- **CW07** Station Approach
- **CW08** Via Ravenna
- **CW73** South Street
- **CW94** Access by multi-storey car park

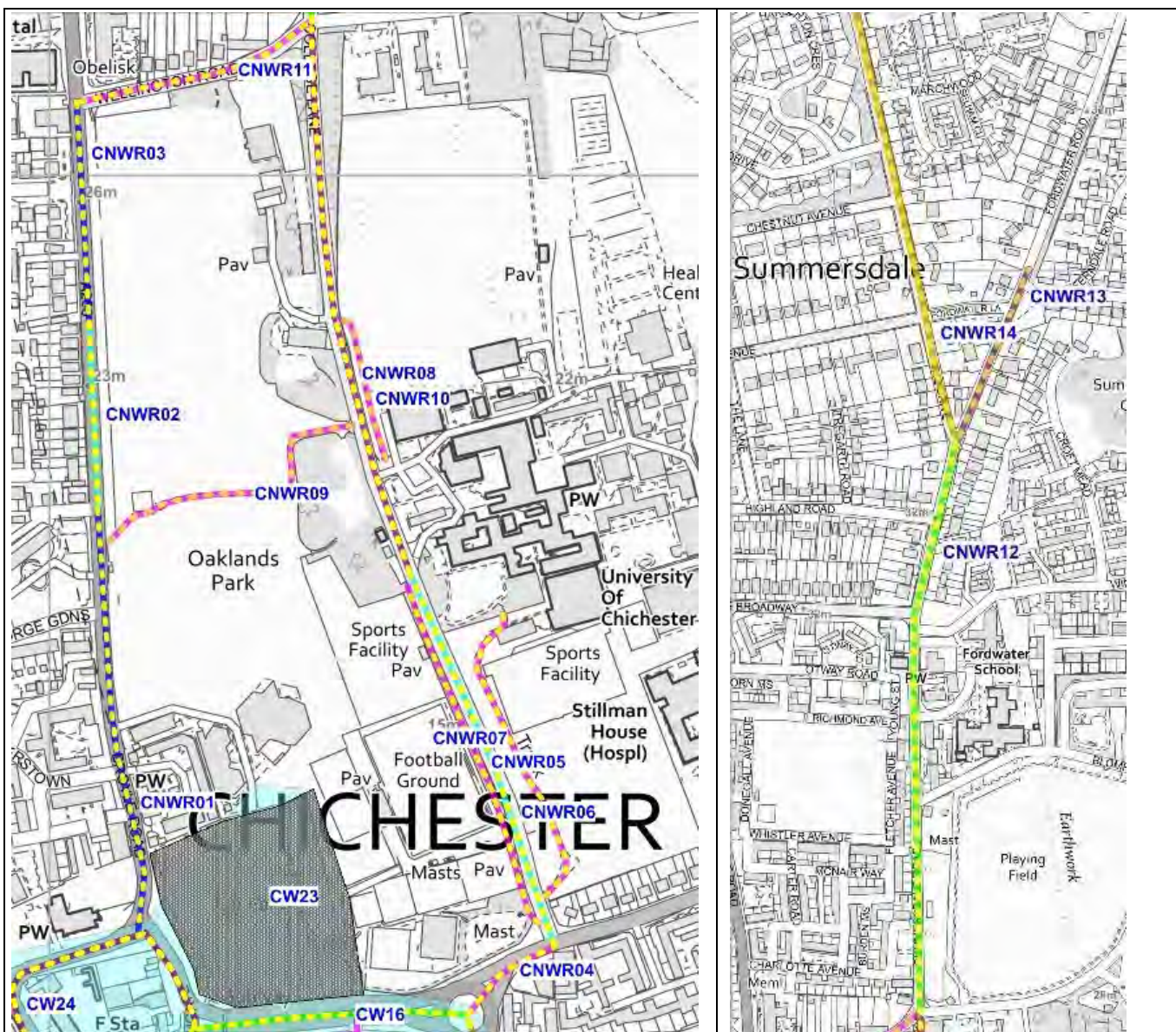
3. Key walking routes – detailed audit

A survey was undertaken of two corridor routes running north and west from the core area:

- Northern route – from the north of the core walking zone (Chichester Festival Theatre car park), including access to the University along College Lane and then further to the north along Summersdale Road. A linking section along Broyle Road and Wellington Road completed this corridor. The path from College Lane across Oaklands Park was also surveyed.
- Western route – west of the core walking zone along Westgate as far as Fishbourne Road West and Fishbourne Palace.

Northern route

Plan 22 Northern route



The northern route was split into 14 separate sections which are shown on the two plans to the left and right. All these sections are dotted yellow in the plans, indicating that they all failed at least one of the twenty assessment criteria.

The key section is the routing along College Lane between Spitalfield Lane and Wellington Road and particularly the southern section of this from the entrance to the University. This latter is served by

three possible approaches. However, one of these **CNWR07**, the path to the east of College Lane, only gives limited access to the south of the University.

College Lane itself is narrow with a footpath on the east side only. The footpath is very narrow and its condition is very poor. While the road is not heavily trafficked what traffic there is tends pass at speed due partly to being on a gradient and the overall tunnel effect is further exacerbated by walls and then trees along both sides. The environment feels very hostile for pedestrians in daylight hours.

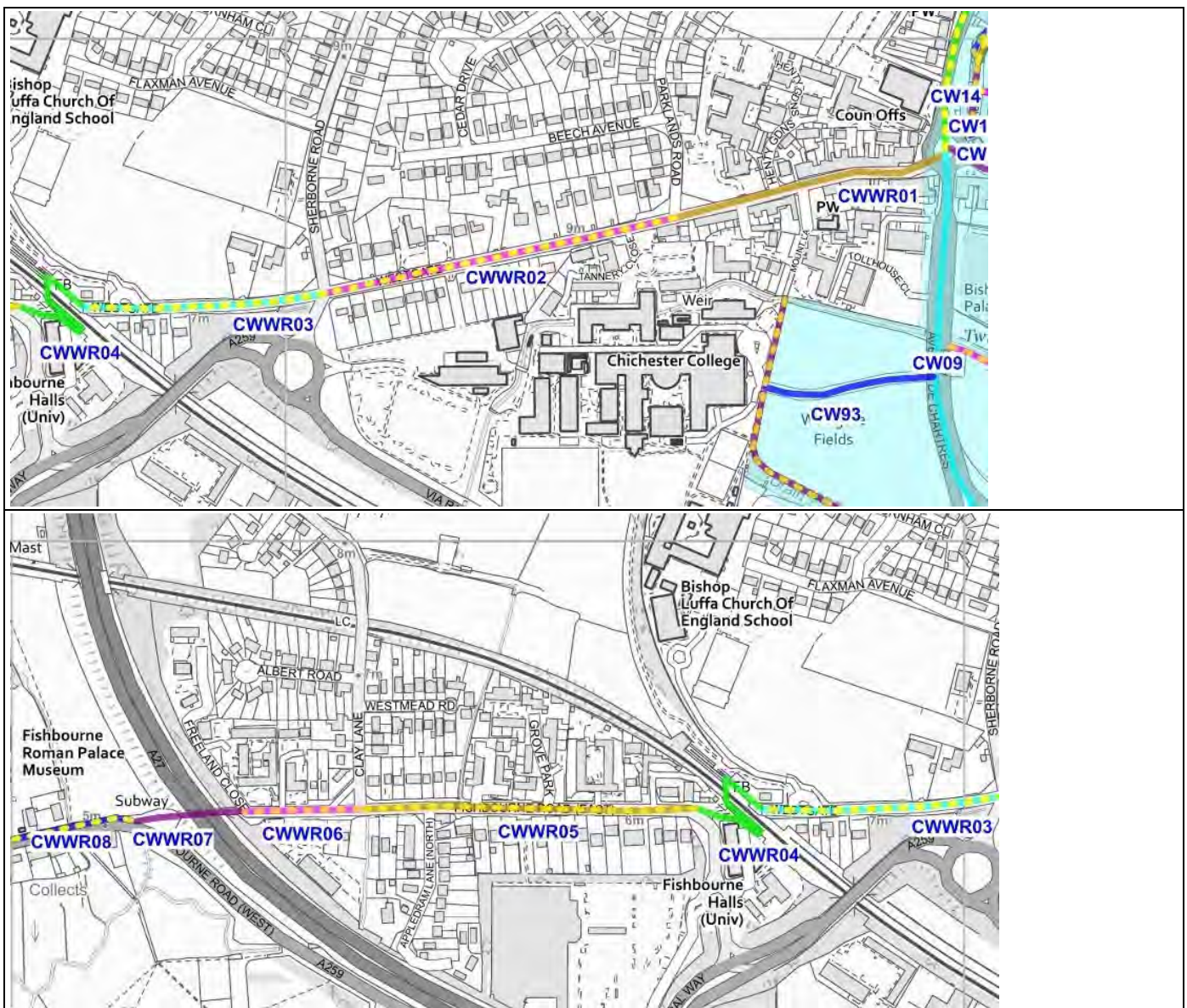
The path on the west side is behind the wall and some height above the road. This path is quite wide and winds through trees. In daylight it is well used by students but in darkness and quieter periods it is not really overlooked so is likely to be unattractive to lone pedestrians.

A solution to make this approach more attractive for walkers and cyclists would be make College Lane one way northbound as far as the college entrance, reducing the carriageway to single width and introducing traffic calming to reduce speeds. The footway could then be widened and a two-way cycle path constructed. There is likely to be more traffic to provide passive surveillance in the evening.

Alternatively, a full filter (with a bus gate) could be implemented.

Western Route

Plan 23 Western route



The eight sections of the western route are shown in the plan above. Those that failed any of the twenty assessment criteria are dotted yellow. Unlike the northern route there were three sections that did not fail any of the criteria.

It should be noted that the footbridge over the railway did not fail. While it is sub-standard from a cycle perspective, it is reasonable for people walking with a relatively gentle gradient and good visibility.

Four of the five sections that failed did so for coherence. This is primarily an absence of tactile paving and/or dropped kerbs at key desire crossing points. While we would expect all crossings of junctions and busier private accesses to have tactile paving, the provision at older minor accesses is often mixed. For the sections assessed here the presence of tactile paving was generally not coherent, with some minor crossings having tactile paving and some major ones lacking it. This is worse than having nothing at all as visually impaired people might then have a false sense of security.

The critical fails for each section are:

- **CWWR02** Westgate – failed for coherence and more crucially for the lack of crossing provision at its west end at the junction with Sherborne Road. This is a fairly busy roundabout where pedestrians on the south of Westgate must cross to the north as there is no footpath on the south side of Westgate west of the junction. This is wholly unsatisfactory for the most serious at grade crossing on the whole route.
- **CWWR03** Westgate – failed for the same reason of the crossing of its eastern junction, and coherence. The issues are even more severe on this side of the junction with missing crossing points and the disappearing footpath. Also at peak hours, traffic queues across the junction increasing the perceived hazard.
- **CWWR05 & CWWR06** Fishbourne Road East – both failed for issues of coherence and inconsistency in provision of tactile paving. Junctions also had wide swept curve accesses no matter how minor.
- **CWWR08** Fishbourne Road West – failed for some very poor surfacing and the total absence of any crossing from its south to north side on this section.

The full assessment scores for all the sections are shown in Section 4 below.

Junction of Westgate / Sherborne Road, from the south - traffic can back onto this from the south at peak times



Typical junction splay for a private residential access - much too large for this location



4. Detailed WRAT tables

Core Walking Zone links & areas scores *(critical fails highlighted red)*

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	
CW01	Avenue de Chartres	2	2	1	2	1	1	0	2	2	2	2	2	0	2	1	2	1	1	2	0	28	70%	Missing tactile at Deanery Close crossing. Narrow refuge at Southgate junction. Central reservation means crossing away from fixed crossings difficult. Serious tree route issues on not wide paths
CW02	Southgate gyratory	2	2	1	1	2	1	2	2	2	2	0	2	1	0	2	2	1	1	2	2	30	75%	No pedestrian route past bus station & narrow pavement on inside of gyratory at this point
CW03	Southgate & Stockbridge Road	2	2	1	1	1	0	2	2	2	2	2	2	1	2	2	2	1	1	2	0	30	75%	Tactiles missing and pavement width poor at level crossing
CW04	Basin Road	1	2	1	1	1	1	2	2	2	2	1	0	1	1	2	2	1	1	2	0	26	65%	V poor crossing at north end - pavement on west side peters out short of crossing point
CW05	Baffins Lane	2	2	2	2	2	1	2	2	0	2	2	1	2	2	2	2	2	2	2	1	35	88%	
CW06	Chichester Station - Chichester College path	1	0	2	2	1	1	2	2	1	2	2	2	2	2	2	2	2	2	2	2	34	85%	Shared use (line separated) path with some sections too narrow, odd bit of overgrown bushes
CW07	Station Approach	2	2	1	1	2	1	2	2	2	2	0	0	2	0	2	2	1	2	1	0	27	68%	Very poor for pedestrians accessing shared path away from the station. Pedestrian comfort sacrificed to accommodate disabled parking bays
CW08	Via Ravenna	2	2	2	2	2	2	2	2	2	2	0	2	1	2	2	2	1	1	2	0	33	83%	No pavements and no tactiles at crossing at junction
CW09	Avenue de Chartres	2	1	1	2	1	1	2	2	2	2	2	2	1	2	1	2	1	1	2	2	32	80%	Some narrow points and tree root issues on path. Also path away from carriageway at points
CW10	Orchard Street	2	2	0	2	0	0	0	2	2	2	2	1	1	2	1	2	0	1	1	0	23	58%	Very narrow pavements at points. No tactiles at side roads and accesses. Ponding at some. Poor pavement surface and narrow island at southern end by roundabout

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments	
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
CW11	Priory Park	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	38	95%	
CW12	North Walls	2	1	2	2	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	36	90%	Very narrow pavement
CW13	Wall Cottage Drive	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	39	98%	
CW14	West Sussex County Council access	2	1	2	2	2	0	2	2	2	2	0	1	2	2	2	2	2	2	2	2	0	32	80%	Not coherent
CW15	North Wall shared path	1	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	37	93%	Very pleasant but not overlooked and vegetation needs trimming
CW16	Oaklands Way	0	1	1	2	1	0	2	2	1	2	2	0	1	2	2	2	0	1	2	0	24	60%	No tactiles, central reservation means no crossings. Narrow footpath overgrown in parts	
CW17	New Park Road	2	2	0	2	2	0	2	2	2	2	0	0	0	0	1	2	0	0	2	1	22	55%	Pavement not continuous on both sides and at points narrow. Insufficient crossings badly placed and some missing tactile	
CW18	St Pancras	2	2	0	1	0	0	2	2	2	2	2	0	1	0	2	2	0	0	2	0	22	55%	Very poor - narrow pavements, awful kerbs, inadequate crossings and lots of speeding traffic on one way race track	
CW19	The Hornet	2	2	0	1	2	0	2	2	2	2	2	1	1	2	2	2	0	0	1	0	26	65%	Very poor - narrow pavements & build out with dropped kerb on one side only	
CW20	Needlemakers	2	2	0	1	2	1	2	2	2	2	2	0	0	2	2	2	0	0	2	0	26	65%	Very wide with lots of fast traffic and inadequate crossings	
CW21	St Pancras	2	2	0	1	1	2	2	2	2	2	2	0	1	2	2	2	0	0	0	1	26	65%	Crossing at east end is poor for visibility & the whole thing is very sub-standard	
CW22	Market Road	2	2	2	2	2	2	0	2	2	2	2	0	1	1	2	2	1	0	2	2	31	78%	Crossings off desire lines and one narrow refuge	
CW23	Northgate car park	2	1	1	1	2	0	2	2	2	2	0	0	1	2	2	2	1	1	1	0	25	63%	Large car park with no pedestrian provision despite a route signed through it. Pedestrians have to mix with traffic.	
CW24	Northgate gyratory	2	2	1	2	1	0	2	2	2	2	2	0	1	2	2	0	0	0	0	0	23	58%	The problems with this gyratory are well documented but the pedestrian provision at all arms is dreadful and some of the pavement is very narrow	

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments	
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
CW25	Path access on west end of Franklin Place	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	40	100%	
CW26	Franklin Place	2	2	2	2	1	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	38	95%	No catering for pedestrian access at junction with Oaklands Way although this is probably not currently an issue
CW27	Path access on east end of Franklin Place	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW28	Priory Lane	2	1	2	2	0	0	2	2	2	2	0	2	2	2	2	2	2	2	2	2	0	31	78%	No pavement on most of length
CW29	North Street	2	2	1	2	2	1	2	2	2	1	2	0	2	2	2	2	1	1	2	0	31	78%	No tactiles and no decent crossings	
CW30	Guildhall Street & Priory Road	2	2	2	2	2	1	0	2	2	2	0	0	2	2	2	2	1	2	2	1	31	78%	Narrow pavement and incoherent when discontinued to cross to other side. No tactile	
CW31	North Street	2	2	2	2	2	2	2	2	2	1	2	1	2	2	2	2	1	1	2	0	34	85%	No tactiles at crossings	
CW32	St Peters	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	1	2	2	1	37	93%	One pavement pinch point	
CW33	Priory Road	1	2	2	2	2	0	2	2	2	2	2	2	2	2	2	2	1	2	2	1	35	88%	Pavement very narrow in parts	
CW34	Little London	2	2	2	2	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	1	37	93%	Very narrow pavements	
CW35	Little London & East Row	2	2	2	2	2	0	2	2	2	0	2	2	2	2	2	2	1	2	2	1	34	85%	Narrow footpath includes pointless guardrail panel and some bollards	
CW36	New Park open space	1	0	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	36	90%		
CW37	Lower Walls Walk & Keats Way	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%		
CW38	Church Square	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%		
CW39	New Park Road car park	2	1	2	2	2	0	2	2	2	2	0	2	2	2	2	2	1	2	1	1	32	80%	No pedestrian provision through car park	
CW40	East Walls	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	38	95%		
CW41	East Street	2	2	1	2	2	2	2	2	2	2	2	0	2	1	2	2	1	2	2	2	35	88%	Crossing at new paved area east end not on key desire line	
CW42	Access to Little	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	1	38	95%	No tactiles, otherwise good	

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments	
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
	London car park																								
CW43	Little London car park	2	1	2	2	2	2	2	2	2	2	1	2	2	2	2	2	1	2	2	2	2	37	93%	This has some good pedestrian provision but only in the north section of the car park
CW44	Path between St Martin's Street & Little London car park	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%		
CW45	Path between Little London car park & East Street	2	0	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	37	93%	Fine in daytime	
CW46	St Martin's Street	2	2	2	2	2	1	2	2	2	0	2	0	2	2	2	2	2	2	2	1	34	85%	Missing crossing points. Bollards and parking payment machine cause extra pinch points	
CW47	Lion Street	2	2	2	2	2	0	2	2	2	2	2	0	2	2	2	2	2	2	2	0	34	85%	Very narrow pavements with no dropped kerbs hence no formal crossings	
CW48	East Street pedestrian zone including Market Cross	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	38	95%	York stone slabs can be a bit uneven, similarly brick paving to a lesser extent	
CW49	North Street pedestrianised zone	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	38	95%	York stone slabs can be a bit uneven, similarly brick paving to a lesser extent	
CW50	St Peters	2	0	2	2	2	0	2	2	2	2	0	2	2	2	2	2	2	2	2	0	32	80%	Pavement vanishes and is very narrow. No tactiles.	
CW51	North Street	2	2	2	2	2	2	2	2	2	2	2	0	2	2	2	2	2	2	2	0	36	90%	No tactiles and no east west crossing at clear desire line at north end	
CW52	Jays Walk	2	1	2	2	2	0	2	2	2	2	0	2	2	2	2	2	1	2	2	1	33	83%	Mostly no pavement	
CW53	North Walls	2	2	2	2	2	0	2	2	2	2	1	2	2	2	2	2	2	2	2	1	36	90%	Inconsistent tactiles. Footpath only south side and very narrow at east end.	
CW54	North Walls path	1	0	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	36	90%	Only stepped access between either end. Vegetation needs trimming.	

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments	
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
CW55	Orchard Street	2	2	2	2	1	0	2	2	2	2	0	1	2	2	2	2	2	2	2	2	2	34	85%	Narrow pavements and discontinued on west side
CW56	Tower Close	2	2	2	2	2	1	2	2	2	2	0	0	2	2	2	2	2	2	2	2	1	34	85%	Pavement stops with unclear end
CW57	Tower Street	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	38	95%	
CW58	Tower Street & The Woolstaplers	2	2	2	2	2	0	2	2	2	2	2	0	2	2	2	2	2	2	2	2	1	35	88%	Narrow pavements in Tower Street and missing crossing at start of The Woolstaplers. Mixed tactiles provision.
CW59	The Providence	2	2	2	2	2	2	2	2	2	2	0	2	2	2	2	2	2	2	2	2	1	37	93%	No tactiles and crossing missing at path exit/entrance and off desire line at east end
CW60	Path between Tower Close & The Providence	2	1	2	2	2	2	2	2	2	2	0	2	2	2	2	2	2	2	2	2	0	35	88%	No dropped kerb at east end
CW61	St Cyriacs	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	0	37	93%	No tactiles
CW62	St Cyriacs	2	2	2	2	2	1	2	2	2	2	0	1	2	2	2	2	2	2	2	2	1	35	88%	No tactiles. Pavement provision incoherent
CW63	Path between St Cyriacs & Chapel Street	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW64	Path between St Cyriacs & Crane Street	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW65	Path between North Street & St Cyriacs car park	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW66	Chapel Street	2	2	2	2	2	1	2	2	2	2	0	2	2	2	2	1	2	0	0	0	32	80%	Crossings of side streets consistently off desire line, with some having no tactiles	
CW67	Canon Lane	2	1	2	2	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	35	88%	Narrow pavement which is very bumpy. North side pavement less than 1m wide for majority of length	
CW68	West Street	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%		
CW69	West Street & South Street	2	2	2	2	1	2	2	2	2	2	0	2	2	2	2	2	2	2	2	0	35	88%	No tactiles at any crossing and no crossing at narrow at west end entry with obvious desire	

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments			
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%				
																									line		
CW70	Walls Walk by River Lavant	1	0	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	36	90%	Not well overlooked but attractive path. Likely to suffer ponding in wet weather
CW71	Deanery Close	2	1	2	2	2	2	2	2	2	2	1	0	2	2	2	2	2	2	2	2	2	2	0	34	85%	Full pavement provision on west side only. Crossing with inadequate level of service and no tactiles at south end.
CW72	Deanery Farm Lane	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW73	South Street	2	2	2	2	2	2	2	2	2	2	2	0	2	2	2	2	2	2	2	2	2	2	0	36	90%	Only able bodied people are expected to cross this street. One set of drops without tactiles
CW74	Southgate	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW75	Theatre Lane	2	2	2	2	1	0	2	2	2	2	2	0	2	2	2	2	2	2	2	2	2	2	0	33	83%	Pavement narrow and non-existent on one side. Missing dropped kerbs.
CW76	North & South Pallant	2	2	2	2	1	0	2	2	2	2	0	1	2	2	2	2	2	2	2	2	2	2	1	33	83%	Pavement very narrow and virtually non-existent in places with missing drops. York stone slabs also uneven
CW77	Cawley Priory & East Pallant car parks	2	1	1	1	2	1	2	2	2	2	0	0	1	2	2	2	1	1	1	0	26	65%	Car park with no continuous pedestrian provision			
CW78	South Pallant car park	2	1	1	1	2	2	2	2	2	2	0	2	2	2	2	2	1	2	1	0	31	78%	No pedestrian provision through car park			
CW79	Passageway between South Street & South Pallant car park	2	1	2	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	37	93%	
CW80	West Pallant	2	2	2	2	2	0	2	2	2	2	1	1	2	2	2	2	2	2	2	2	2	2	0	34	85%	Narrow pavement on one side only for full length. No drops to access pavement side when provision ends on opposite side
CW81	Cooper Street car park	1	1	2	2	1	0	2	2	2	2	0	0	2	2	2	2	1	2	1	0	27	68%	Route through car park with no pedestrian provision. Minimal footpath on access road			
CW82	Passageway between North	2	1	2	2	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	36	90%	Narrow passageway

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	
	Pallant & Cooper St																							
CW83	Passageway between North Pallant & Baffins Lane car park	2	1	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	37	93%	
CW84	Baffins Lane car park	2	1	1	1	2	0	2	2	2	2	0	0	2	2	2	2	1	1	1	0	26	65%	No pedestrian provision through car park. Very poor provision on accesses. Narrowing, missing drop kerbs etc.
CW85	East Pallant	1	2	2	2	1	0	2	2	2	2	0	0	2	2	2	1	2	2	1	0	28	70%	Pavement narrows significantly on both sides and vanishes on one. Surface rather uneven and drops missing
CW86	East Pallant	2	2	2	2	2	2	2	2	2	2	0	2	2	2	2	1	2	2	1	36	90%	Missing drop kerbs at car park access	
CW87	New Town	2	2	2	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	38	95%	
CW88	Friary Lane	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW89	Friary Lane	2	2	2	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	38	95%	
CW90	St John's Street	2	2	2	2	1	1	2	2	2	2	2	0	2	2	2	2	1	1	1	1	32	80%	Missing drops for one crossing point desire line
CW91	St John's Street	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	1	38	95%	Pavement only north side for full length and missing tactiles
CW92	East Street	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	37	93%	Missing tactile on one side of critical crossing (north east end)
CW93	Chichester College access road	2	1	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	38	95%	Pavement on south side only
CW94	Access road by multi-storey car park	2	1	2	1	2	1	2	2	2	2	0	2	2	2	2	2	2	2	2	0	33	83%	Connects to path to station and footpath vanishes before road closure. No tactiles at dropped kerb crossing.
CW95	Path between Chichester Station & Avenue de Chartres	2	1	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	1	37	93%	

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments	
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
CW96	Access road by multi-storey car park	2	1	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	38	95%	
CW97	St Cyriacs car park	2	1	2	2	2	0	2	2	2	2	0	2	2	2	2	2	1	2	1	0	31	78%	Car park lacking any pedestrian provision on what could be a useful through route	
CW98	West Sussex County Council campus	2	0	2	2	2	0	2	2	2	2	0	2	2	2	2	1	2	1	0	30	75%	Could be a useful link but as with other areas dominated by car parking there is no proper pedestrian provision		
CW99	Upper Walls Walk	2	0	2	2	2	2	2	2	1	0	2	2	2	2	2	2	2	2	2	2	35	88%	Ramped access at south end only with steps at north end	

Key northern and western walking routes scores *(critical fails highlighted red)*

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHERENCE		TOTAL		Comments
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
Northern route																									
CNWR01	Broyle Road	2	2	1	2	2	2	0	2	1	2	2	0	1	2	2	2	1	1	2	2	31	78%	Wide splays at junctions and refuge crossing has steps on east side and is narrow	
CNWR02	Broyle Road	0	2	0	2	0	0	0	2	1	2	2	2	1	2	2	2	0	1	2	0	23	58%	Very narrow footway that is in poor condition on west side. Crossings at either end of this section are narrow and have steps only on east side	
CNWR03	Broyle Road	2	2	1	2	2	2	0	2	2	2	2	0	1	1	1	2	1	1	2	1	29	73%	Crossing at south end narrow and steps only off on east side. Crossing at north end off desire line	
CNWR04	Spitalfield Lane	2	2	1	2	2	2	2	2	2	2	2	0	0	2	2	2	0	1	0	0	28	70%	No proper crossing to university	
CNWR05	Path to west side of College Lane	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	0	35	88%	May be lit but heavily wooded and not overlooked	
CNWR06	College Lane	0	1	1	2	0	0	0	2	1	2	1	2	2	2	2	2	1	0	2	2	25	63%	Very narrow path on east side only. Poorly maintained & in bad condition. Very narrow refuge at southern crossing and dropped kerbs only at busy northern crossing. Speed high as on hill.	
CNWR07	Path through University grounds parallel to College Lane	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	36	90%	Open and there is some CCTV but would be unattractive at quiet times in darkness	
CNWR08	College Lane	1	1	1	2	2	0	2	2	2	2	1	0	2	2	2	2	2	0	1	0	27	68%	Narrow pavement on east side only and no dropped kerbs at northern end crossing of Connolly Lane which has very wide splays	
CNWR09	Path across Oaklands Park	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	38	95%	Not lit or overlooked and winds past trees	
CNWR10	Path in university grounds parallel to College Lane	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	37	93%	Stepped access only at northern end	
CNWR11	Wellington Road	2	2	2	2	2	1	2	1	2	2	2	0	2	2	2	2	2	1	2	0	33	83%	No crossings at east end and off desire line to cross Broyle Road at west end	
CNWR12	Summersdale	2	1	2	2	0	1	2	2	2	2	1	0	2	2	2	2	2	0	0	0	27	68%	Side roads have very wide splays and some	

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE		TOTAL		Comments
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
	Road																								
CNWR13	Fordwater Road	1	2	2	2	1	1	2	2	2	2	1	0	2	2	2	2	2	2	2	0	32	80%	Pavement one side only. Dropped kerbs absent and usual wide junction splays	
CNWR14	The Drive	2	2	2	2	2	1	2	2	2	2	2	0	2	2	2	2	2	2	2	0	35	88%	No dropped kerbs at side road junctions	
Western route																									
CWWR01	Westgate	2	2	1	2	2	2	2	2	2	2	1	1	2	2	2	1	2	2	1	35	88%	Wide splays at side road junction		
CWWR02	Westgate	2	2	1	2	2	2	2	2	2	2	0	1	2	2	2	1	2	2	0	33	83%	Very poor junction at western end, pedestrians on south side need to cross to north to continue westwards but there is no clear provision for this. There are a few short narrow pavement sections.		
CWWR03	Westgate	1	2	1	2	1	2	0	2	2	2	1	1	1	2	2	1	1	0	0	26	65%	Pavement on north side only and junction at east end is very poor for pedestrians, poor dropped kerbs and no tactiles on south side. Queuing traffic at peak times makes crossing hazardous		
CWWR04	Path & foot-bridge (Westgate - Fishbourne Road East)	2	1	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	1	37	93%	Signing at east end points to dead end		
CWWR05	Fishbourne Road East	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	0	37	93%	The splays of all the side roads or accesses are very wide and some have tactile some not		
CWWR06	Fishbourne Road East	2	2	2	2	2	2	2	2	2	2	1	1	2	2	2	2	2	2	0	36	90%	Where pavement ends on south side there is no dropped kerb or crossing		
CWWR07	Link between Fishbourne Road East & Fishbourne Road West	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%			
CWWR08	Fishbourne Road West	1	2	1	2	1	0	2	2	2	2	2	0	1	2	2	2	1	1	1	2	29	73%	Pavement very narrow at east end and no crossing point between south and north side, even beyond in sight to west. Earth covering pavement and vegetation encroachment	

5. Full LCWIP Walking Route Assessment Tool criteria

NOTE: reproduced without changes (other than formatting) from DfT guidance:

www.gov.uk/government/uploads/system/uploads/attachment_data/file/602531/walking-route-audit-tool.xlsx

Audit Categories	2 (Green)	1 (Amber)	0 (Red)
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. 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).
3. ATTRACTIVENESS - traffic noise & 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
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: <ul style="list-style-type: none"> - 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 		
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.
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 & 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.
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.
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 & 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.

Audit Categories	2 (Green)	1 (Amber)	0 (Red)
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8% (1 in 12).	Gradients exceed 8% (1 in 12).
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		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines, e.g. next to road	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian 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.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross away from these)	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).
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.
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.
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.		
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.
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.
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.
20. COHERENCE - dropped kerbs/ 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.