

SHARED TRANSPORT EVIDENCE BASE

PS-073 STEB – Sustainable Transport Audit Hastings - Task 2 Technical Note

Prepared for

East Sussex County Council

18 October 2022



Jacobs Engineering
1190 Eskdale Road
Winnersh, RG41 5TU

Contents

Section	Page
Document Issue	iii
Acronyms and Abbreviations	iv
1 Introduction	1
1.1 Background.....	1
2 Overview of Methodology	4
2.1 Gap Analysis.....	4
2.2 Audit of Walking and Cycling routes	6
3 Results	7
3.1 Cycle Network Gap Analysis.....	7
3.1.1 Option 1 – Prioritised Locations.....	7
3.2 Walking Network Gap Analysis	17
3.2.1 Option 1 – Prioritised Locations.....	17
3.2.2 Option 1 – Potential Walking Connections.....	19
4. Conclusions	28
Appendix A: Sustainable Transport Audit Task 1 Accessibility Analysis	
Appendix B: RST and WRAT - Full Scoring Tables	
Figure(s)	
Figure 1-1 Local Plan Workstream	1
Figure 1-2 Task 1 - Accessibility scoring	2
Figure 2-1 LP data Option 1	4
Figure 3-1 Option 1 - Location of key prioritised locations for cycling	7
Figure 3-2 Potential cycle connections to Locations 3 and 7.....	8
Figure 3-3 RST output for Location 3	9
Figure 3-6 RST output for Location 4	15
Figure 3-9 Prioritised locations for walking, Hastings Local Plan Option 1.....	18
Figure 3-10 Potential walking connections to Location 1, 3, 5 and 10	19
Figure 3-14 Potential walking connections to Location 2.....	23
Figure 3-16 Potential walking connections to Locations 7 and 8	24
Figure 3-18 Potential walking connections to Locations 4, 6 and 9.....	25

Document Issue

Revision History

Issue	Author	Date	Description
1	Sophie Thompson	22 November 2021	Final Report
2	Sophie Thompson	18 October 2022	Final Draft Incorporating Comments Received

Technical Check

Role	Name	Signature	Date
Project Manager	Tom Beck	TB	18 October 2022

Approval

Role	Name	Signature	Date
Project Director	Tim Cuthbert	TC	18 October 2022

ESH Approval

Role	Name	Signature	Date

Acronyms and Abbreviations

ESCC	East Sussex County Council
HBC	Hastings Borough Council
LCWIP	Local Cycling and Walking Infrastructure Plan
LP	Local Plan
LPA	Local Planning Authority
PT	Public Transport
RST	Route Assessment Tool
STEB	Shared Transport Evidence Base
WRAT	Walking Route Assessment Tool

1 Introduction

1.1 Background

The Local Planning Authorities (LPAs) in East Sussex are currently developing draft Local Plan (LP) options, which contain various combinations of proposals for development in their respective authority. To support their pre-submission and stakeholder engagement, the LPAs will need to test their LP options in 2021.

In order to provide an evidence base in the short term for assessing transport impacts of LP proposals, Jacobs has been commissioned to undertake the Shared Transport Evidence Base (STEB) project. The intention of this project is to enable each Local Planning Authority (LPA) in East Sussex to test their initial LP growth options whilst a Countywide model is being developed (through a separate commission) that will provide the ultimate transport evidence base for each submission version LP and its Examination in Public (EIP). The flowchart below shows how Task 1 Accessibility Analysis and Task 2 Gap Analysis, covered in this report, sit within the range of activities being undertaken.

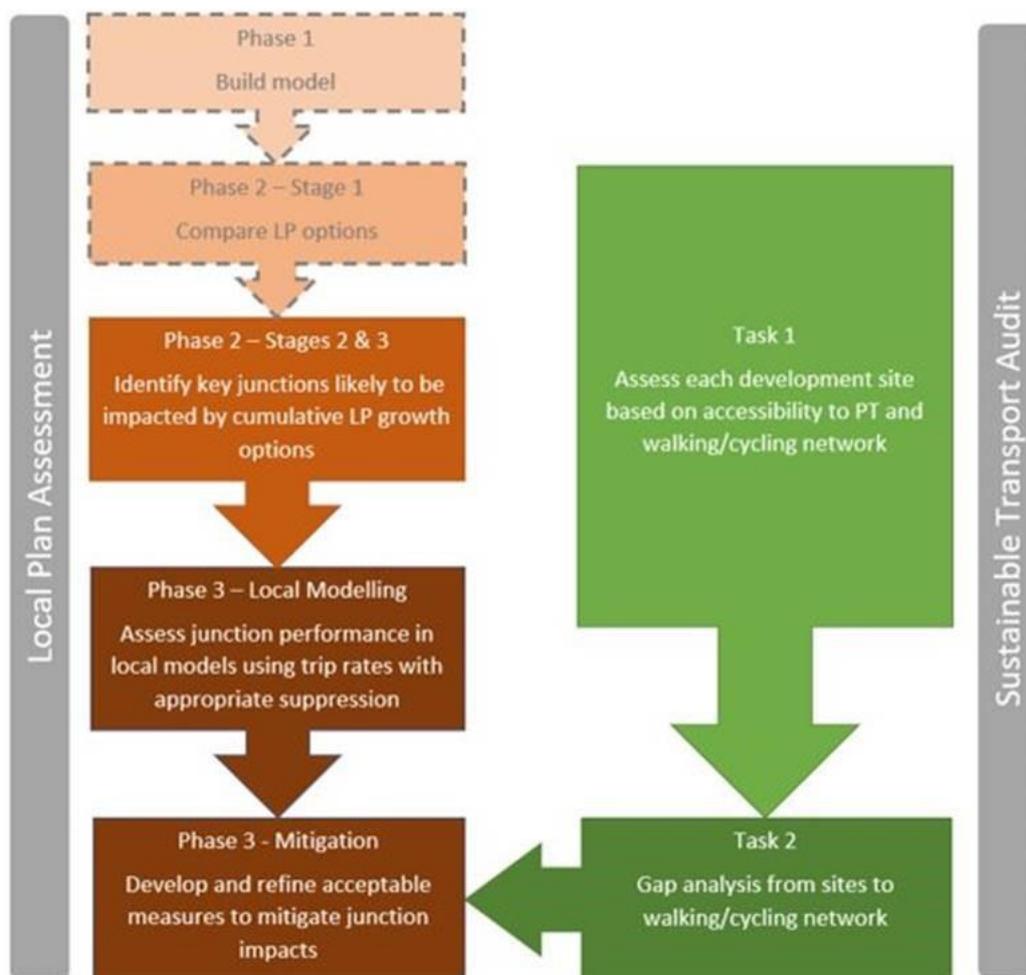


Figure 1-1 Local Plan Workstream

To demonstrate the importance of mobility in LP development, cycling, walking and public transport are being assessed separately, as well as integrating alongside the assessment of growth on the highway network. This approach will help ensure that

patterns of growth fully integrate with the key policy areas of improving people's health and wellbeing, supporting economic recovery, and levelling up and supporting a move towards net zero carbon emissions.

The work undertaken in Task 1 Accessibility Analysis involved the assessment of accessibility to assess travel times and distance between key attractors (destinations) and LP residential and non-residential developments (origins). This was undertaken using Basemap's TRACC accessibility analysis software. An example map highlighting levels of accessibility across Public Transport (PT), cycle and walk for sites being considered amongst emerging options is presented below; full details can be found within the Task 1 Technical Note (included in Appendix A).

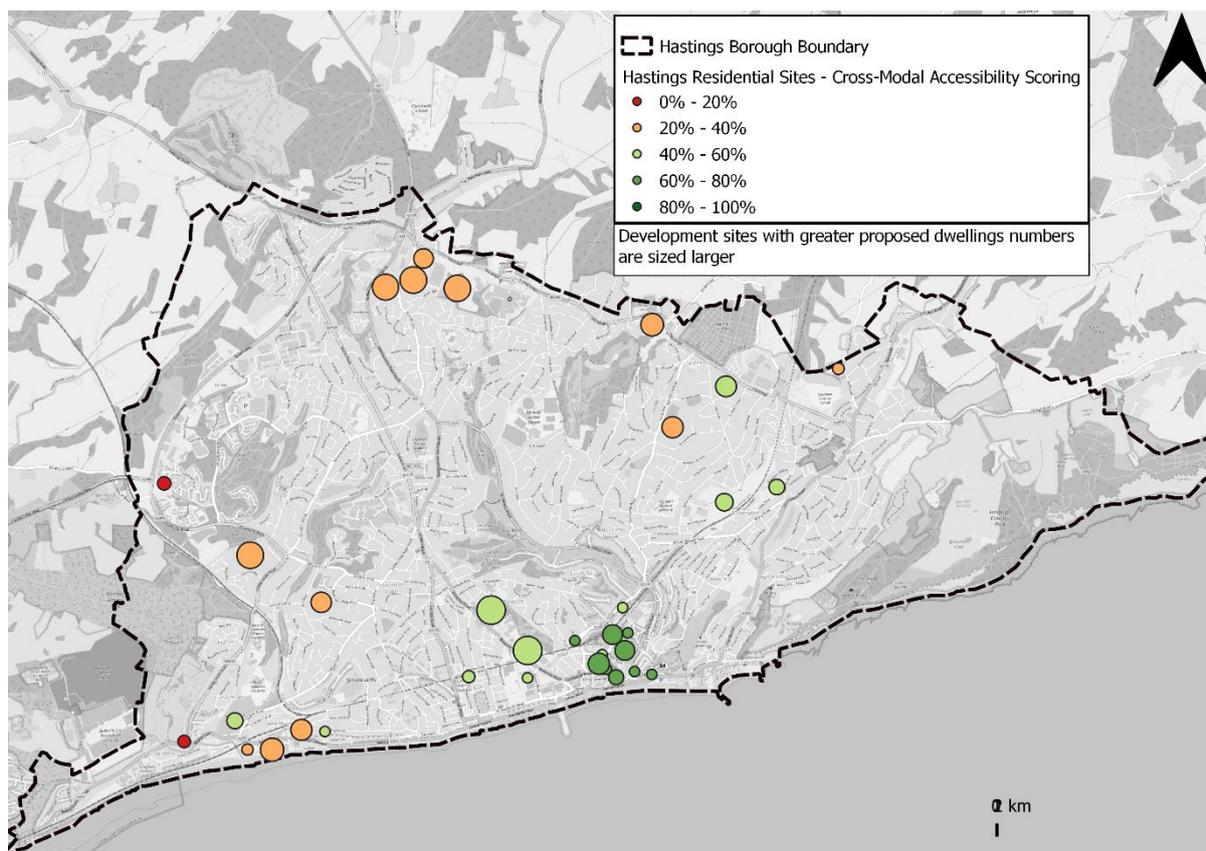


Figure 1-2 Task 1 - Accessibility scoring

A further analysis of catchment areas for LP non-residential and mixed (residential and non-residential) developments was also undertaken, to assess the catchment for potential employees and customers. Again, more information on this is provided in the Technical Note covering Task 1.

This technical note summarises the high level audit of walking and cycling networks undertaken for Task 2, involving a gap analysis of planned developments and the proposed walking and cycling networks identified in the ESCC Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP developed a network of enhanced cycling and walking interventions and an audit was undertaken of cycling and walking routes from selected sites to these proposed LCWIP networks, identifying where further investigation is recommended.

The remainder of the report is structured as follows:

- Section 2.1 summarises the overall aim of Task 2 and provides an overview of the approach taken to undertake the gap analysis within Hastings, and presents these results;
- Section 2.2 describes the methodology of the desktop study;
- Section 3 presents the results for the desktop study for walking and cycling connections, and;
- Section 4 details the conclusions made to inform Phase 3 Mitigation.

2 Overview of Methodology

2.1 Gap Analysis

Included as part of this analysis, one LP option is being explored. This option includes residential and mixed developments but in varying quantum by site.

Figure 2-1 shows the location of potential LP sites; this does not include windfall provision.

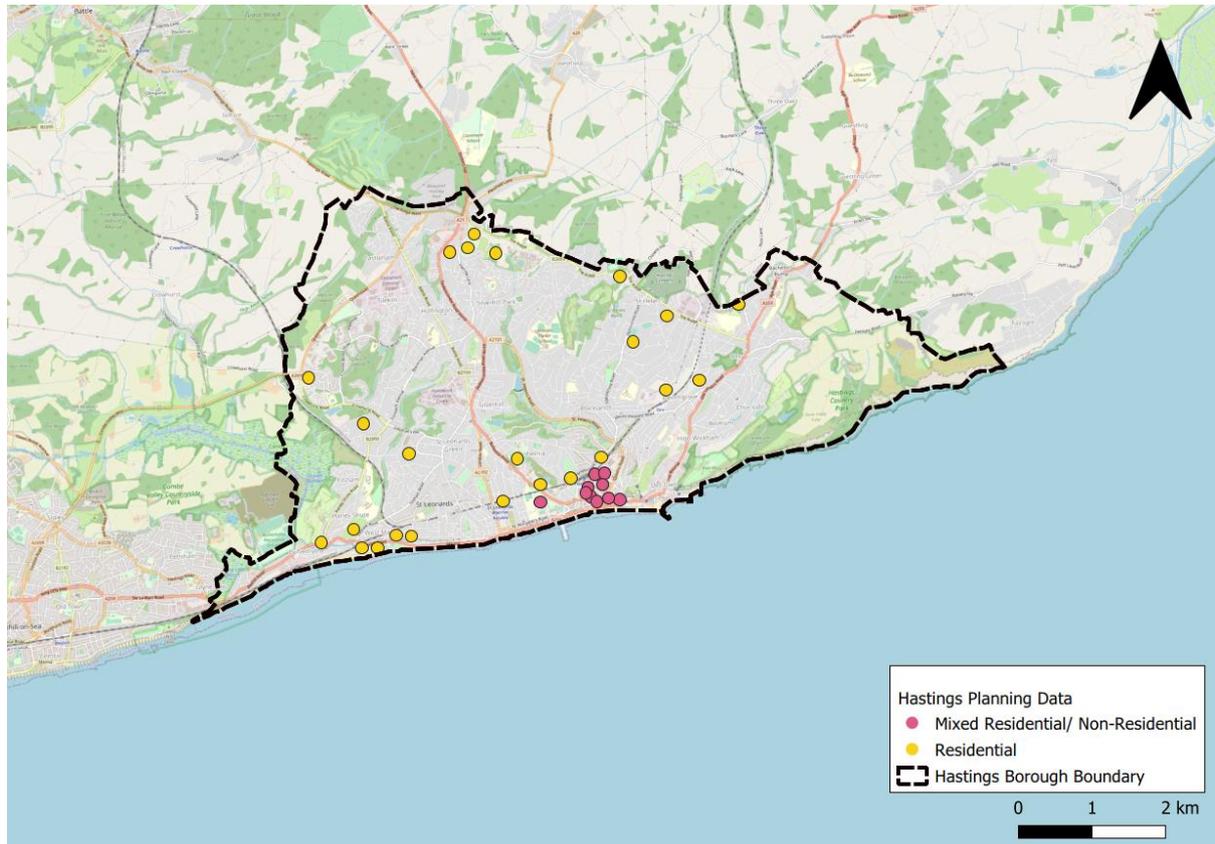


Figure 0-1 LP data Option 1

The East Sussex LCWIP has been produced to increase levels of cycling and walking within the county, by proposing cycling and walking networks. The plan currently details potential alignments of routes but does not contain detailed proposals.

The first stage of the gap analysis within Hastings was to identify potential sites included within the option which were over 200 metres from the proposed walking and cycling networks. This was accepted as a reasonable distance an individual would be expected to walk or cycle to access a designated path. Secondly, residential sites or clusters of sites which proposed over 100 dwellings were then selected to be taken forward as significant locations, as well as significant non-residential sites or clusters of sites proposing over 5,000sqm of floorspace.

The results for this filtering of sites within the LP option are presented in Figure 2-2 for cycling networks, and Figure 2-3 for walking networks.

Hastings Sustainable Transport Audit
Task 2 Gap Analysis

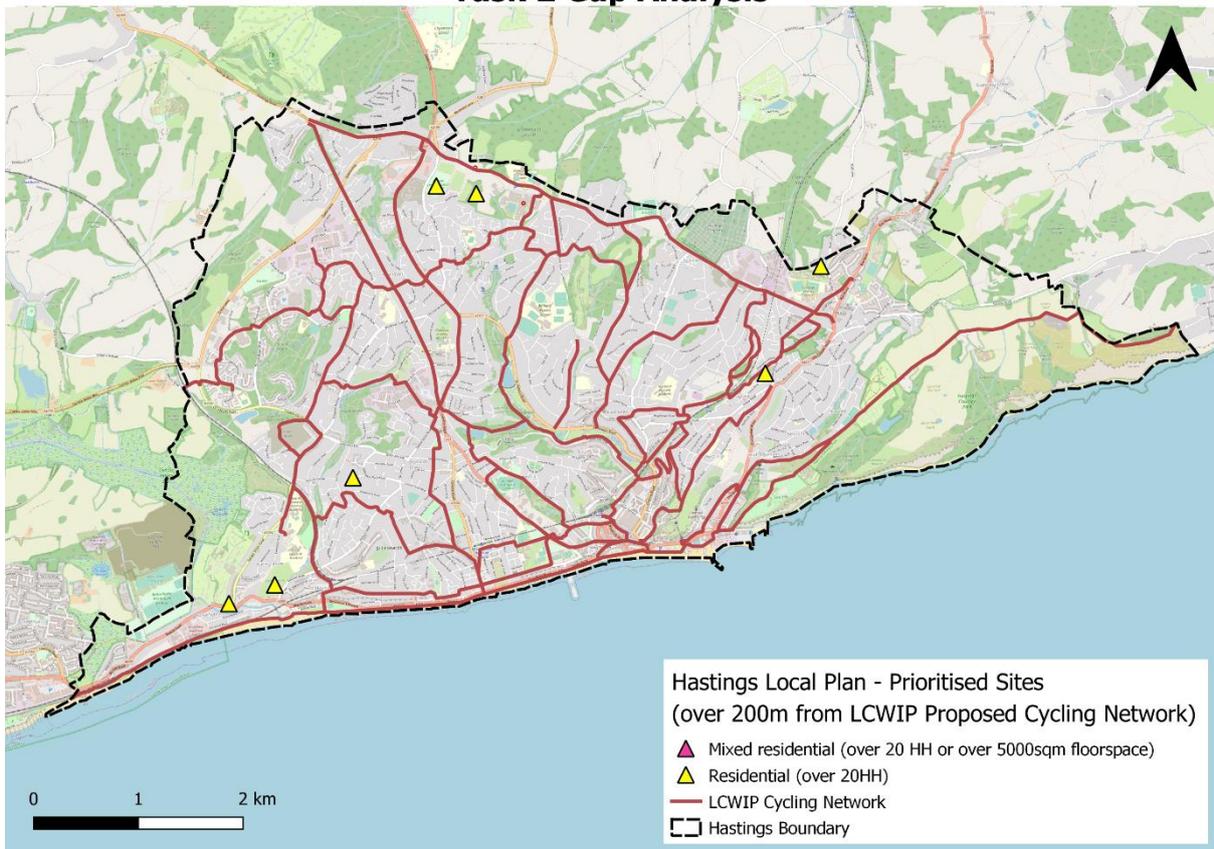


Figure 0-2 LP Option 1 - Sites over 200m from LCWIP proposed cycle network

Hastings Sustainable Transport Audit
Task 2 Gap Analysis

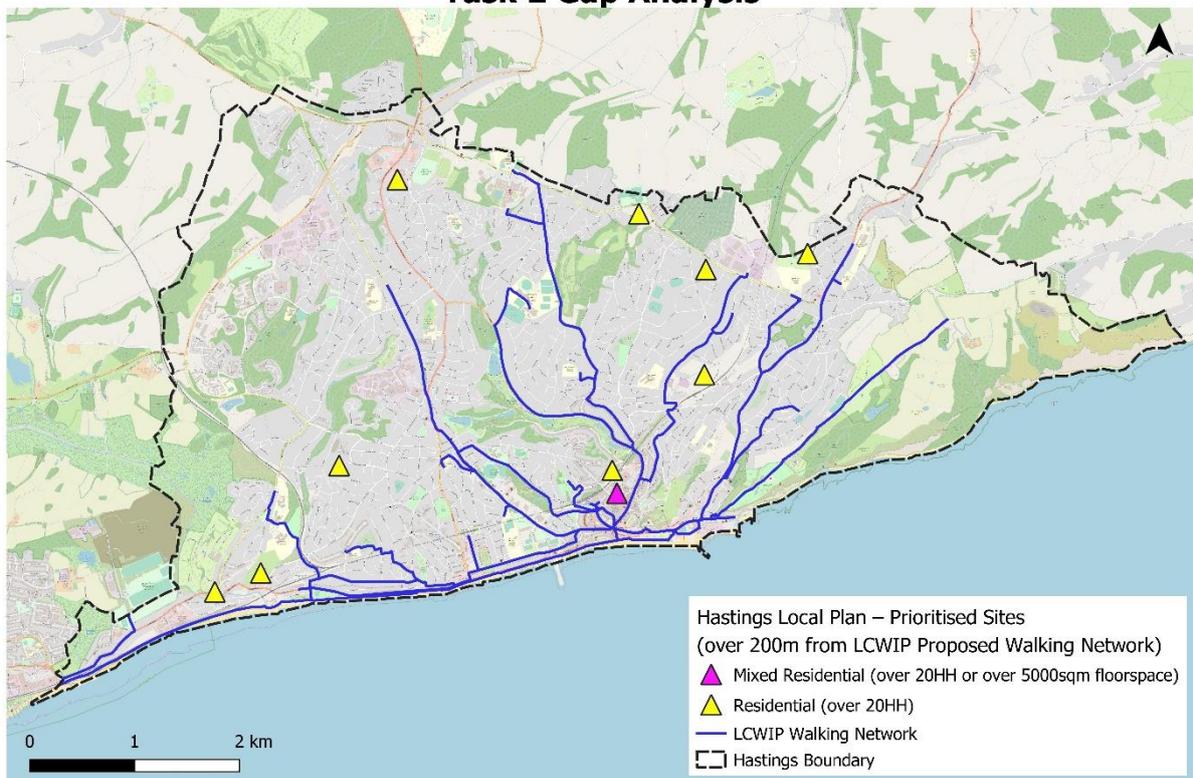


Figure 0-3 LP Option 1 - Sites over 200m from LCWIP proposed walk network

2.2 Audit of Walking and Cycling routes

Following the Gap Analysis, a desktop study was undertaken to review the gap analysis results and to identify recommended cycling and walking routes from selected locations for further investigation.

The locations identified within LP options which were earmarked for network development were plotted in GIS alongside the location of the existing route network, for both cycling and walking. Annotated maps displaying potential routes to connect these locations to the LCWIP proposed cycling and walking networks were then produced.

Desktop analysis followed the recommended approach set out by the Department for Transport for Local Cycling and Walking Infrastructure Plans.

The Route Selection Tool for cycling networks (RST) and the Walking Route Audit Tool (WRAT) have been developed to evaluate existing or potential active mode routes.

The RST scores routes based on five criteria:

- Directness
- Gradient
- Safety
- Connectivity
- Comfort

This allows proposed and existing routes to be scored in a comparable way to aid analysis.

Similarly, the WRAT scores walking routes based on five criteria such that they can be compared:

- Attractiveness
- Comfort
- Directness
- Safety
- Coherence

The RST and the WRAT were used to analyse potential links onto the proposed LCWIP cycling and walking networks, for each location included within this analysis. These summary outputs have been included alongside potential routes where relevant.

The full detail of the scoring criteria for the RST and the WRAT are presented within Appendix B.

3 Results

3.1 Cycle Network Gap Analysis

3.1.1 Option 1 – Prioritised Locations

Figure 3-1 below displays prioritised locations from LP Option 1 over 200 metres from the LCWIP proposed cycle network. Key locations chosen are shown as triangles, with sites or clusters of sites combining to more than 100 dwellings highlighted.

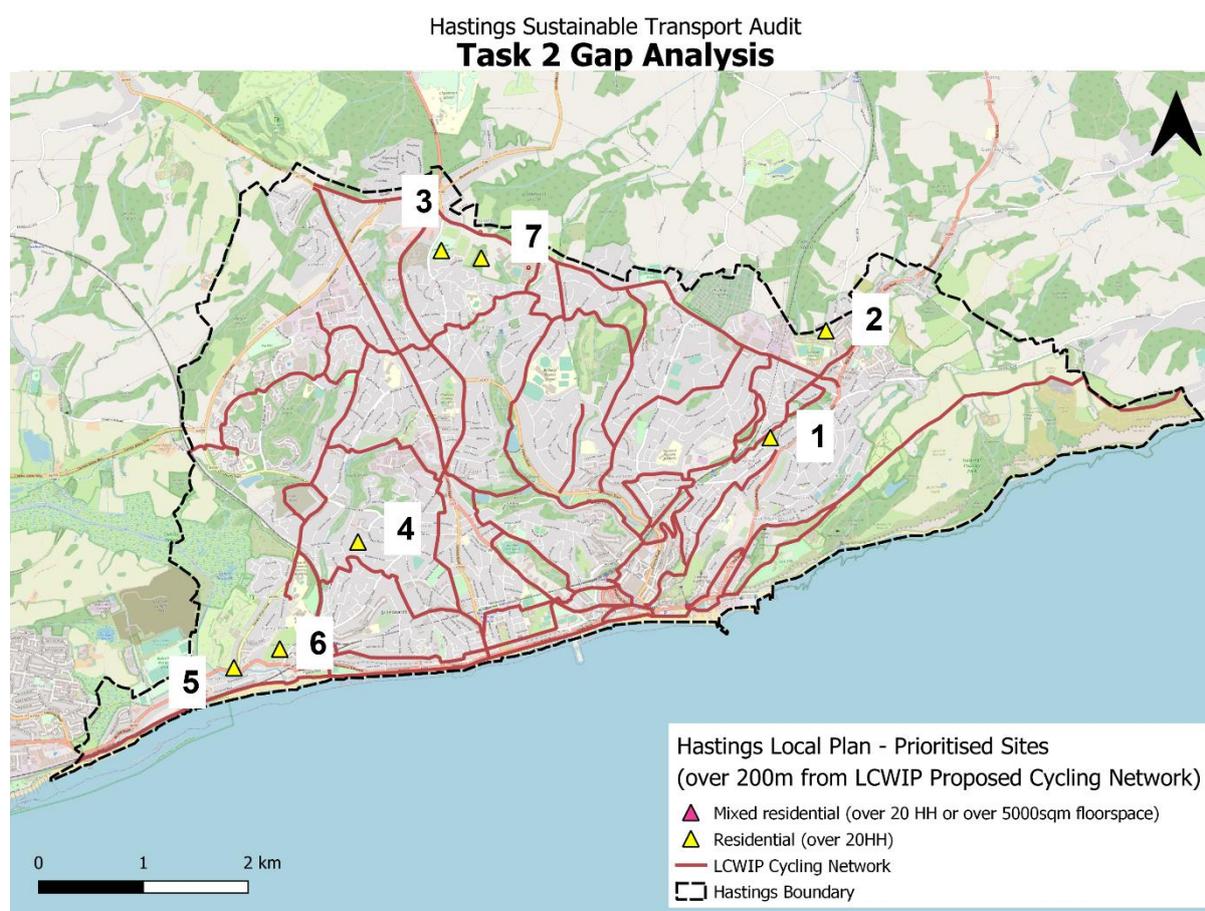


Figure 0-1 Option 1 - Location of key prioritised locations for cycling

The prioritisation analysis of LP Option 1 identified 7 significant locations. These locations were:

1. Former Mount Pleasant Hospital, Frederick Road (**HL40**)
2. Rock Lane (**HL63**)
3. Harrow Lane Playing Fields (**HL2**)
4. Former Westerleigh School and Playing Fields (**HL113**)
5. 190 Bexhill Road (**HL14**)
6. Former West St. Leonards Primary School field (**HL115**)
7. Holmhurst St Mary (**HL1**)

The remainder of this section explores potential cycle connections between prioritised locations and the LCWIP Proposed Cycle Network.

Location 3 (HL2) and Location 7 (HL1)

Hastings Sustainable Transport Audit Task 2 Gap Analysis

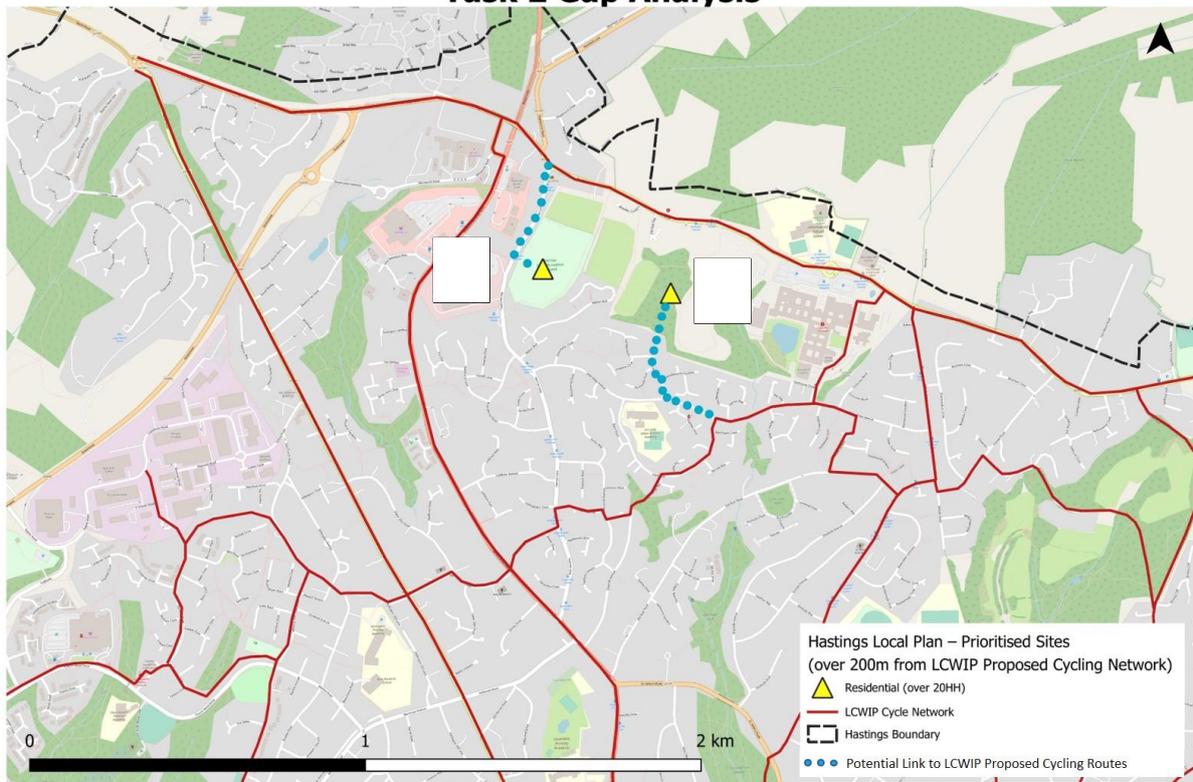


Figure 0-2 Potential cycle connections to Locations 3 and 7

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

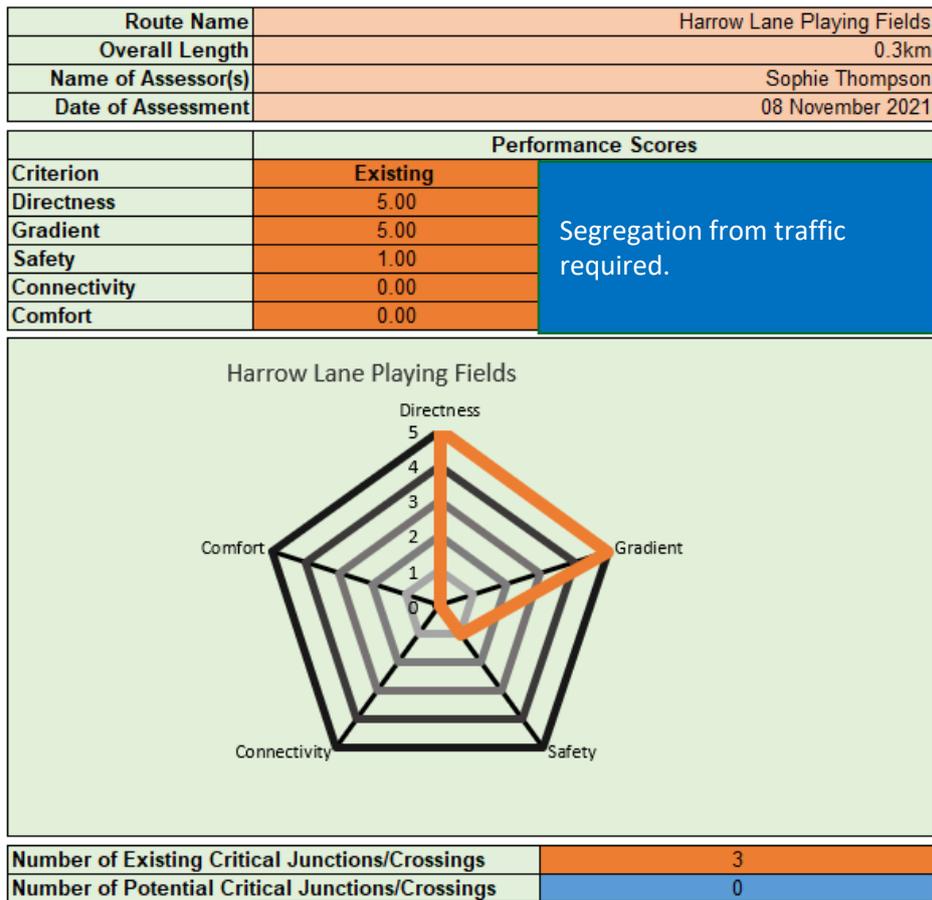


Figure 0-3 RST output for Location 3

The route connecting Location 3 with LCWIP proposed route HS19 follows Harrow Lane for 300m before joining HS19 via the B2093 roundabout. The quality of cycle provision along relatively quiet streets is generally good, with comfortable surfacing on a flat, direct and well-connected route. However, there is no segregation for cyclists, and cars parked on the road along Harrow Lane has limited the space for cyclists and hence affected the safety and comfort scores.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

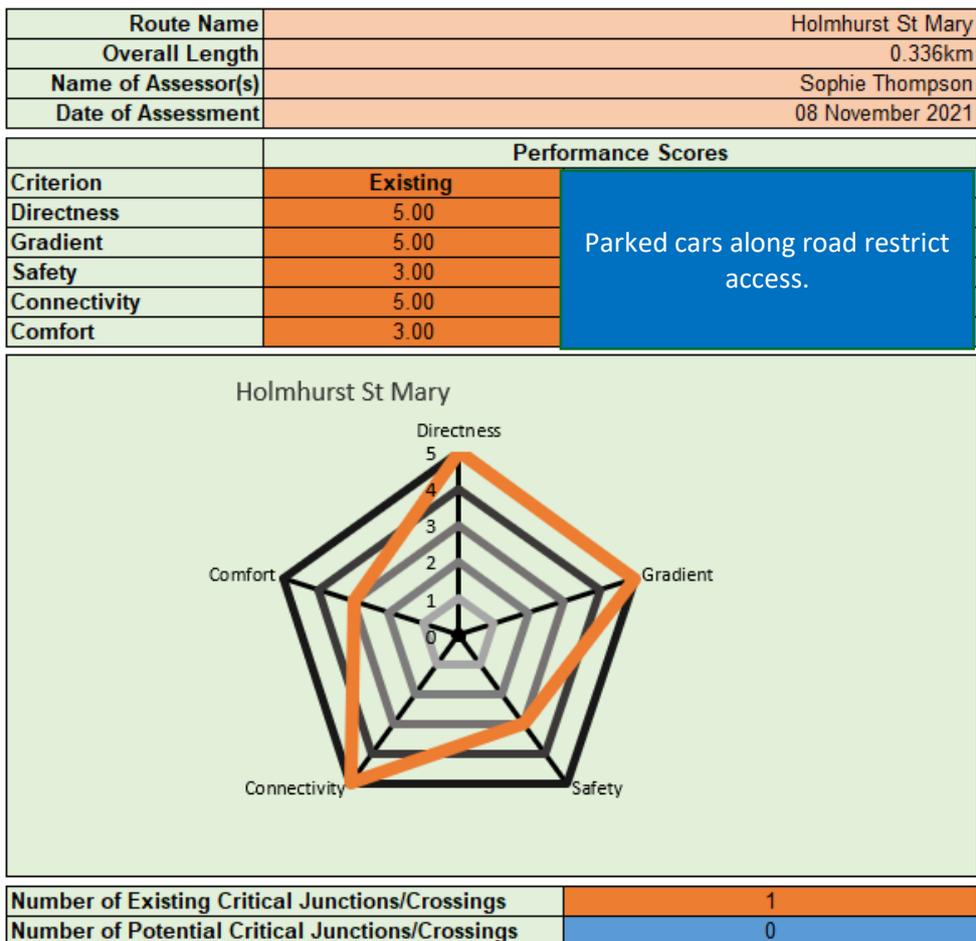


Figure 0-4 RST output for Location 7

The route connecting Location 7 to LCWIP proposed route HS18 consists of connecting the development site to Chalvington Drive for 160m before following Little Ridge Avenue to join the HS18. The route scores highly in most factors due to its direct route through quiet, flat streets, but safety and comfort scores could be improved through increasing the width for cyclists along this road, as parked cars along the streets increases their proximity to road traffic.

Location 1 (HL40) and Location 2 (HL63)

Hastings Sustainable Transport Audit Task 2 Gap Analysis

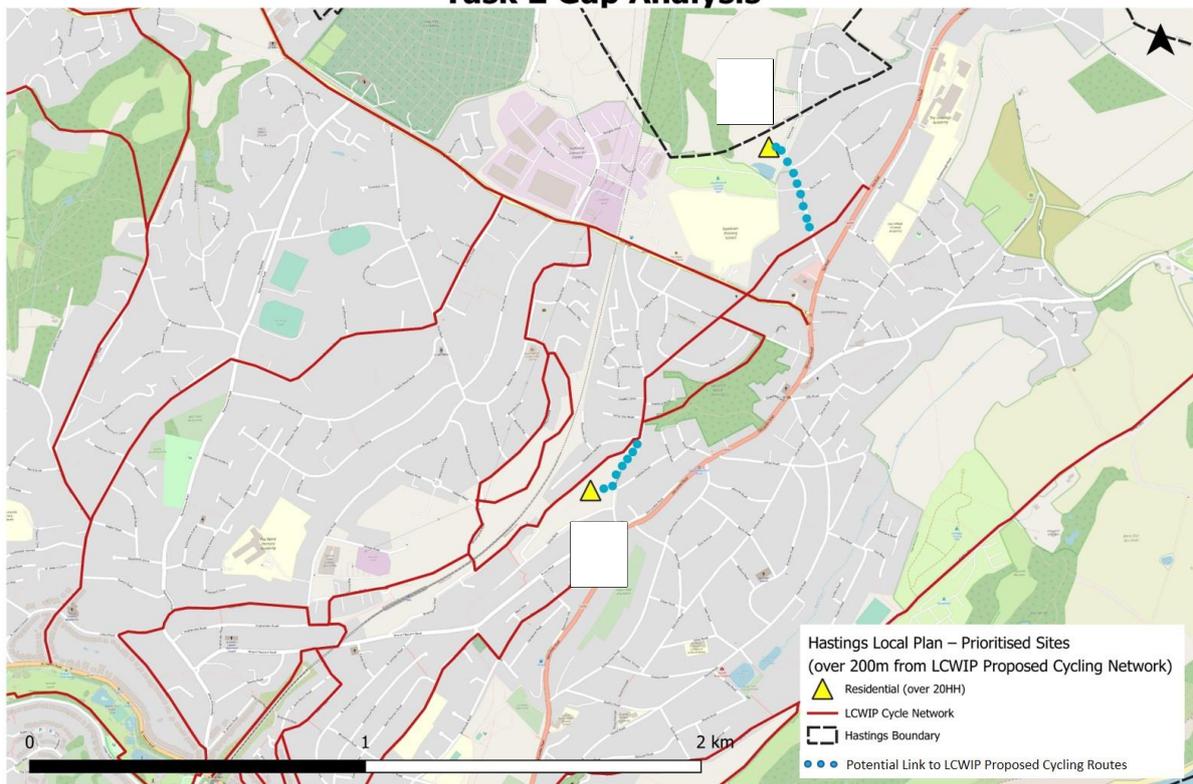


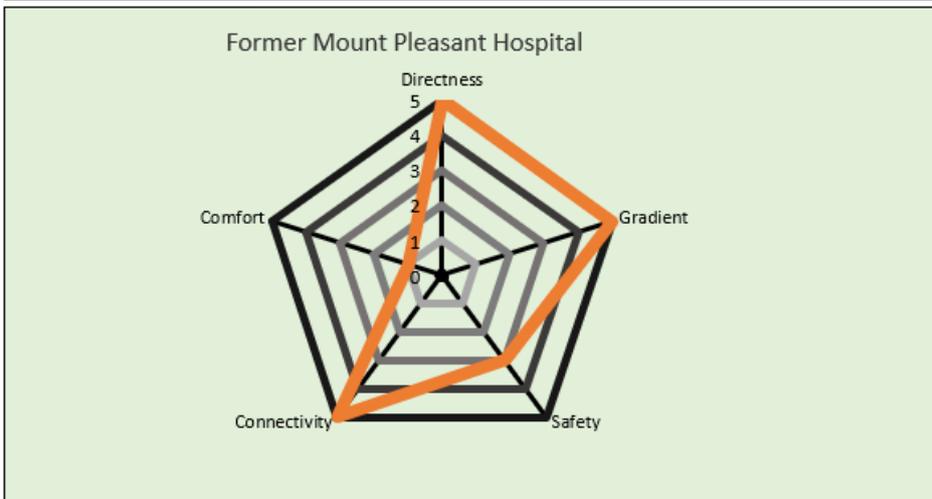
Figure 3-4 Potential cycle connections to Locations 1 and 2

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Former Mount Pleasant Hospital
Overall Length	0.234km
Name of Assessor(s)	Sophie Thompson
Date of Assessment	08 November 2021

Performance Scores		
Criterion	Existing	
Directness	5.00	Increase width for cyclists along road.
Gradient	5.00	
Safety	3.00	
Connectivity	5.00	
Comfort	1.00	



Number of Existing Critical Junctions/Crossings	0
Number of Potential Critical Junctions/Crossings	0

Figure 0-5 RST output for Location 1

The potential route connection from Location 1 to LCWIP HS11 involves following the existing maintenance road before joining Frederick Road, and following this road for 170m. The cycle route quality is good, as it provides a direct route to the cycle network, with multiple connections. The comfort score could be improved by increasing the space for cyclists along Frederick Road, as the road is quite narrow which could put cyclists at risk.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Rock Lane	
Overall Length	0.285km	
Name of Assessor(s)	Sophie Thompson	
Date of Assessment	08 November 2021	
	Performance Scores	
Criterion	Existing	Increase width for cyclists along road to increase comfort levels
Directness	5.00	
Gradient	5.00	
Safety	2.00	
Connectivity	5.00	
Comfort	0.00	
Number of Existing Critical Junctions/Crossings	1	
Number of Potential Critical Junctions/Crossings	0	

Figure 3-6 RST output for Location 2

The potential route connecting Location 2 to LCWIP HS11 involves following Rock Lane for 285m before joining the network. This route is well-connected, direct and flat which makes it score highly within these factors. However, as Rock Lane is also the sole route to Spindewood Country Holiday Park, this can be a fairly busy road, and its narrowness could affect cyclist's safety and comfort.

Location 4 (HL113), 5 (HL14) and 6 (HL115)

Hastings Sustainable Transport Audit Task 2 Gap Analysis

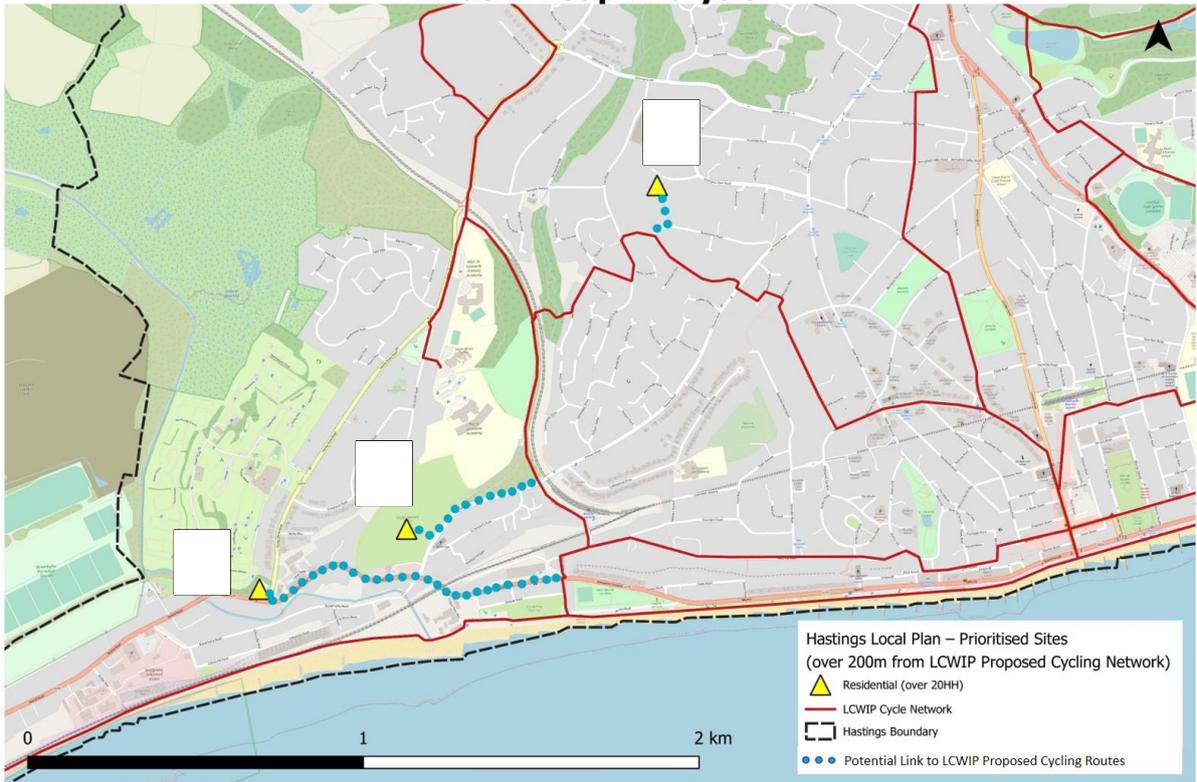


Figure 0-7 Potential cycle connections to Locations 4, 5 and 6

Local Cycling and Walking Infrastructure Plan: Route Selection Tool ROUTE SUMMARY

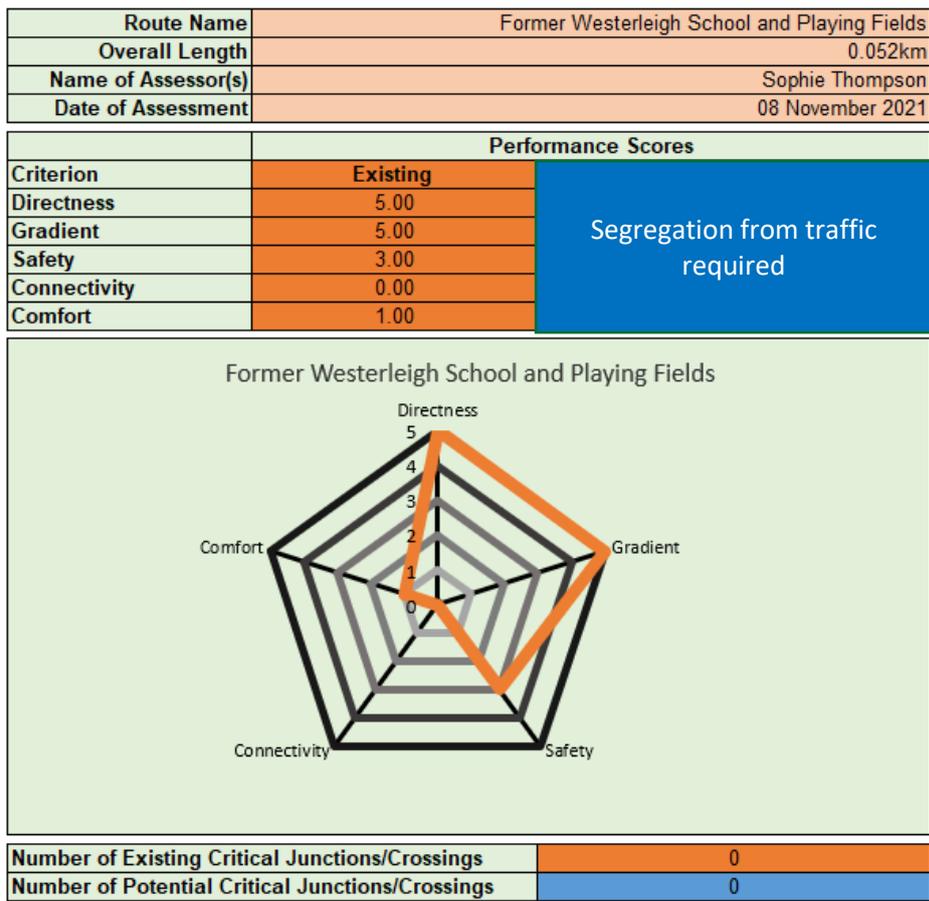


Figure 0-4 RST output for Location 4

The potential connection from Location 4 to LCWIP HS7 follows Branksome Road for 52m before joining HS7. Due to the sites' proximity to the cycle network, the route is short and direct along a quiet residential road which provides it with an adequate safety score. In order to maximise the scores, there could be some effort to segregate cyclists from traffic.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	190 Bexhill Road	
Overall Length	0.98km	
Name of Assessor(s)	Sophie Thompson	
Date of Assessment	08 November 2021	
	Performance Scores	
Criterion	Existing	Segregation from traffic required
Directness	5.00	
Gradient	5.00	
Safety	0.00	
Connectivity	5.00	
Comfort	0.00	
<p>190 Bexhill Road</p> <p>Directness</p> <p>5</p> <p>4</p> <p>3</p> <p>2</p> <p>1</p> <p>0</p> <p>Comfort</p> <p>Gradient</p> <p>Safety</p> <p>Connectivity</p>		
Number of Existing Critical Junctions/Crossings	3	
Number of Potential Critical Junctions/Crossings	0	

Figure 0-7 RST output for Location 5

The potential connection from Location 5 to LCWIP HS22 involves following the A259 for 960m before connecting to the network. It is a direct, flat and well-connected route but due to the high traffic volume, safety and comfort scores are quite low. In order to maximise these scores, efforts should be taken to segregate cyclists more from road traffic.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Former West St Leonards Primary School Fields	
Overall Length	0.383km	
Name of Assessor(s)	Sophie Thompson	
Date of Assessment	08 November 2021	
	Performance Scores	
Criterion	Existing	Increase space available for cyclists along road
Directness	5.00	
Gradient	5.00	
Safety	2.00	
Connectivity	3.00	
Comfort	1.00	
<p>Former West St Leonards Primary School Fields</p> <p>The radar chart displays five performance criteria: Directness (score 5), Gradient (score 5), Safety (score 2), Connectivity (score 3), and Comfort (score 1). The chart uses a scale from 0 to 5, with concentric lines representing each score level. The Directness and Gradient scores are at the maximum level (5), while Safety is at 2, Connectivity at 3, and Comfort at 1.</p>		
Number of Existing Critical Junctions/Crossings	0	
Number of Potential Critical Junctions/Crossings	0	

Figure 0-8 RST output for Location 6 The potential connection from Location 6 to LCWIP HS22 consists of following Filsham Road for 383m before joining the network. This cycle route is a good link to the network, as it is direct and well-connected, although efforts could be made to increase the space available for cyclists on the road, in order to increase the comfort and safety scores.

3.2 Walking Network Gap Analysis

3.2.1 Option 1 – Prioritised Locations

Figure 3-11 below displays prioritised locations from LP Option 1, over 200 metres from the LCWIP proposed walking network. Key locations chosen are shown as triangles, with sites or clusters of sites combining to more than 100 dwellings highlighted.

Hastings Sustainable Transport Audit
Task 2 Gap Analysis

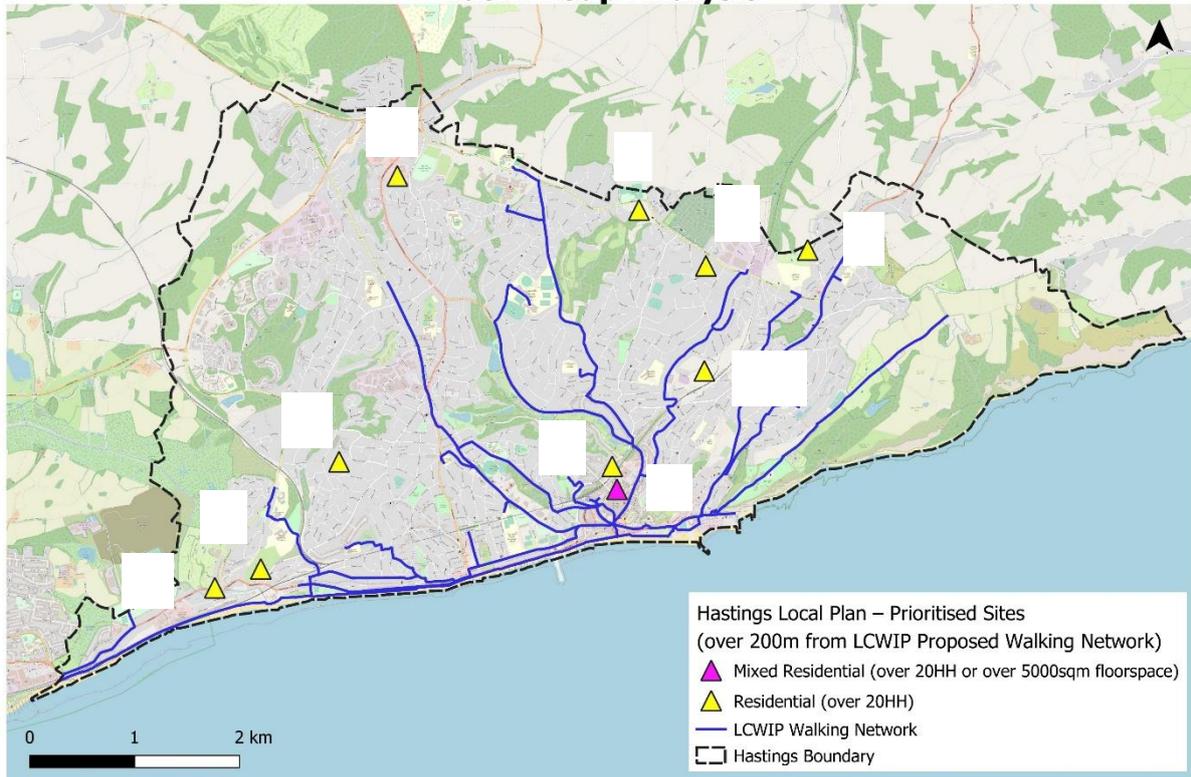


Figure 0-5 Prioritised locations for walking, Hastings Local Plan Option 1

The prioritisation analysis of LP Option 1 identified 10 significant locations. These locations were:

1. Rock Lane **(HL63)**
2. Ashdown House, Sedlescombe Road North **(HL80)**
3. Land adjacent to Sandrock Park, The Ridge **(HL19)**
4. Former Westerleigh School and Playing Fields **(HL113)**
5. Playing fields of former Helenswood Academy (part) former Mount Denys, Ridgeway and Pinehill **(HL112)**
6. 190 Bexhill Road **(HL14)**
7. Cornwallis Street Car Park **(TC10)**
8. Former Hollingsworth Garage, Braybrooke Road **(HL22)**
9. Former West St. Leonards Primary School field **(HL115)**
10. Ore Valley **(HL39)**

The remainder of this section explores potential walking connections between prioritised locations and the LCWIP Proposed Walking Network. Comments on the suitability of existing infrastructure are provided within WRAT output summaries.

3.2.2 Option 1 – Potential Walking Connections

Location 1 (HL63), 3 (HL19), 5 (HL112) and 10 (HL39) Hastings Sustainable Transport Audit Task 2 Gap Analysis

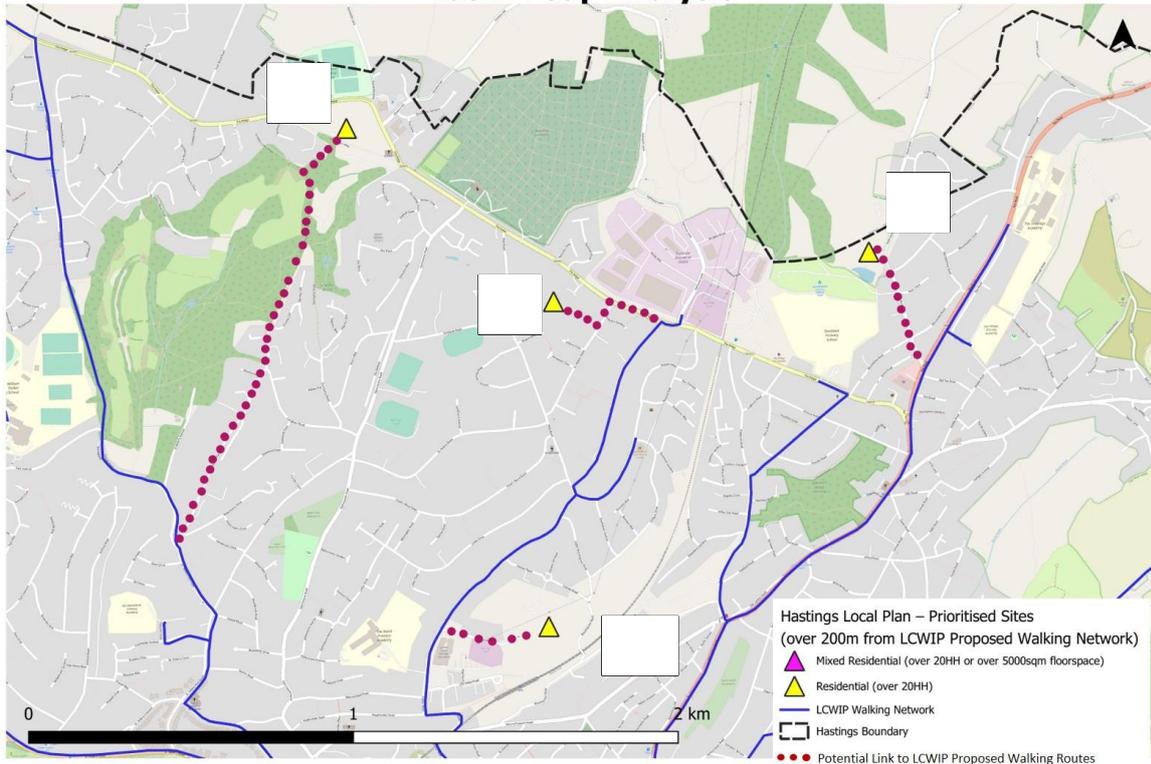


Figure 0-6 Potential walking connections to Location 1, 3, 5 and 10

ROUTE SUMMARY

Route Name	Rock Lane
Length	415.16m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	05 November 2021

Criterion	Performance Scores
Attractiveness	6
Comfort	11
Directness	12
Safety	6
Coherence	2
Total	37

Comments	Direct and attractive route to walking network. Quality of pavements could be improved, but road traffic volume is low and it is safe and accessible route.
Actions	

Figure 3-11 WRAT output for Location 1

Location 1 (Rock Lane) connects to Hastings LCWIP Walking Network via a 415m stretch along Rock Lane, which joins the network on Rye Road.

ROUTE SUMMARY

Route Name	Land Adjacent to Sandrock Park, The Ridge
Length	1396.23m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	05 November 2021

Criterion	Performance Scores
Attractiveness	5
Comfort	8
Directness	9
Safety	6
Coherence	0
Total	28

Comments	Proposed route links to existing footpaths within St Helens woods (St Helens Park Road). This route is marked as a byways which provides adequate width for all users, however the terrain and condition of the path is unknown. This connects to a residential street which is quiet and accessible. Overall, attractive and direct route but accessibility levels need to be checked.
Actions	

Figure 3-11 WRAT output for Location 3

Location 3 (Sandrock Park) connects to Hastings LCWIP Walking Network via the use of existing footpaths within St Helens' Woods. A new access section would be required through Damnation Alley to join St Helen's Park Road, which is then followed for 1.4km before connecting to the network on the junction of Hillside Road/ St Helen's Park Road.

ROUTE SUMMARY

Route Name	Playing fields of former Helenswood Academy
Length	410.94m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	05 November 2021

Criterion	Performance Scores
Attractiveness	7
Comfort	10
Directness	12
Safety	5
Coherence	2
Total	36

Comments	Direct and accessible footpath along St Helen's Down and connecting to the walking network. Footpaths are wide enough and crossings are safe.
Actions	

Figure 3-11 WRAT output for Location 5

Location 5 (Playing fields of former Helenswood Academy) is connected to Hastings LCWIP Walking Network via St Helens Down then following The Ridge for 160m before connecting to the network.

ROUTE SUMMARY

Route Name	Ore Valley
Length	226.68m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	04 November 2021

Criterion	Performance Scores
Attractiveness	8
Comfort	9
Directness	12
Safety	6
Coherence	2
Total	37

Comments	Short distance along quiet residential road to reach the walking network. Pavements are well-kept and can accommodate all users, although there are some instances where parked cars may pose as obstacles.
Actions	

Figure 3-11 WRAT output for Location 10

Location 10 (Ore Valley) connects to Hastings LCWIP Walking Network by following Firtree Road for 230m before joining the network on Parker Road.

Location 2 (HL80)

Hastings Sustainable Transport Audit Task 2 Gap Analysis



Figure 0-7 Potential walking connections to Location 2

ROUTE SUMMARY

Route Name	Ashdown House, Sedlescombe Road North
Length	1257.63m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	05 November 2021

Criterion	Performance Scores
Attractiveness	8
Comfort	11
Directness	12
Safety	6
Coherence	2
Total	39

Comments	Direct and well-kept footway along quiet residential roads. Footway width is adequate for all users. Attractive and safe connection to walking network.
Actions	

Figure 3-11 WRAT output for Location 2

Location 2 (Ashdown House) connects to Hastings LCWIP Walking Network via the existing road connecting it to Harrow Lane and following this road for 250m, before turning on Little Ridge Avenue at the mini-roundabout and following this road for 880m before joining the walking network outside the Conquest Hospital.

Locations 7 (TC10) and 8 (HL22)

Hastings Sustainable Transport Audit

Task 2 Gap Analysis

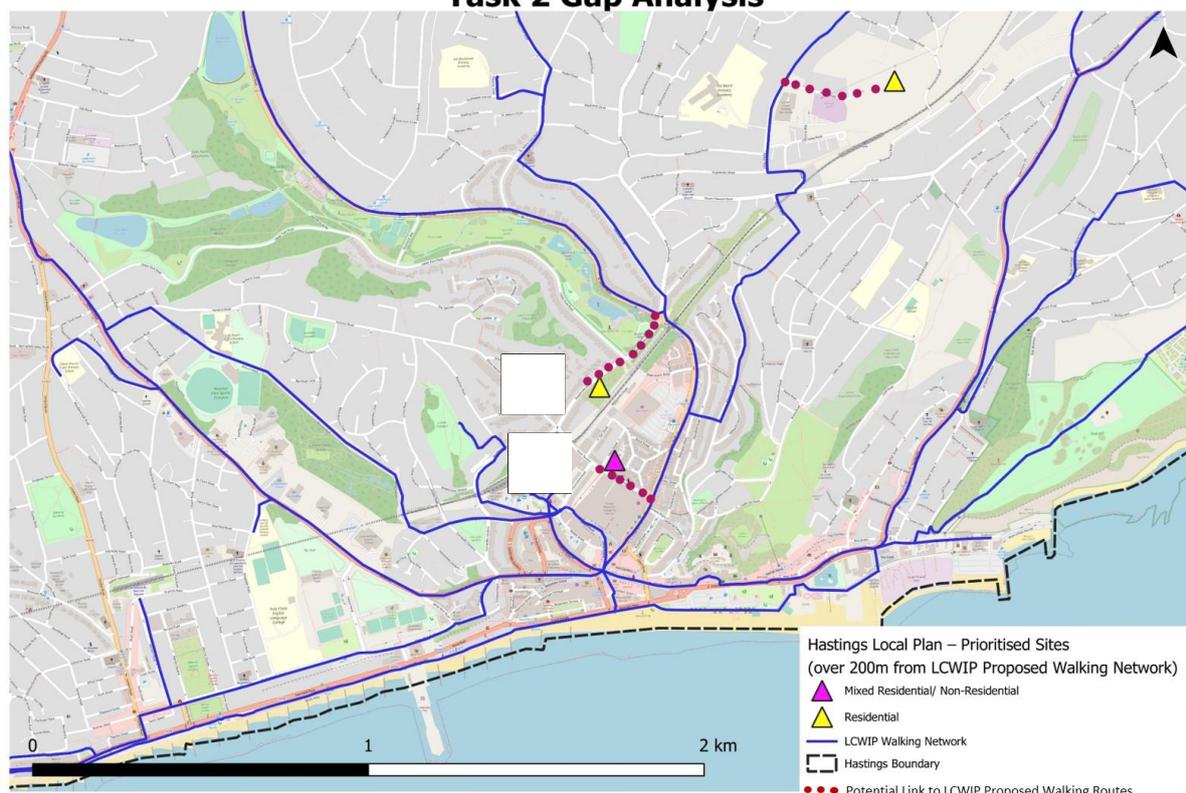


Figure 0-8 Potential walking connections to Locations 7 and 8

ROUTE SUMMARY

Route Name	Cornwallis Street Car Park
Length	205.3m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	04 November 2021

Criterion	Performance Scores
Attractiveness	6
Comfort	9
Directness	9
Safety	5
Coherence	1
Total	30

Comments	Direct route to walking network. Pavements conditions could be improved, and some dropped kerbs are not accessible. Adequate space on footways, however some shop fronts and bins reduce the width. Littering reduces the attractiveness.
Actions	

Figure 3-11 WRAT output for Location 7

Location 7 (Cornwallis Street Carpark) connects to Hastings LCWIP Walking Network via 30m along Cornwallis Street, then following South Terrace for 175m until it joins the network on Queens Road.

ROUTE SUMMARY

Route Name	Former Hollingsworth Garage, Braybrooke Road
Length	299.59m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	04 November 2021

Criterion	Performance Scores
Attractiveness	8
Comfort	8
Directness	12
Safety	6
Coherence	2
Total	36

Comments	Direct and attractive route connecting development site to walking network. Steep downhill gradient which may make the route inaccessible for some users. Some instances of bins on pavement narrowing footpath width but overall fairly good route.
Actions	

Figure 3-11 WRAT output for Location 8

Location 8 (Former Hollingsworth Garage) would connect to Hastings LCWIP Walking Network via Braybrooke Road/Bethune Way for 300m before joining the network at the A2101 roundabout.

Locations 4 (HL113), 6 (HL14) and 9 (HL115)

Hastings Sustainable Transport Audit
Task 2 Gap Analysis

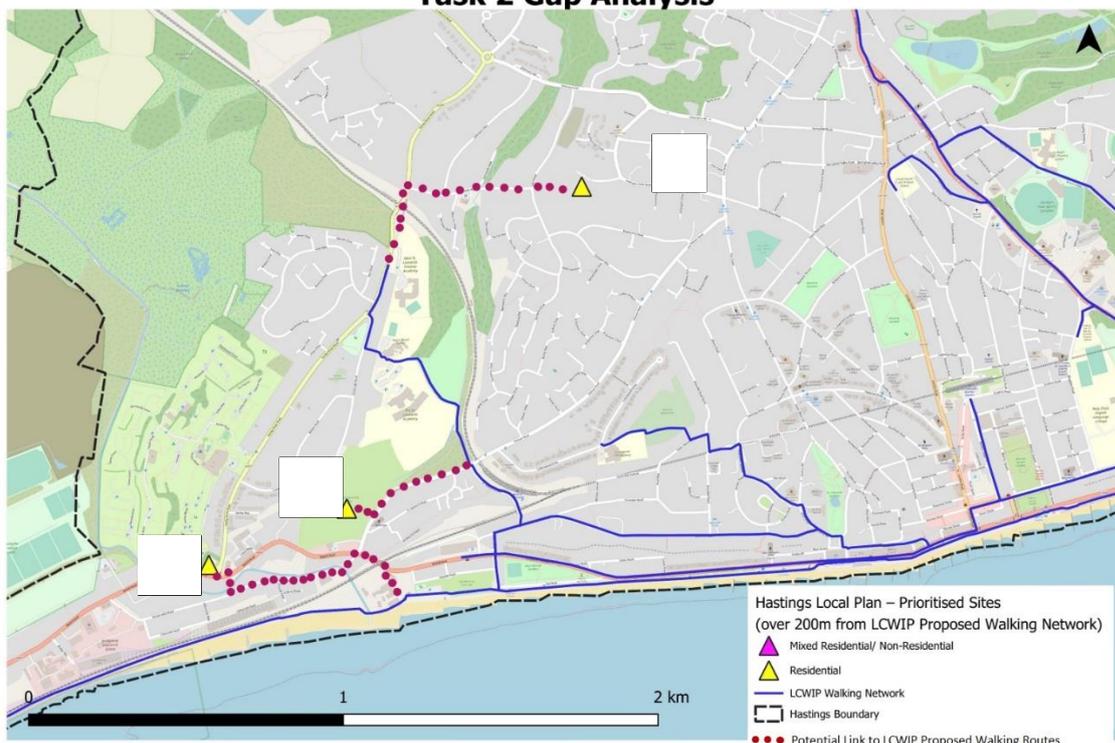


Figure 0-9 Potential walking connections to Locations 4, 6 and 9

ROUTE SUMMARY

Route Name	Former Westerleigh School and Playing Fields
Length	701.35m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	05 November 2021

Criterion	Performance Scores
Attractiveness	8
Comfort	11
Directness	12
Safety	6
Coherence	1
Total	38

Comments	Attractive and direct route alongside quiet roads to join walking network. Crossings are safe and footways are generally well-kept and wide enough for all users. There is a footbridge which is accessible and keeps pedestrians away from the road.
Actions	

Figure 3-11 WRAT output for Location 4

Location 4 (Former Westerleigh School and Playing Fields) would be connected to Hastings LCWIP Walking Network via a new access point to Fern Road. The route would follow Fernside Avenue for 400m before turning on to Harley Shute Road following this road for 260m via the pedestrian bridge over the railway tracks before joining the network.

ROUTE SUMMARY

Route Name	190 Bexhill Road
Length	772m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	04 November 2021

Criterion	Performance Scores
Attractiveness	6
Comfort	6
Directness	12
Safety	3
Coherence	1
Total	28

Comments	Footways narrow in some places and parked cars act as obstructions for pedestrians. The crossing over a narrow bridge could restrict accessibility, but traffic crossings are safe and the route is direct.
Actions	

Figure 3-11 WRAT output for Location 6

Location 6 (190 Bexhill Road) would be connected to Hastings LCWIP Walking Network by following Bexhill Road for 75m, then turning down an existing pedestrian footpath which connects to Bulverhythe Road, then following this road for 430m until the junction with Bexhill Road, where the route would continue straight over and follow Filsham Road for 500m before connecting to the network.

ROUTE SUMMARY

Route Name	Former West St Leonard Primary School Fields
Length	371.81m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	04 November 2021

Criterion	Performance Scores
Attractiveness	8
Comfort	12
Directness	11
Safety	6
Coherence	2
Total	39

Comments	Route attractive and direct, and there is adequate space for all users. Traffic volume is low and crossings are safe. Good visibility
Actions	

Figure 3-11 WRAT output for Location 9

Location 9 (Former West St Leonard Primary School Fields) would be connected to the Hastings LCWIP Walking Network via 370m along Filsham Road.

4. Conclusions

Table 4-1 summarises the key recommendations to come out of the Cycle Route gap analysis for LP Option 1.

Prioritised Location #	Prioritised Location Name	Sites Included	Recommendation	Recommendation description
1	Former Mount Pleasant Hospital, Frederick Road	HL40	Upgrade	Maintenance road connecting site to road needs to be improved. Increased width for cyclists along road.
2	Rock Lane	HL63	Upgrade	Cycle lane/increased width along road for cyclists
3	Harrow Lane Playing Fields	HL2	Minimal change	Address issue of parked cars on road restricting access for cyclists.
4	Former Westerleigh School and Playing Fields	HL113	Minimal Change	Segregation of cyclists from traffic.
5	190 Bexhill Road	HL14	Upgrade	Cycle lane to segregate cyclists from high road traffic volume
6	Former West St. Leonards Primary School field	HL115	Minimal change	Increase space for cyclists.
7	Holmhurst St Mary	HL1	Minimal Change	Address issue of parked cars on road restricting access for cyclists.

Table 0-1 Recommendations for cycle routes, Hastings LP Option 1

In terms of gap analysis in the LCWIP Proposed Cycle Routes, we can see that there were quite a few prioritised sites, and their distances to the network are generally quite short, within 1km. The proposed network covers the densely populated area of Hastings consistently, minimising the distances cyclists would have to travel off the proposed network.

The analysis of the potential connections from prioritised LP locations to proposed cycle routes generally highlights that cycling conditions are positive off the network in most areas in Hastings. However, the borough is hilly with the exception of the seafront, and the numerous gills and wooded valleys running approximately North-South make direct East-West movements difficult, which could pose issues along the cycling routes despite road surfaces being comfortable to cycle upon. Segregation

on all identified road-based connections would also serve to improve the quality of cycling conditions.

Table 4-2 summarises the key recommendations to come out of the Walking Route gap analysis for locations within LP Options 1.

Prioritised Location #	Prioritised Location Name	Sites Included	Recommendation	Recommendation description
1	Rock Lane	HL63	Upgrade	Installing tactile paving, widening footways, replacing worn surfaces along Rock Lane
2	Ashdown House, Sedlescombe Road North	HL80	Minimal change	Repair any worn and uneven surfaces.
3	Land adjacent to Sandrock Park, The Ridge	HL19		Installing tactile paving and repairing worn and uneven surfaces.
4	Former Westerleigh School and Playing Fields	HL113	Minimal change	Repair any worn or uneven surfaces.
5	Playing fields of former Helenswood Academy (part) former Mount Denys, Ridgeway and Pinehill	HL112	Upgrade	Installing tactile paving and repairing worn and uneven surfaces.
6	190 Bexhill Road	HL14	Upgrade	Pedestrian bridge made more accessible. Address issues of parked car restricting access.
7	Cornwallis Street Car Park	TC10	Upgrade	Increase attractiveness of this route by removing litter and graffiti. Dropped kerbs could be improved to increase accessibility. Installing tactile paving and

				repairing worn and uneven surfaces.
8	Former Hollingsworth Garage, Braybrooke Road	HL22	Rerouting	Rerouting some of the connection due to steep downhill gradients.
9	Former West St. Leonards Primary School field	HL115	Minimal change	Repair any worn or uneven surfaces.
10	Ore Valley	HL39	Upgrade	Address problems of parked cars restricting access.

Table 0-2 Recommendations for walking routes, Hastings LP Option 1

The gap analysis of walking routes identified some different locations to the cycle route analysis, as the walking routes differ to cycling routes proposed in Hastings.

Locations 2 and 3 in the North of the Borough were the only sites over 1km from the walking network, due to them being in the outer areas of the district, where the network ceased. Whilst it is recognised that distances of over 1km are uncommon for pedestrians, access to employment centres and education would utilise these networks.

The quality of footpath provision for prioritised locations to access the LCWIP Proposed Walking Network was generally quite positive. Most routes had safe and accessible footways, which utilised safe and quiet residential streets. However, Locations 3, 6 and 7 scored lower on coherence due to the lack of tactile paving at crossing points, and narrow footways and a lack of segregation from vehicles also reduces the comfort scoring on certain links. Attractiveness and footway condition was generally well-scored.

Appendix A: Sustainable Transport Audit Task 1 Accessibility Audit

SHARED TRANSPORT EVIDENCE BASE

Sustainable Transport Audit Hastings

Prepared for

East Sussex County Council

18th October 2022



Jacobs Engineering
1190 Eskdale Road
Winnersh, RG41 5TU

Contents

Section	Page
Document Issue	iii
Acronyms and Abbreviations	iv
Introduction	1
1.1 Background.....	1
1.2 Report Structure	1
Overview of Methodology and Allocations	2
2.1 General Approach.....	2
2.2 Local Plan developments.....	2
2.3 Attractors	3
2.4 Methodology for Residential sites	4
2.5 Methodology for Non-Residential / Mixed development sites	5
Results	7
3.1 Overview.....	7
3.2 Residential Sites Accessibility.....	7
3.3 Mixed Development Site Catchment.....	9
Next Stages	13
Appendix A: Residential Sites Accessibility	
Appendix B: Non-Residential Sites Catchment Maps	
Table(s)	
Table 2-1 Attractor type, time period used	5
Table 3-1 Journey time bands for comparative accessibility scoring of residential sites.....	7
Table 3-2 Local Plan- Residential Site Accessibility Scoring and Ranking	8
Table 3-3 Non-Residential Accessibility Maps - Key Observations	10
Figure(s)	
Figure 2-1 Hastings Planning Data	3
Figure 2-2 Hastings Attractors	4
Figure 2-3 Hastings Non-Residential Cluster Locations	6

Document Issue

Revision History

Issue	Author	Date	Description
1	Catherine Hill	14 09 2021	Draft Report
2	Catherine Hill	12 11 2021	2 nd Draft following additional Pre-school accessibility analysis
3	Sophie Thompson	18 10 2022	Final Draft Incorporating Comments Received

Technical Check

Role	Name	Signature	Date
Project Manager	Tom Beck		18 October 2022

Approval

Role	Name	Signature	Date
Project Director	Tim Cuthbert		18 October 2022

ESH Approval

Role	Name	Signature	Date

Acronyms and Abbreviations

ESCC	East Sussex County Council
LP	Local Plan
LPA	Local Planning Authority
STEB	Shared Transport Evidence Base
HBC	Hastings Borough Council

Introduction

1.1 Background

The Local Planning Authorities (LPAs) in East Sussex are currently developing draft Local Plan (LP) options, which contain various combinations of proposals for development in their respective authority.. Hastings Council undertook consultation on their draft Plan (Regulation 18 version) in the early part of 2021. The development options and the overall development strategy put forward for in that Plan needs to be tested prior to the development and publication of a pre submission draft in Winter 2022.

In order to provide an evidence base in the short term for assessing transport impacts of LP proposals, Jacobs has been commissioned to undertake the Shared Transport Evidence Base (STEB) project. As part of the management of transport mobility within the LP development in East Sussex, various options for enabling cycling, walking and promotion of public transport need to be assessed.

To demonstrate the importance of mobility in local plan development and to align with HBC's Local Plan policies, cycling, walking and public transport are being assessed separately, as well as integrating alongside the assessment of growth on the highway network. This approach ensures that patterns of growth fully integrate the key policy areas of improving people's health and wellbeing, supporting economic recovery, and levelling up and supporting a move towards net zero carbon emissions.

This technical note summarises the assessment of accessibility for cycling, walking and public transport within Hastings only and assesses these modes based on travel times and distances between key attractors within the area. It should be noted that the high-level assessment of accessibility for cycling and walking compares travel times for the most direct route and does not take into account the relative quality of these routes.

1.2 Report Structure

The remainder of the report is structured as follows:

- **Section 2** provides an overview of the approach taken and assumption used and details the planned development and attractor locations
- **Section 3** presents the results from the assessment by mode and time period and provides analysis on what this means in terms of local accessibility
- **Section 4** details the next steps to follow resulting from outcome of this assessment

Overview of Methodology and Allocations

2.1 General Approach

Consideration of transport mobility in terms of the Local Plan proposals is being determined by assessing accessibility and journey times for active modes and public transport between key attractors (destinations) and LP developments (origins).

Basemap's TRACC accessibility analysis software has been used to run the origin/destination (OD) calculations between the key attractors and LP developments. Calculations have been run for three public transport (PT) scenarios: PT Weekday AM peak, PT Weekday Off peak, PT Saturday and for two active modes: walk and cycle. Due to disruption and alterations to many PT service timetables resulting from the COVID-19 pandemic, the public transport network included as part of the calculations is represented of Q1 2020 conditions. OS OpenRoads has been used as the source of the road network data for import into TRACC, as it provides sufficient detail of the network within a manageable file size for the large study area.

2.2 Local Plan developments

As part of the analysis for Hastings, only one LP option is being explored, where this option includes residential developments and mixed (residential and non-residential) developments only. As such, the cluster based analysis for non-residential accessibility only includes developments with mixed (residential and non-residential) use.

Figure 2-1 show the location of potential Local Plan sites, note that this does not include windfall provision.

SECTION 2

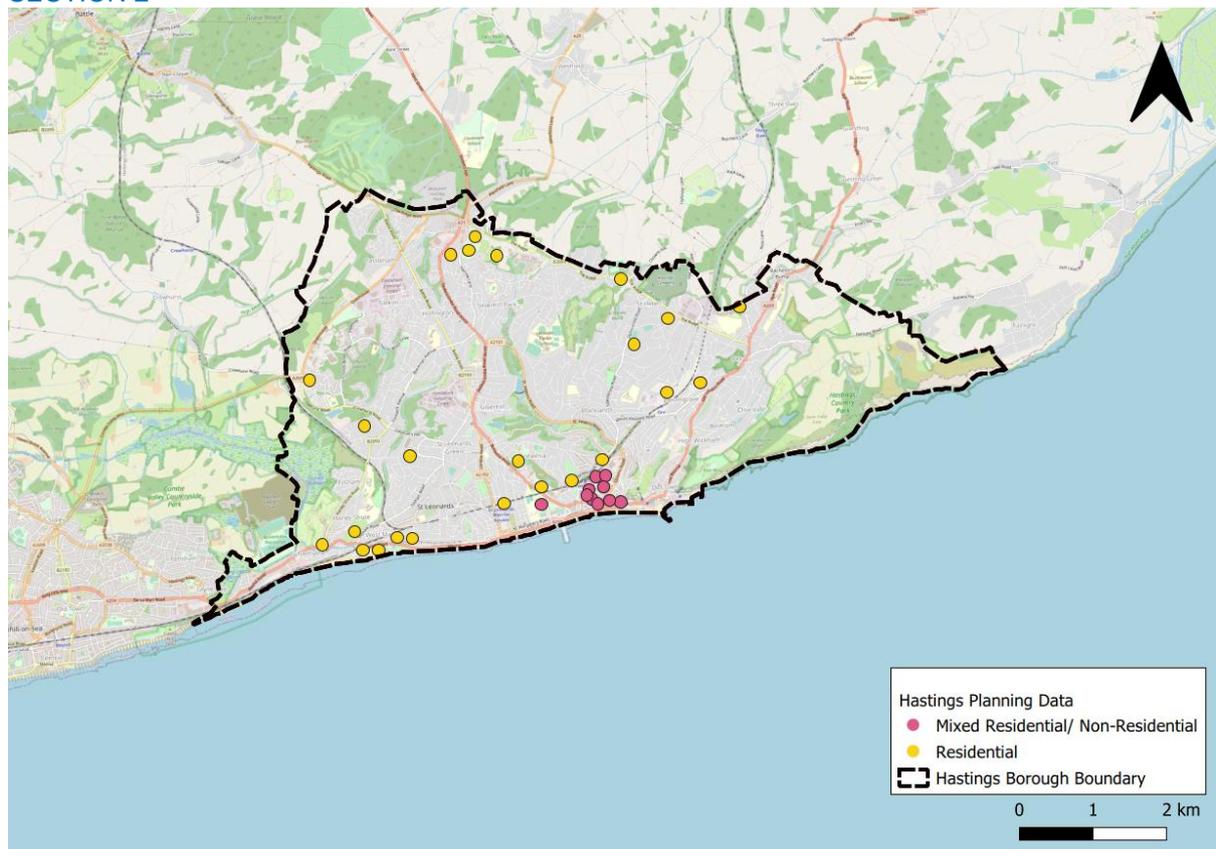


Figure 2-1 Hastings Planning Data

2.3 Attractors

The attractors included as part of this accessibility assessment are sites considered to be key destinations within the Hastings Borough. The key destinations have been agreed with both ESCC and HBC and include the following:

- Schools;
- Further and Higher Education;
- GP Surgeries;
- Hospitals;
- Town Centres;
- Retail Parks;
- Supermarkets;
- Employment Centres;
- Visitor attractions, and
- Public Green Spaces.

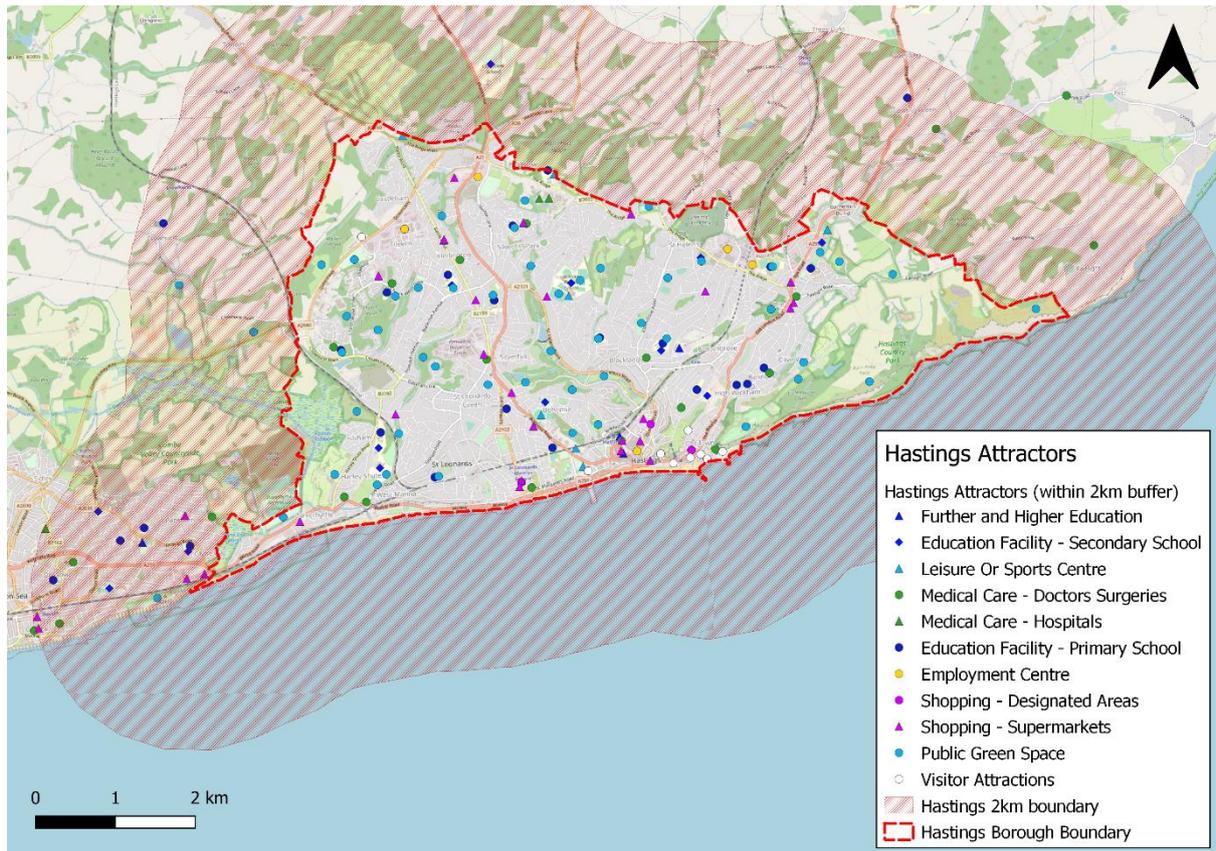


Figure 2-2 Hastings Attractions

2.4 Methodology for Residential sites

Origin-Destination calculations were produced from each residential site to every attractor point within Hastings, estimating the travel time taken for each journey via the existing road network. As previously mentioned, the public transport network included as part of the three non-active mode calculations is representative of Q1 2020 conditions.

Different time periods were used to assess the accessibility to different attractor types by public transport, in order to reflect the most likely time for which access to a destination type would be desired. The allocation of time periods to attractor types is detailed in Table 2-1.

Attractor Type	PT Time Period
Employment Attractors	Weekday AM Peak
Further and Higher Education	
Education Facility - Secondary School	
Education Facility - Primary School	
Medical Care - Doctors Surgeries	Weekday Interpeak
Medical Care – Hospitals	

SECTION 2

Shopping Area	
Supermarket	
Sports Facilities	Weekend AM
Visitor Attractions	
Public Green Space	

Table 2-1 Attractor type, time period used

To compare the accessibility of local plan sites, the results for the minimum travel time via Public Transport, Cycle, and Walk to the nearest attractor of each type were extracted from the data for each considered residential or mixed development sites.

2.5 Methodology for Non-Residential / Mixed development sites

To assess the accessibility of non-residential sites for potential employees, origin-destination calculations were undertaken to five selected points which reflected sites within the Local Plan option with commercial floorspace. As previously noted, for the Hastings analysis, no non-residential sites have been tested and therefore this analysis has been completed for sites with mixed use. Where sites are clustered close together, an average point of these sites was chosen. The locations of these clusters are shown in Figure 2-3.

SECTION 2

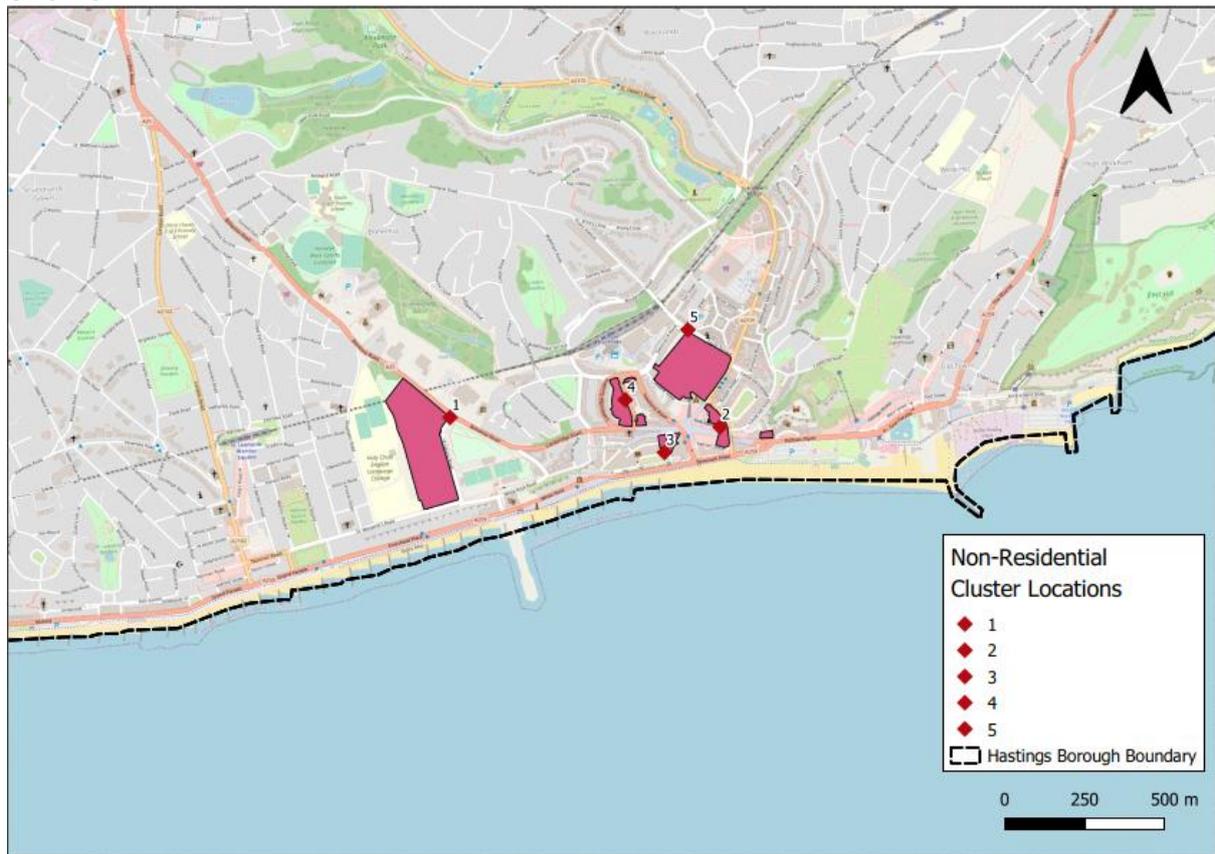


Figure 2-3 Hastings Non-Residential Cluster Locations

The origin points for accessibility calculations for non-residential locations were based on a grid system within the Hastings Borough boundary, with a spacing of 250 metres between points. Three TRACC runs were undertaken for each of the five locations – Walk, Cycle, and Public Transport (Weekday AM Peak) to show catchment by mode for non-residential development planned at these locations. Weekday AM Peak is the only PT time period shown, and therefore it should be noted that PT catchment could be smaller for other time periods, such as Sunday, when less services operate.

Results

3.1 Overview

The TRACC results for residential and non-residential sites analysis are presented within Appendix A and Appendix B.

3.2 Residential Sites Accessibility

The results for the minimum travel time via Public Transport, Cycle, and Walk to the nearest attractor of each type, for each residential site are presented in full in Appendix A.

Summary scores for each destination have been formulated based on the minimum journey time to each attractor type. High, Medium and Low Accessibility scores were allocated based on journey time bands appropriate for each attractor type, with High scoring 3 points, Medium scoring 2 points, Low scoring 1 point, and journey times above the maximum threshold allocated 0 points. The journey time bands, and respective point scoring system to determine accessibility, are outlined in Table 3-1.

Destination type	Scoring Bands (minimum time within which service type is accessible, minutes)		
	3 (High)	2 (Medium)	1 (Low)
Employment Attractors	20	40	60
Further and Higher Education	10	20	30
Education Facility - Secondary School	10	20	30
Education Facility - Primary School	5	10	15
Medical Care - Doctors Surgeries	5	10	15
Medical Care – Hospitals	15	30	45
Shopping Area	5	10	15
Supermarket	5	10	15
Sports Facilities	5	10	15
Visitor Attractions	10	20	30
Public Green Space	5	10	15

Table 3-1 Journey time bands for comparative accessibility scoring of residential sites

These journey time bands allowed an overall score to be allocated to each residential site for access to key attractors, for each mode, out of a total possible 33. These scores are presented in Table 3-2, as well as a combined average cross-modal score (unweighted) and rank for each site. The average accessibility score for each site has also been calculated using a combined average of three modes.

SECTION 3

		Accessibility Rankings							
		PT		Walk		Cycle		Combined Total	
Site Ref	Site Name	PT Accessibility Score / 100	PT Accessibility RANK (of 67 sites)	Walk Accessibility Score / 100	Walk Accessibility RANK (of 67 sites)	Cycle Accessibility Score / 100	Cycle Accessibility RANK (of 67 sites)	Average of 3 modes	Accessibility RANK (of 67 sites)
TC1	Priory Street car park and ESK	83%	3	83%	1	83%	1	83.3%	1
TC6	Former Post Office, Cambridge Road and former University of Brighton building, Priory Quarter	81%	6	81%	3	81%	3	80.6%	3
TC4	Debenhams building, Robertson Street	81%	6	81%	3	81%	3	80.6%	3
TC11	TC11 - Muriel Matters House	75%	10	75%	5	75%	5	75.0%	5
TC8	Corner of Wellington Place and Albert Road; Cinema, Queens Road; 1-7 Wellington Place	75%	10	75%	5	75%	5	75.0%	5
HL35	Hastings Station Yard (part)	83%	3	67%	8	67%	8	72.2%	7
TC10	Cornwallis Street car park	83%	3	67%	8	67%	8	72.2%	7
HL101	Priory Meadow, Queens Road (upper levels)	83%	3	67%	8	67%	8	72.2%	7
HL23	12-19 Braybrooke Terrace	69%	14	69%	6	69%	6	69.4%	9
TC3	Queensbury House, Havelock Road	81%	6	56%	14	56%	14	63.9%	10
TC7	White Rock Park	78%	8	56%	14	56%	14	63.0%	11
HL22	Former Hollingsworth Garage, Braybrooke Road	64%	16	58%	10	58%	10	60.2%	12
HL33	Taxi office and former social club, St Johns Road	69%	14	56%	14	56%	14	60.2%	13
HL21	Hornbye	75%	10	50%	18	50%	18	58.3%	14
HL111	Gambier House, 111 West Hill Road and West House, 115 West Hill Road	61%	18	56%	14	56%	14	57.4%	15
HL115	Former West St Leonards Primary School, Bexhill Road	58%	20	56%	14	56%	14	56.5%	17
HL112	Land at corner of St Helens Down and playing fields of former Helenswood School	58%	20	56%	14	56%	14	56.5%	17
HL55	Summerfields	72%	12	47%	19	47%	19	55.6%	18
HL39	Ore Valley (Former Power Station)	50%	23	50%	18	50%	18	50.0%	19
HL40	Former Mount Pleasant Hospital, Frederick Road	64%	16	39%	24	39%	24	47.2%	20
HL1	Holmhurst St Mary	44%	27	44%	21	44%	21	44.4%	22
HL63	Land at Rock Lane	44%	27	44%	21	44%	21	44.4%	22
HL113	Former Westerleigh School and playing fields	42%	29	42%	22	42%	22	41.7%	23
HL19	Land adjacent to Sandrock Park, The Ridge	50%	23	36%	26	36%	26	40.7%	24
HL84	Pilot Field, Elphinstone Road	47%	25	36%	26	36%	26	39.8%	25
HL80	Ashdown House, Sedlescombe Road North	39%	31	39%	24	39%	24	38.9%	26
HL3	Land adjacent to 777 The Ridge	50%	23	33%	28	33%	28	38.9%	28
HL2	Former Harrow Lane playing fields	50%	23	33%	28	33%	28	38.9%	28
HL12	Former Malmesbury House, West Hill Road	61%	18	19%	32	19%	32	33.3%	29
HL7	Former St Leonards Academy (Grove School), Darwell Campus, Darwell Close	39%	31	28%	29	28%	29	31.5%	30
HL11	Cinque Ports Way (former Stamco timber yard and TA centre)	44%	27	22%	30	22%	30	29.6%	31
HL9	Seaside Road, West St Leonards	39%	31	19%	32	19%	32	25.9%	32
HL14	190 Bexhill Road	14%	33	14%	33	14%	33	13.9%	33
HL4	Mayfield E, Bodiam Drive	11%	34	11%	34	11%	34	11.1%	34
Average		59%		49%		49%		52%	

Table 3-2 Local Plan- Residential Site Accessibility Scoring and Ranking

The results presented in the table above and in Appendix A note the varied accessibility to key attractors within reasonable time periods across the residential sites in the Hastings study area. Some of the sites are located towards the periphery of the Borough and have limited existing public transport services or existing cycle and pedestrian facilities. By contrast, some of the other proposed sites are located towards the town centre with good existing public transport services as well as cycle and pedestrian infrastructure, therefore having a greater level of accessibility.

The public transport accessibility calculations show that across all the proposed sites, the majority have good access to employment centres, where 28 of 34 have access within 20 minutes. In addition to this, two thirds of the sites have acceptable

SECTION 3

access (at least 45 minutes) to hospitals via public transport. The results note average to poor public transport accessibility to designated shopping areas, sports facilities and visitor attractors, where a third of sites have accessibility beyond a reasonable time frame for the respective attractor. However, it is worth noting that this could be skewed by the time band periods used and the number of attractors included as part of this study.

Similarly to public transport access, walk accessibility varies across the attractors and sites in the study area. All sites have reasonable walk access to employment centres (within an hour), with two thirds of sites having good access to employment centres, being within at least a 20-minute walk. Likewise, two third of the sites have reasonable walk access to a pre- school or primary school. Half of the sites have no reasonable walk access (15 minutes) to leisure/ sports centres and visitor attractions.

There is a good level of cycle accessibility to employment centres, all sites are within an hour cycle and two thirds are within at least 20 minutes. For education facilities, access is fair, almost all of the sites have reasonable access to Secondary Schools, where there are only 2 sites without access. Similarly, for further/higher education facilities cycle access is fair, where a third of sites do not have reasonable access. The results note poor cycle accessibility to other attractors, including leisure/ sports centres and visitor attractions with only 50% having reasonable access.

It is important to note that this analysis also does not account for perceptions of safety and comfort between different routes that might be chosen. These can be key factors in the choice to travel via an active mode, as TRACC only produces journey time estimates based on distance travelled along the road network.

3.3 Mixed Development Site Catchment

The results for travel time via Public Transport, Cycle and Walk from every origin grid point within Hastings, to each of the five identified non-residential site clusters, are presented as isochronal maps in Appendix B. Table 3-2 below outlines key observations from each of these maps for each site.

SECTION 3

Cluster Number	Cluster Name	PT Accessibility Comment	Walk Accessibility Comment	Cycle Accessibility Comment
1	White Rock	Average PT accessibility, 10 minute access around the immediate town centre of Hastings. 20 minute access to Hollington, and Ore and further 30 minute accessibility beyond the borough to settlements including Crowhurst, Telham and Three Oaks	Average walk access, with 20 minute walk access for the majority of Hastings town centre and 30 minutes to residential areas on the outskirts of the town centre.	Very good cycle access, 20 minute accessibility for the majority of the Hastings borough. 30 minute access for smaller settlements beyond the borough boundary towards Bexhill, Crowhurst, Telham, Westfield and Guestling Green.
2	Wellington Place	Average PT accessibility, 30 minute access for those located in isolated settlements beyond the borough boundary. 20 minute access for areas located along the strategic road network where key bus routes are located.	Decent walk accessibility. 10 minute access across the immediate town centre and Hastings Train Station. 30 minute access to the neighbourhoods of Silverhill and Belmont (East of Hastings Town Centre) and Ore Train Station to the east of Cluster 2.	Very good cycle access, 20 minute accessibility for the majority of the Hastings borough. 30 minute access for smaller settlements beyond the borough boundary towards Bexhill, Crowhurst, Telham, Westfield, Guestling Green and Fairlight.
3	Robertson Street	Average PT accessibility overall. Good access for east and west movements, 20-minute access to the borough boundary. However, poor access towards the north, where some settlements located here have access beyond 30 minutes.	Decent walk accessibility, 10 minute access to the train station. 30-minute access to Silverhill in the west and Ore Station in the east. Access to the north is poor with no 30 minute walk access beyond for places including St Helens and Hollington.	Very good cycle access, 20 minute accessibility for the majority of the Hastings borough. 30 minute access for smaller settlements beyond the borough boundary towards Bexhill, Crowhurst, Telham, Westfield, Guestling Green and Fairlight.
4	Priory Street	Generally good PT accessibility, some areas with 20 minute access beyond the Hastings boundary in Bexhill, Crowhurst and Three Oaks. 30 minute access to Telham, Guestling Green and parts of Fairlight as well as the majority of the Borough.	Decent walk accessibility, 10 minute access to just beyond the train station. 30-minute access towards Silverhill in the west and Ore Station in the east. Access to the north is poor with no 30 minute walk access beyond places including St Helens and Hollington.	Very good cycle access, 20 minute accessibility for the majority of the Hastings borough. 30 minute access for smaller settlements beyond the borough boundary towards Bexhill, Crowhurst, Telham, Westfield, Guestling Green and Fairlight.
5	South Terrace	Average PT access with the majority of the Borough within 30 minutes. Pockets of good access in Bexhill and Three Oaks with 20 minute access to cluster 5. Very poor PT access to the west of the borough around Church Wood Drive and Queensway.	Poor walk accessibility, 10 minute access to beyond the train station. 30-minute access towards Silverhill in the west and Ore Station/ Broomgrove in the east.	Very good cycle access, 20 minute accessibility for the majority of the Hastings borough. 30 minute access for smaller settlements beyond the borough boundary towards Bexhill, Crowhurst, Telham, Westfield, Guestling Green and Fairlight.

Table 3-3 Non-Residential Accessibility Maps - Key Observations

As shown in Table 3-3, morning peak accessibility via public transport varies slightly across the cluster locations. Cluster 4 has the best public transport accessibility with 30 minute access beyond the Hastings Borough boundary with some settlements

SECTION 3

having 20 minute access. The other clusters generally show average public transport accessibility across the Borough, with some clusters having no access in specific locations such as the north and west.

Pedestrian access to the employment clusters across Hastings is generally poor, however all, apart from Cluster 1, are accessible from the train station within 10 minutes. On the contrary, cycle accessibility is very good across all clusters, with better access than public transport. The majority of the Borough of Hastings can access all employment clusters within a 20-minute cycle time.

Next Stages

Stage 2 of the Sustainable Transport Audit for Hastings will be a high level audit of cycling and walking networks. Using the planning data we will develop a GIS layer of the proposed sites and overlay the existing and proposed ESCC LCWIP networks for the specified town(s) and undertake a gap analysis of the potential strategic connections.

Appendix A: Residential Sites Accessibility

SECTION 4

Minimum Journey Times

		PT											
		Scoring Bands (minimum minutes for which service type is accessible)											
3 (High)		20	10	10	5	5	5	15	5	5	5	5	10
2 (Medium)		40	20	20	10	10	10	30	10	10	10	10	20
1 (Low)		60	30	30	15	15	15	45	15	15	15	15	30
0 (NoAccess) or N/A													

Site Ref	Address	Category	AM Peak											Public Green Space
			Employment Centre	Education Facility - Higher	Education Facility - Secondary School	Education Facility - Primary School	Education Facility - Pre School	Medical Care - Doctors Surgeries	Medical Care - Hospitals	Shopping - Designated Areas	Shopping - Supermarkets	Leisure Or Sports Centre	Visitor Attractions	
HL40	Former Mount Pleasant Hospital, Frederick Road	Residential	13.65	14.69	11.45	8.25	6.89	9.04	26.49	11.63	8.14	13.2	12.8	9.99
HL4	Mayfield E, Bodiam Drive	Residential	31.34	64.92	33.89	21.91	21.94	19.17	55.02	52.9	27.57	42.05	17.29	10.84
HL12	Former Malmesbury House, West Hill Road	Residential	16.91	10.89	14.57	10.78	8.53	5.69	28.96	9.57	7.92	23.26	12.61	6.99
HL35	Hastings Station Yard (part)	Mixed	5.34	3.59	13.37	8.61	4.02	2.21	22.77	5.72	2.1	7.95	8.18	8.05
HL9	Seaside Road, West St Leonards	Residential	19.06	17.39	23.36	18.11	16.99	5.33	38.74	13.55	12.77	26.21	15.56	8.5
HL39	Ore Valley (Former Power Station)	Residential	18.21	9.08	9.89	10.34	7.2	12.77	33.17	19.03	9.05	33.45	27.5	11.81
HL33	Taxi office and former social club, St Johns Road	Residential	17.21	8.84	16.98	5.9	2.23	7.35	30.65	6.2	5.28	8.22	10.2	11.66
HL22	Former Hollingsworth Garage, Braybrooke Road	Residential	8.7	8.02	16.37	12.68	6.18	5.97	37.94	8.63	5.86	14.03	14.44	6.55
TC10	Cornwallis Street car park	Mixed	5.34	3.59	13.37	8.61	4.02	2.21	22.77	5.72	2.1	7.95	8.18	8.05
HL11	Cinque Ports Way (former Stamco timber yard and TA centre)	Residential	19.29	16.82	22.78	17.54	16.41	4.75	38.17	12.98	12.2	25.64	14.99	7.92
HL3	Land adjacent to 777 The Ridge	Residential	10.03	20.11	11.17	8.08	10.71	11.02	9.16	19.56	10.04	10.1	18.98	9.99
HL14	190 Bexhill Road	Residential	59.95	47.52	20.71	18.51	16.44	16.25	62.82	46.35	16.8	56.29	55.32	6.78
HL19	Land adjacent to Sandrock Park, The Ridge	Residential	18.53	22.9	11.36	12.42	10.64	17.61	9.85	18.37	3.84	10.19	32.27	6.01
HL2	Former Harrow Lane playing fields	Residential	10.03	20.11	11.17	8.08	10.71	11.02	9.16	19.56	10.04	10.1	18.98	9.99
HL7	Former St Leonards Academy (Grove School), Darwell Campus, Darwell Close	Residential	28.93	31.84	13.07	10.87	8.45	9.53	40.72	24.04	9.26	29.48	31.46	12.05
TC3	Queensbury House, Havelock Road	Mixed	6.98	3.08	15.14	6.88	6.34	4.16	21.87	7.13	3.73	6.21	6.29	8.02
TC7	White Rock Park	Mixed	15.43	7.97	21.37	4.09	5.07	8.02	23.08	12.64	4.53	2.68	5.59	7.47
HL55	Summerfields	Residential	15.94	8.34	20.17	5.47	6.45	8.39	23.92	14.03	5.92	4.7	6.68	8.86
HL21	Hornbye	Residential	17.91	8.65	17.04	5.87	6.03	8.69	23.04	12.61	5.26	2.25	6.98	8.44
HL101	Priory Meadow, Queens Road (upper levels)	Mixed	5.34	3.59	13.37	8.61	4.02	2.21	22.77	5.72	2.1	7.95	8.18	8.05
HL84	Pilot Field, Elphinstone Road	Residential	22.26	22.98	15.3	15.82	4.69	16.27	14.25	22.3	8.71	14.59	36.2	4.3
HL1	Holmhurst St Mary	Residential	22.48	59.83	28.14	8.37	8.66	6.41	17.62	57.03	6.06	19.34	46.1	5.32
HL115	Former West St Leonards Primary School, Bexhill Road	Residential	17.47	14.18	11.43	11.89	12.46	1.41	26.82	11.16	5.79	23.82	13.17	2.87
HL23	12-19 Braybrooke Terrace	Residential	13.04	5.11	14.17	14.55	4.34	6.7	32.76	12.97	6.27	9.23	9.64	6.62
TC6	Former Post Office, Cambridge Road	Mixed	5.5	1.62	17.35	9.41	7.09	4.43	24.57	5.11	2.21	8.75	4.44	10.01
HL111	Gambier House, 111 West Hill Road and West House, 115 West Hill Road	Residential	18.37	15.9	13.61	7.18	6.25	9.3	39.32	8.1	6.07	23.71	12.36	5.02
HL112	Land at corner of St Helens Down and playing fields of former Helenswood School	Residential	8.85	16.05	3.47	14.13	7.97	12.13	13.88	18.52	6.35	14.23	27.32	9.32
HL113	Former Westerleigh School and playing fields	Residential	24.83	22.36	12.48	10.28	5.24	15.77	42.44	14.56	8	27.02	18.83	7.49
HL80	Ashdown House, Sedlescombe Road	Residential	12.95	21.81	12.87	11.52	12.71	12.17	19.52	20.26	11.74	18.7	20.68	11.69
TC11	TC11 - Muriel Matters House	Mixed	2.88	4.16	11.89	9.52	6.13	6.26	21.24	5.57	3.75	12.62	6.11	9.7
TC4	Debenhams building, Robertson Street	Mixed	5.5	1.62	17.35	9.41	7.09	4.43	24.57	5.11	2.21	8.75	4.44	10.01
TC8	Corner of Wellington Place and Albert Road; Cinema, Queens Road; 1-7 Wellington Place	Mixed	2.88	4.16	11.89	9.52	6.13	6.26	21.24	5.57	3.75	12.62	6.11	9.7
TC1	Priory Street car park and ESK	Mixed	10.95	3.65	18.51	4.44	3.46	5.24	24.43	11.88	4.82	3.78	5.15	7.82
HL63	Land at Rock Lane	Residential	19.72	34.77	11.41	8.52	7.85	12.17	50.23	39.93	7.73	11.43	39.24	8.15

Accessibility scoring

Employment Centre	Education Facility - Higher	Education Facility - Secondary School	Education Facility - Primary School	Education Facility - Pre School	Medical Care - Doctors Surgeries	Medical Care - Hospitals	Shopping - Designated Areas	Shopping - Supermarkets	Leisure Or Sports Centre	Visitor Attractions	Public Green Space
3	2	2	2	2	2	2	1	2	1	1	3
2	0	0	0	0	0	0	0	0	0	0	2
3	2	2	1	2	2	2	2	2	0	1	3
3	3	2	2	3	3	2	2	3	2	2	3
3	2	1	0	0	2	1	1	1	0	0	3
3	3	3	1	2	1	1	0	2	0	0	2
3	3	2	2	3	2	1	2	2	2	1	3
3	2	1	0	0	3	1	1	1	0	1	3
1	0	1	0	0	0	0	0	0	0	0	3
3	1	2	1	1	0	3	0	3	1	0	3
3	1	2	2	1	1	3	0	1	1	0	3
2	0	2	1	2	2	1	0	2	0	0	2
3	3	2	2	2	3	2	2	3	2	2	3
3	3	1	3	2	2	2	1	3	3	2	3
3	3	2	2	2	2	2	1	2	3	2	3
3	3	2	2	3	3	2	2	3	2	2	3
2	1	2	0	3	0	3	0	2	1	0	3
2	0	1	2	2	2	2	0	2	0	0	3
3	2	2	1	1	3	2	1	2	0	1	3
3	3	2	1	3	2	1	1	2	2	2	3
3	3	2	2	2	3	2	2	3	2	2	3
3	2	2	2	2	2	1	2	2	2	2	3
3	3	2	2	2	2	2	2	3	1	2	3
3	3	2	3	3	2	2	1	3	3	2	3
3	0	2	2	2	1	0	0	2	1	0	3

Minimum Journey Times

Accessibility scoring

Walk												
Scoring Bands (minimum minutes for which service type is accessible)												
3 (High)	20	10	10	5	5	5	15	5	5	5	5	10
2 (Medium)	40	20	20	10	10	10	30	10	10	10	10	20
1 (Low)	60	30	30	15	15	15	45	15	15	15	15	30
0 (No Access)												

Site Ref	Address	Category	AM Peak											Interpeak											Weekend AM													
			Employment Centre	Education Facility - Higher	Education Facility - Secondary School	Education Facility - Primary School	Education Facility - Pre School	Medical Care - Doctors Surgeries	Medical Care - Hospitals	Shopping - Designated Areas	Shopping - Supermarkets	Leisure Or Sports Centre	Visitor Attractions	Public Green Space	Employment Centre	Education Facility - Higher	Education Facility - Secondary School	Education Facility - Primary School	Education Facility - Pre School	Medical Care - Doctors Surgeries	Medical Care - Hospitals	Shopping - Designated Areas	Shopping - Supermarkets	Leisure Or Sports Centre	Visitor Attractions	Public Green Space	Employment Centre	Education Facility - Higher	Education Facility - Secondary School	Education Facility - Primary School	Education Facility - Pre School	Medical Care - Doctors Surgeries	Medical Care - Hospitals	Shopping - Designated Areas	Shopping - Supermarkets	Leisure Or Sports Centre	Visitor Attractions	Public Green Space
HL40	Former Mount Pleasant Hospital, Frederick Road	Residential	19.39	19.71	15.13	11.52	8.16	13.23	49.9	23.99	12.69	25.28	23.3	11.33	3	2	2	1	2	1	0	0	1	0	0	2	3	2	2	1	2	1	0	0	1	0	0	2
HL4	Mayfield E, Bodiam Drive	Residential	31.34	64.92	33.89	21.91	23.41	19.17	55.02	52.9	27.57	42.05	17.29	10.84	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	
HL12	Former Malmesbury House, West Hill Road	Residential	41.48	40.4	31.07	11.09	19.43	8.48	66.84	21.38	20.6	31.32	30.72	6.99	1	0	0	1	0	2	0	0	0	0	0	3	1	0	0	0	2	0	0	0	0	0	3	
HL35	Hastings Station Yard (part)	Mixed	5.34	3.59	17.88	17.97	4.02	2.21	58.87	5.72	2.1	10.77	11.17	8.05	3	3	2	0	3	3	0	2	3	3	1	1	3	3	2	0	2	3	1	1	3	3		
HL9	Seaside Road, West St Leonards	Residential	49.52	48.39	27.92	18.11	28.9	5.33	63.69	29.85	17.66	39.79	38.82	8.5	1	0	1	0	0	2	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	3		
HL39	Ore Valley (Former Power Station)	Residential	18.21	9.08	9.89	10.34	7.2	12.77	43.33	23.56	9.05	33.45	27.5	11.81	3	3	3	1	2	1	1	0	2	0	2	3	3	3	1	1	0	0	0	0	2			
HL33	Taxi office and former social club, St Johns Road	Residential	24.96	22.32	17.9	5.9	2.23	7.35	58.92	6.2	5.28	10.67	13.36	15.33	2	1	2	2	3	2	0	2	2	2	1	1	2	2	2	2	2	1	1	2	2			
HL22	Former Hollingsworth Garage, Braybrooke Road	Residential	8.7	8.02	16.37	18.62	6.18	5.97	54.82	8.63	5.86	14.03	14.44	6.55	3	3	2	0	2	2	0	2	2	2	1	1	3	2	2	2	1	1	3	3				
TC10	Cornwallis Street car park	Mixed	5.34	3.59	17.88	17.97	4.02	2.21	58.87	5.72	2.1	10.77	11.17	8.05	3	3	2	0	3	3	0	2	3	3	1	1	3	3	2	2	3	1	1	3	3			
HL11	Cinque Ports Way (former Stamco timber yard and TA centre)	Residential	48.94	47.81	27.34	17.54	28.32	4.75	63.12	29.28	17.09	39.22	38.24	7.92	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
HL3	Land adjacent to 777 The Ridge	Residential	10.03	59.52	22.27	13.53	16.04	14.39	14.98	54.48	13.27	16.91	33.32	15.58	3	0	1	1	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2			
HL14	190 Bexhill Road	Residential	59.95	47.52	20.71	18.51	26.05	16.25	62.82	46.35	16.8	56.29	55.32	6.78	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
HL19	Land adjacent to Sandrock Park, The Ridge	Residential	25.51	35.17	17.69	25.1	14.44	24.29	18.56	44.5	3.84	18.73	53.59	6.01	2	0	2	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3			
HL2	Former Harrow Lane playing fields	Residential	10.03	59.52	22.27	13.53	16.04	14.39	14.98	54.48	13.27	16.91	33.32	15.58	3	0	1	1	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2			
HL7	Former St Leonards Academy (Grove School), Darwell Campus, Darwell Close	Residential	40.48	51.33	13.07	10.87	8.45	22.51	60.19	38.33	9.26	37.58	39.13	15.7	1	0	2	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2			
TC3	Queensbury House, Havelock Road	Mixed	9.98	3.12	21.67	18.49	6.82	4.16	62.66	10.35	3.73	11.29	11.7	11.85	3	3	1	0	2	3	0	1	3	0	1	3	3	2	1	1	1	1	2	2				
TC7	White Rock Park	Mixed	17.37	12.7	21.37	6.95	10.03	10.86	62.39	13.31	9.59	2.68	5.59	17.53	3	2	1	0	1	1	0	1	0	1	2	3	2	2	2	2	2	2	2	2				
HL55	Summerfields	Residential	21.44	15.57	20.17	5.74	11.47	15.03	61.19	14.74	8.38	5.55	9.9	17.6	2	2	1	2	1	0	0	1	2	2	2	2	2	2	2	2	2	2	2	2				
HL21	Hornbye	Residential	25.97	20.11	17.04	5.87	9.43	15.17	58.06	14.88	5.26	2.25	14.43	14.48	2	1	2	2	2	0	0	1	2	3	1	2	3	3	1	2	2	2	2					
HL101	Priory Meadow, Queens Road (upper levels)	Mixed	5.34	3.59	17.88	17.97	4.02	2.21	58.87	5.72	2.1	10.77	11.17	8.05	3	3	2	0	3	3	0	2	3	3	1	1	3	3	2	2	3	1	1	3				
HL84	Pilot Field, Elphinstone Road	Residential	23.67	22.98	15.86	18.26	4.69	16.27	35.15	26.64	13.28	35.32	37.71	4.3	2	1	2	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3				
HL1	Holmhurst St Mary	Residential	22.48	59.83	28.14	8.37	8.66	6.41	17.62	57.03	6.06	19.34	46.1	5.32	2	0	1	2	2	2	2	0	2	2	0	0	0	0	0	0	0	0	0	3				
HL115	Former West St Leonards Primary School, Bexhill Road	Residential	17.47	14.18	11.43	11.89	23.85	1.41	26.82	11.16	5.79	23.82	13.17	2.87	3	2	2	1	0	3	2	1	2	0	1	3	2	2	1	2	0	1	3					
HL23	12-19 Braybrooke Terrace	Residential	13.04	5.11	14.17	14.55	4.34	6.7	32.76	12.97	6.27	9.23	9.64	6.62	3	3	2	1	3	2	1	1	2	2	2	2	3	2	2	2	2	2	3					
TC6	Former Post Office, Cambridge Road	Mixed	5.5	1.62	17.35	9.41	7.09	4.43	24.57	5.11	2.21	8.75	4.44	10.01	3	3	2	2	2	3	2	2	3	2	2	3	2	3	2	3	2	2	2					
HL111	Gambier House, 111 West Hill Road and West House, 115 West Hill Road	Residential	18.37	15.9	13.61	7.18	17.07	9.3	39.32	8.1	6.07	23.71	12.36	5.02	3	2	2	2	0	2	1	2	2	2	0	1	3	2	2	0	1	3						
HL112	Land at corner of St Helens Down and playing fields of former Helenswood School	Residential	8.85	16.05	3.47	14.13	10.37	12.13	13.88	18.52	6.35	14.23	27.32	9.32	3	2	3	1	1	1	3	0	2	1	0	0	3	2	1	0	0	3						
HL113	Former Westerleigh School and playing fields	Residential	24.83	22.36	12.48	10.28	5.24	15.77	42.44	14.56	8	27.02	18.83	7.49	2	1	2	1	2	0	1	1	2	0	0	0	3	2	2	0	0	3						
HL80	Ashdown House, Sedlescombe Road North	Residential	12.95	21.81	12.87	11.52	14.03	12.17	19.52	20.26	11.74	18.7	20.68	11.69	3	1	2	1	1	1	2	0	1	0	0	2	3	2	2	0	0	2						
TC11	TC11 - Muriel Matters House	Mixed	2.88	4.16	11.89	9.52	9.54	6.26	21.24	5.57	3.75	12.62	6.11	9.7	3	3	2	2	2	2	2	2	3	1	2	3	3	2	1	2	3	3						
TC4	Debenhams building, Robertson Street	Mixed	5.5	1.62	17.35	9.41	7.09	4.43	24.57	5.11	2.21	8.75	4.44	10.01	3	3	2	2	2	3	2	2	3	2	2	3	2	3	2	3	2	2						
TC8	Corner of Wellington Place and Albert Road; Cinema, Queens Road; 1-7 Wellington Place	Mixed	2.88	4.16	11.89	9.52	9.54	6.26	21.24	5.57	3.75	12.62	6.11	9.7	3	3	2	2	2	2	2	2	3	1	2	3	3	2	1	2	3	3						
TC1	Priory Street car park and ESK	Mixed	10.55	3.65	18.51	4.44	3.46	5.24	24.43	11.88	4.82	3.78	5.15	7.82	3	3	2	3	3	2	2	1	3	3	3	3	2	3	3	2	3	3						
HL63	Land at Rock Lane	Residential	19.72	34.77	11.41	8.52	7.85	12.17	50.23	39.93	7.73	11.43	39.24	8.15	3	0	2	2	2	1	0	0	2	1	0	3	3	2	1	0	3							

SECTION 4

Minimum Journey Times

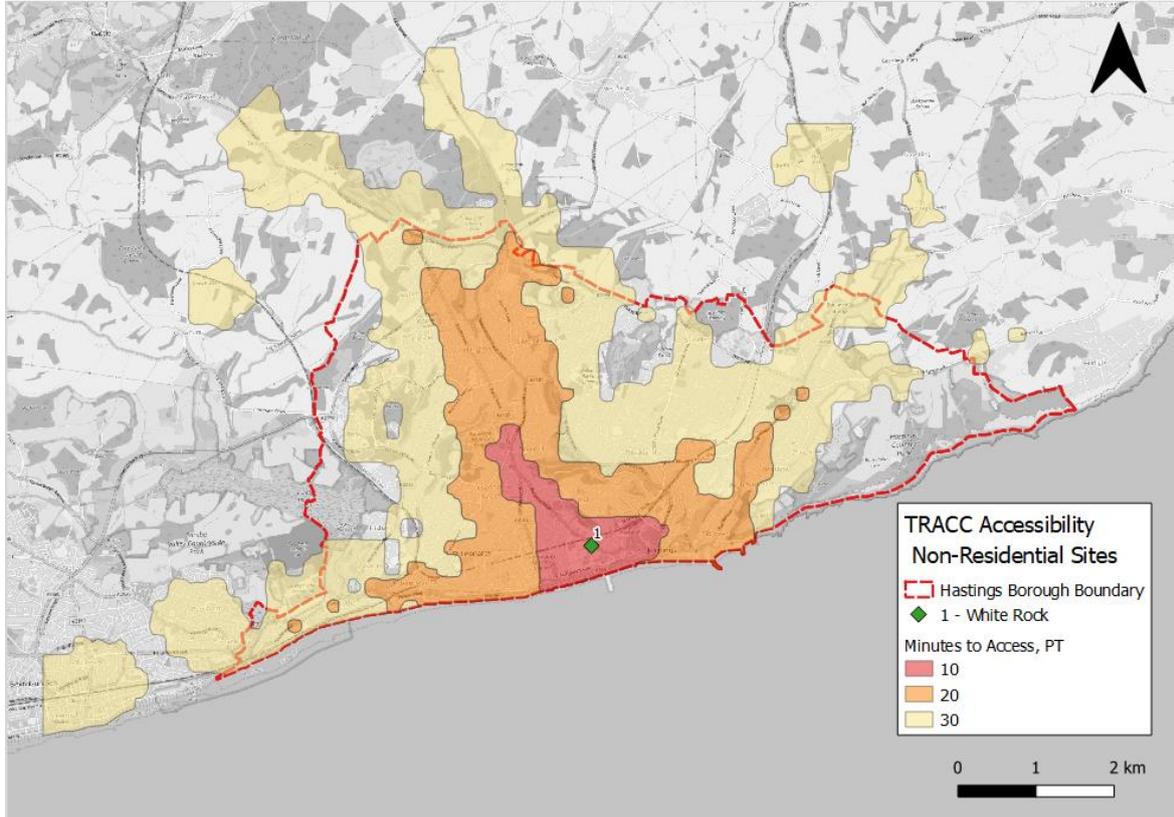
Accessibility scoring

Cycle										
Scoring Bands (minimum minutes for which service type is accessible)										
3 (High)	20	30	40	5	15	25	35	45	55	65
2 (Medium)	40	20	30	10	20	30	40	50	60	70
1 (Low)	60	30	30	15	15	45	15	15	15	30
0 (No Access)										

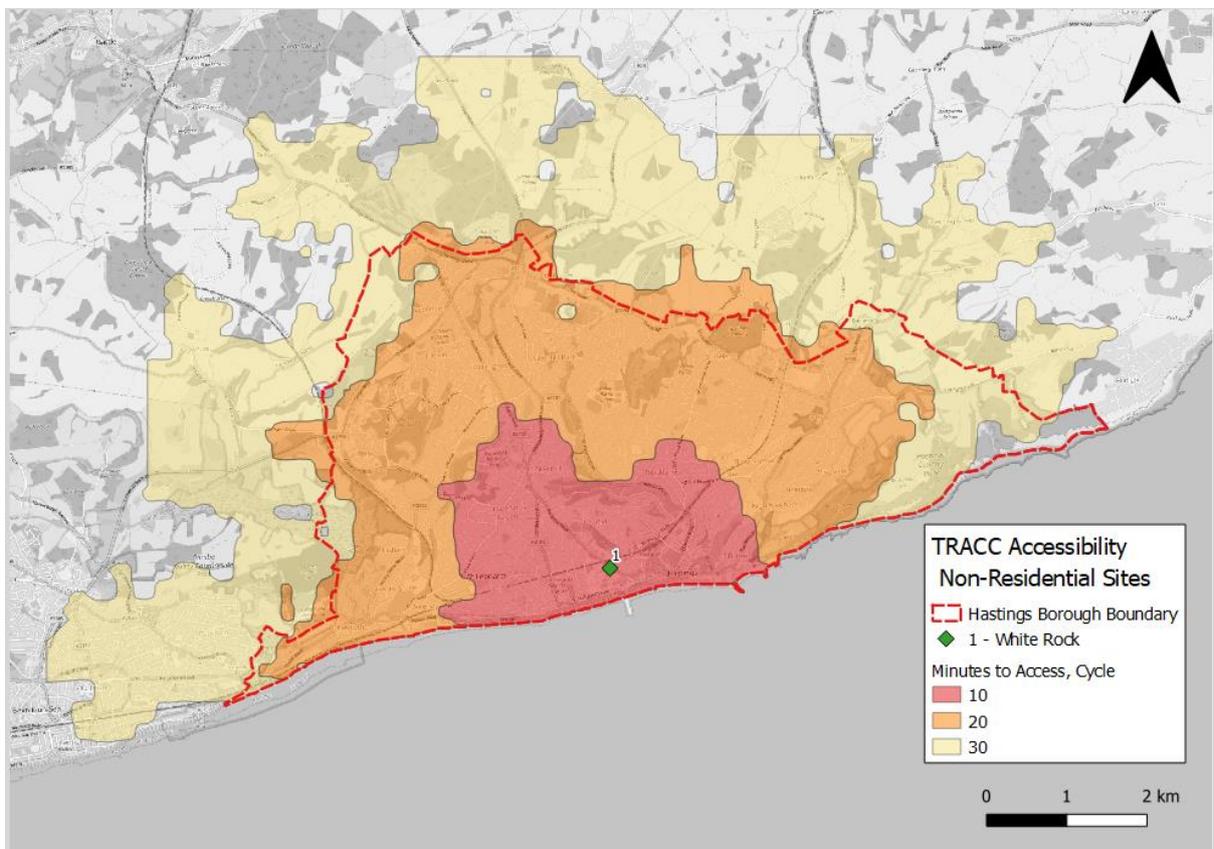
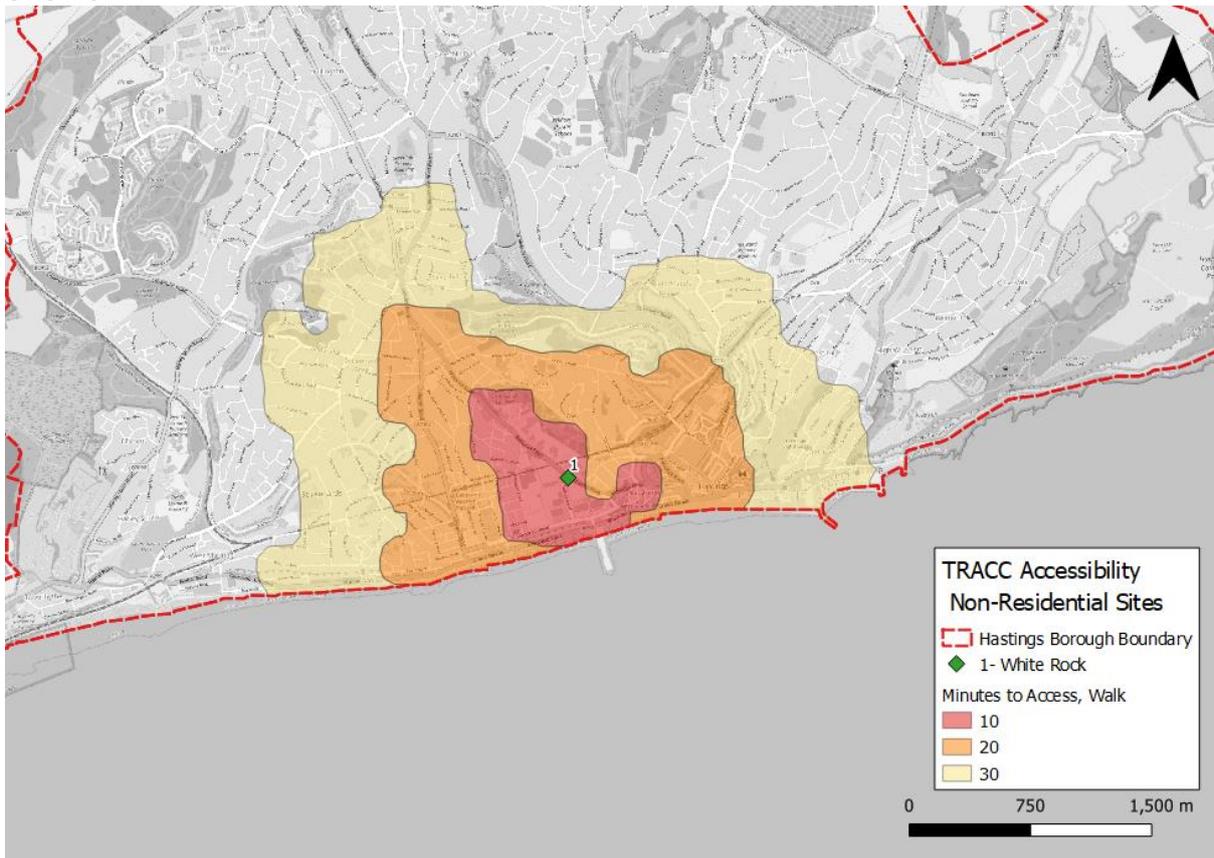
Site Ref	Address	Category	AM Peak			Interpeak				Weekend AM			Employment Centre	Education Facility - Higher	Education Facility - Secondary School	Education Facility - Primary School	Medical Care - Doctors Surgeries	Medical Care - Hospitals	Shopping - Designated Areas	Shopping - Supermarkets	Leisure Or Sports Centre	Visitor Attractions	Public Green Space		
			Employment Centre	Education Facility - Higher	Education Facility - Secondary School	Education Facility - Primary School	Medical Care - Doctors Surgeries	Medical Care - Hospitals	Shopping - Designated Areas	Shopping - Supermarkets	Leisure Or Sports Centre	Visitor Attractions												Public Green Space	
HL40	Former Mount Pleasant Hospital, Frederick Road	Residential	6.12	19.71	15.13	11.52	13.23	49.9	23.99	12.69	25.28	23.3	11.33	3	2	2	1	1	0	0	0	1	0	0	2
HL4	Mayfield E, Bodiam Drive	Residential	31.34	64.92	33.89	21.91	19.17	55.02	52.9	27.57	42.05	17.29	10.84	2	0	0	0	0	0	0	0	0	0	0	2
HL12	Former Malmesbury House, West Hill Road	Residential	41.48	40.4	31.07	11.09	8.48	66.84	21.38	20.6	31.32	30.72	6.99	1	0	0	1	2	0	0	0	0	0	0	3
HL35	Hastings Station Yard (part)	Mixed	5.34	3.59	17.88	17.97	2.21	58.87	5.72	2.1	10.77	11.17	8.05	3	3	2	0	3	0	2	3	1	1	3	3
HL9	Seaside Road, West St Leonards	Residential	49.52	48.39	27.92	18.11	5.33	63.69	29.85	17.66	39.79	38.82	8.5	1	0	1	0	2	0	0	0	0	0	0	3
HL39	Ore Valley (Former Power Station)	Residential	18.21	9.08	9.89	10.34	12.77	43.33	23.56	9.05	33.45	27.5	11.81	3	3	3	1	1	1	0	2	0	0	2	2
HL33	Taxi office and former social club, St Johns Road	Residential	24.96	22.32	17.9	5.9	7.35	58.92	6.2	5.28	10.67	13.36	15.33	2	1	2	2	2	0	2	2	1	1	2	2
HL22	Former Hollingsworth Garage, Braybrooke Road	Residential	8.7	8.02	16.37	18.62	5.97	54.82	8.63	5.86	14.03	14.44	6.55	3	3	2	0	2	0	2	2	1	1	3	3
TC10	Cornwallis Street car park	Mixed	5.34	3.59	17.88	17.97	2.21	58.87	5.72	2.1	10.77	11.17	8.05	3	3	2	0	3	0	2	3	1	1	3	3
HL11	Cinque Ports Way (former Stamco timber yard and TA centre)	Residential	48.94	47.81	27.34	17.54	4.75	63.12	29.28	17.09	39.22	38.24	7.92	1	0	1	0	3	0	0	0	0	0	0	3
HL3	Land adjacent to 777 The Ridge	Residential	10.03	59.52	22.27	13.53	14.39	14.98	54.48	13.27	16.91	33.32	15.58	3	0	1	1	1	3	0	1	0	0	0	2
HL14	190 Bexhill Road	Residential	59.95	47.52	20.71	18.51	16.25	62.82	46.35	16.8	56.29	55.32	6.78	1	0	1	0	0	0	0	0	0	0	0	3
HL19	Land adjacent to Sandrock Park, The Ridge	Residential	25.51	35.17	17.69	25.1	24.29	18.56	44.5	3.84	18.73	53.59	6.01	2	0	2	0	0	2	0	3	0	0	0	3
HL2	Former Harrow Lane playing fields	Residential	10.03	59.52	22.27	13.53	14.39	14.98	54.48	13.27	16.91	33.32	15.58	3	0	1	1	1	3	0	1	0	0	0	2
HL7	Former St Leonards Academy (Grove School), Darwell Campus, Darwell Close	Residential	40.48	51.33	13.07	10.87	22.51	60.19	38.33	9.26	37.58	39.13	15.7	1	0	2	1	0	0	0	0	0	0	2	2
TC3	Queensbury House, Havelock Road	Mixed	9.98	3.12	21.67	18.49	4.16	62.66	10.35	3.73	11.29	11.7	11.85	3	3	1	0	3	0	1	3	1	1	2	2
TC7	White Rock Park	Mixed	17.37	12.7	21.37	6.95	10.86	62.39	13.31	9.59	2.68	5.59	17.53	3	2	1	2	1	0	1	2	3	2	2	2
HL55	Summerfields	Residential	21.44	15.57	20.17	5.74	15.03	61.19	14.74	8.38	5.55	9.9	17.6	2	2	1	2	0	0	1	2	2	2	2	2
HL21	Hornbye	Residential	25.97	20.11	17.04	5.87	15.17	58.06	14.88	5.26	2.25	14.43	14.48	2	1	2	2	0	0	1	2	3	1	2	2
HL101	Priory Meadow, Queens Road (upper levels)	Mixed	5.34	3.59	17.88	17.97	2.21	58.87	5.72	2.1	10.77	11.17	8.05	3	3	2	0	3	0	2	3	1	1	3	3
HL84	Pilot Field, Elphinstone Road	Residential	23.67	22.98	15.86	18.26	16.27	35.15	26.64	13.28	35.32	37.71	4.3	2	1	2	0	0	1	0	1	0	0	0	3
HL1	Holmhurst St Mary	Residential	22.48	59.83	28.14	8.37	6.41	17.62	57.03	6.06	19.34	46.1	5.32	2	0	1	2	2	2	0	2	0	0	0	3
HL115	Former West St Leonards Primary School, Bexhill Road	Residential	17.47	14.18	11.43	11.89	1.41	26.82	11.16	5.79	23.82	13.17	2.87	3	2	2	1	3	2	1	2	0	1	3	3
HL23	12-19 Braybrooke Terrace	Residential	13.04	5.11	14.17	14.55	6.7	32.76	12.97	6.27	9.23	9.64	6.62	3	3	2	1	2	1	1	2	2	2	3	3
TC6	Former Post Office, Cambridge Road	Mixed	5.5	1.62	17.35	9.41	4.43	24.57	5.11	2.21	8.75	4.44	10.01	3	3	2	2	3	2	2	3	2	3	2	2
HL111	Gambier House, 111 West Hill Road and West House, 115 West Hill Road	Residential	18.37	15.9	13.61	7.18	9.3	39.32	8.1	6.07	23.71	12.36	5.02	3	2	2	2	2	1	2	2	0	1	3	3
HL112	Land at corner of St Helens Down and playing fields of former Helenswood School	Residential	8.85	16.05	3.47	14.13	12.13	13.88	18.52	6.35	14.23	27.32	9.32	3	2	3	1	1	3	0	2	1	0	0	3
HL113	Former Westerleigh School and playing fields	Residential	24.83	22.36	12.48	10.28	15.77	42.44	14.56	8	27.02	18.83	7.49	2	1	2	1	0	1	1	2	0	0	0	3
HL80	Ashdown House, Sedlescombe Road North	Residential	12.95	21.81	12.87	11.52	12.17	19.52	20.26	11.74	18.7	20.68	11.69	3	1	2	1	1	2	0	1	0	0	0	2
TC11	TC11 - Muriel Matters House	Mixed	2.88	4.16	11.89	9.52	6.26	21.24	5.57	3.75	12.62	6.11	9.7	3	3	2	2	2	2	2	3	1	2	3	3
TC4	Debenhams building, Robertson Street	Mixed	5.5	1.62	17.35	9.41	4.43	24.57	5.11	2.21	8.75	4.44	10.01	3	3	2	2	3	2	2	3	2	3	2	2
TC8	Corner of Wellington Place and Albert Road; Cinema, Queens Road; 1-7 Wellington Place	Mixed	2.88	4.16	11.89	9.52	6.26	21.24	5.57	3.75	12.62	6.11	9.7	3	3	2	2	2	2	2	3	1	2	3	3
TC1	Priory Street car park and ESK	Mixed	10.55	3.85	18.51	4.44	5.24	24.43	11.88	4.82	3.78	5.15	7.82	3	3	2	3	2	1	3	3	3	2	3	3
HL63	Land at Rock Lane	Residential	19.72	34.77	11.41	8.52	12.17	50.23	39.93	7.73	11.43	39.24	8.15	3	0	2	2	1	0	0	2	1	0	0	3

Appendix B: Non-Residential Sites Catchment Maps

1 - White Rock

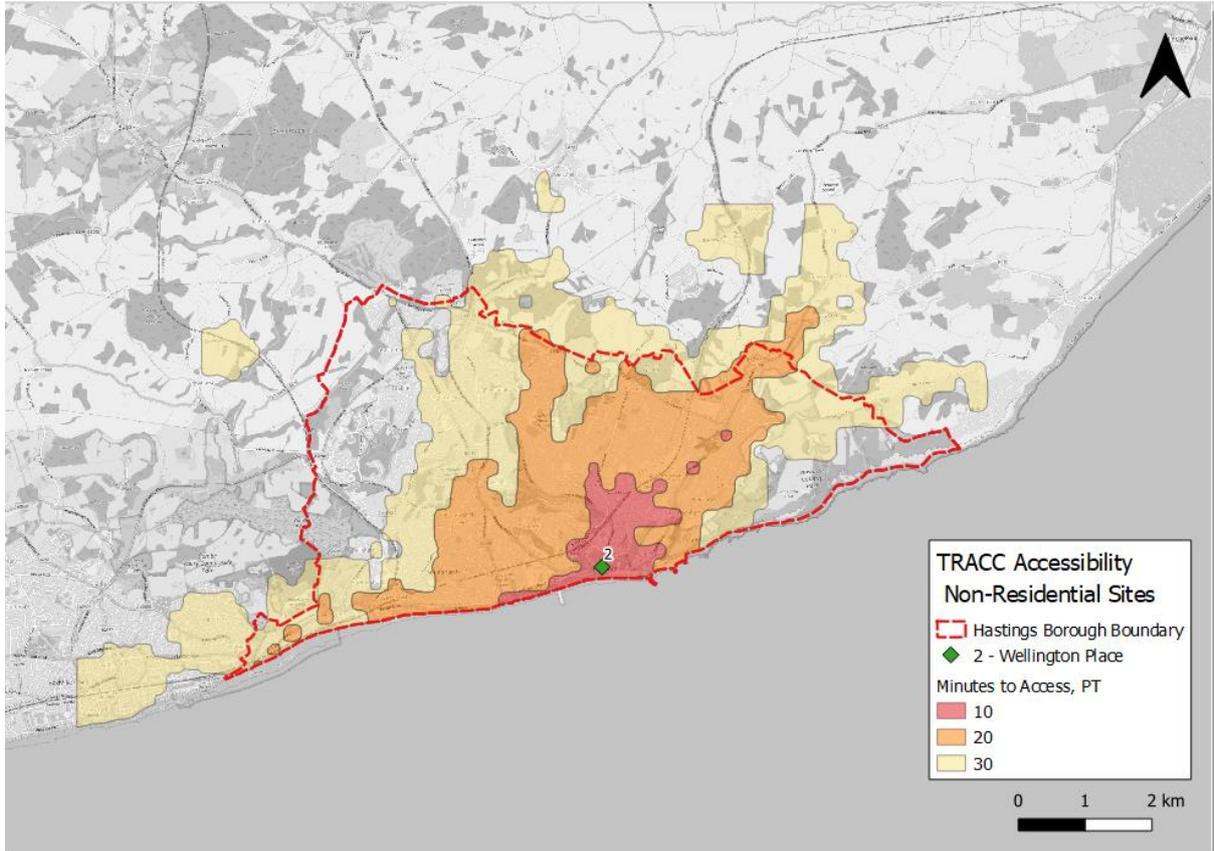


SECTION 4

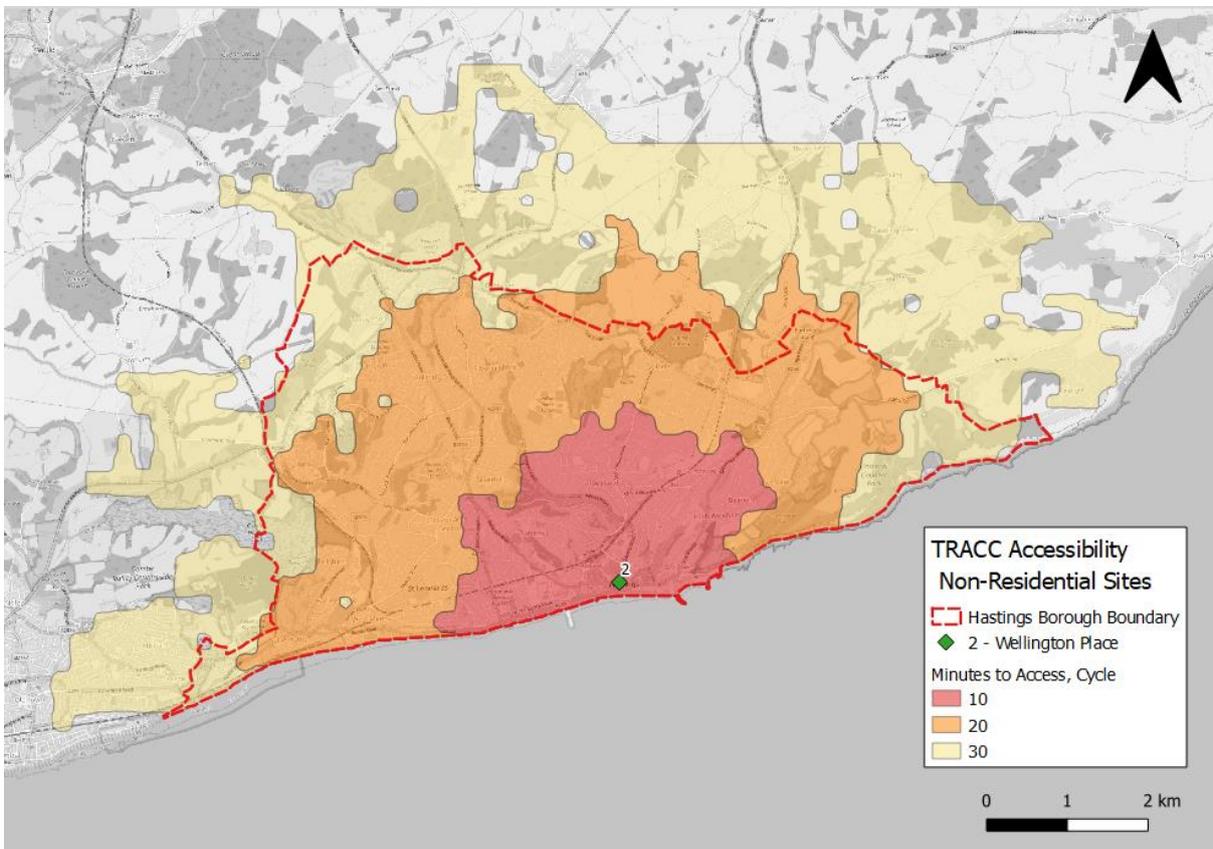
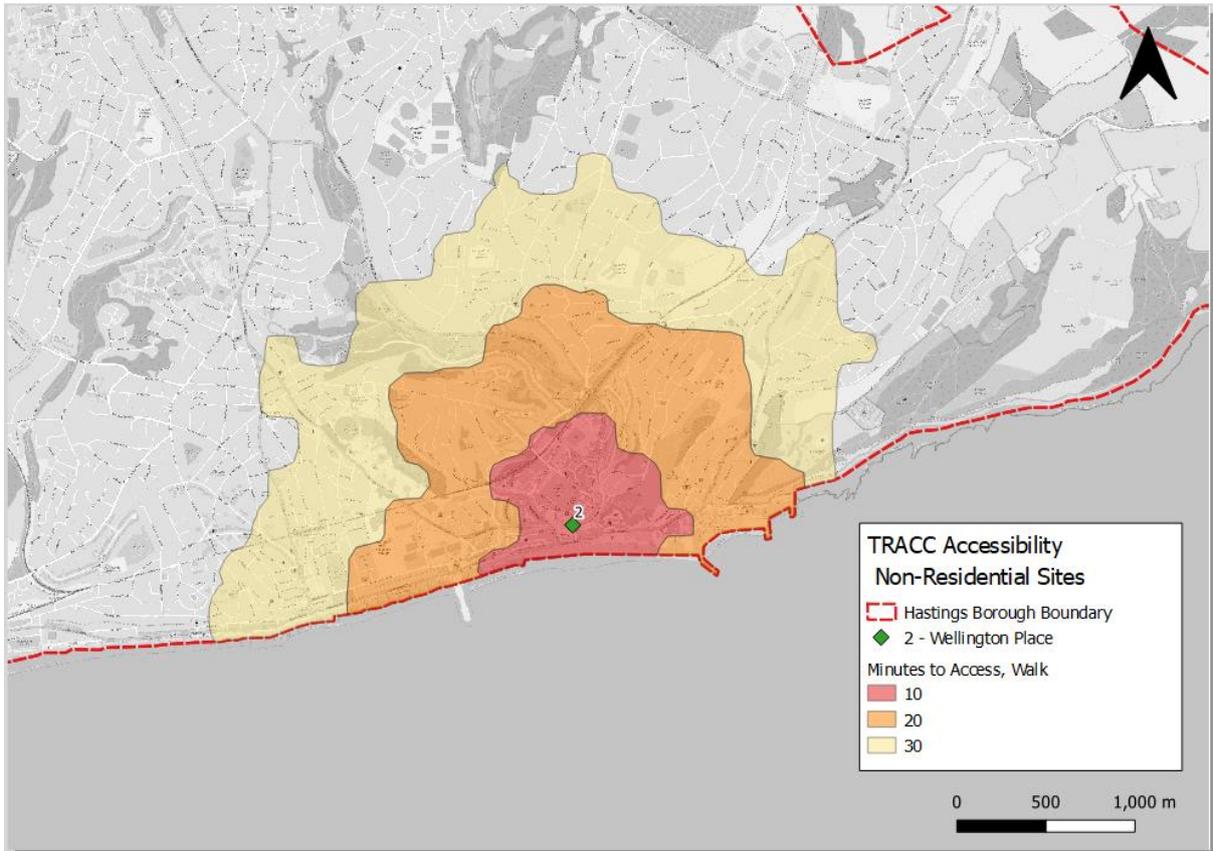


SECTION 4

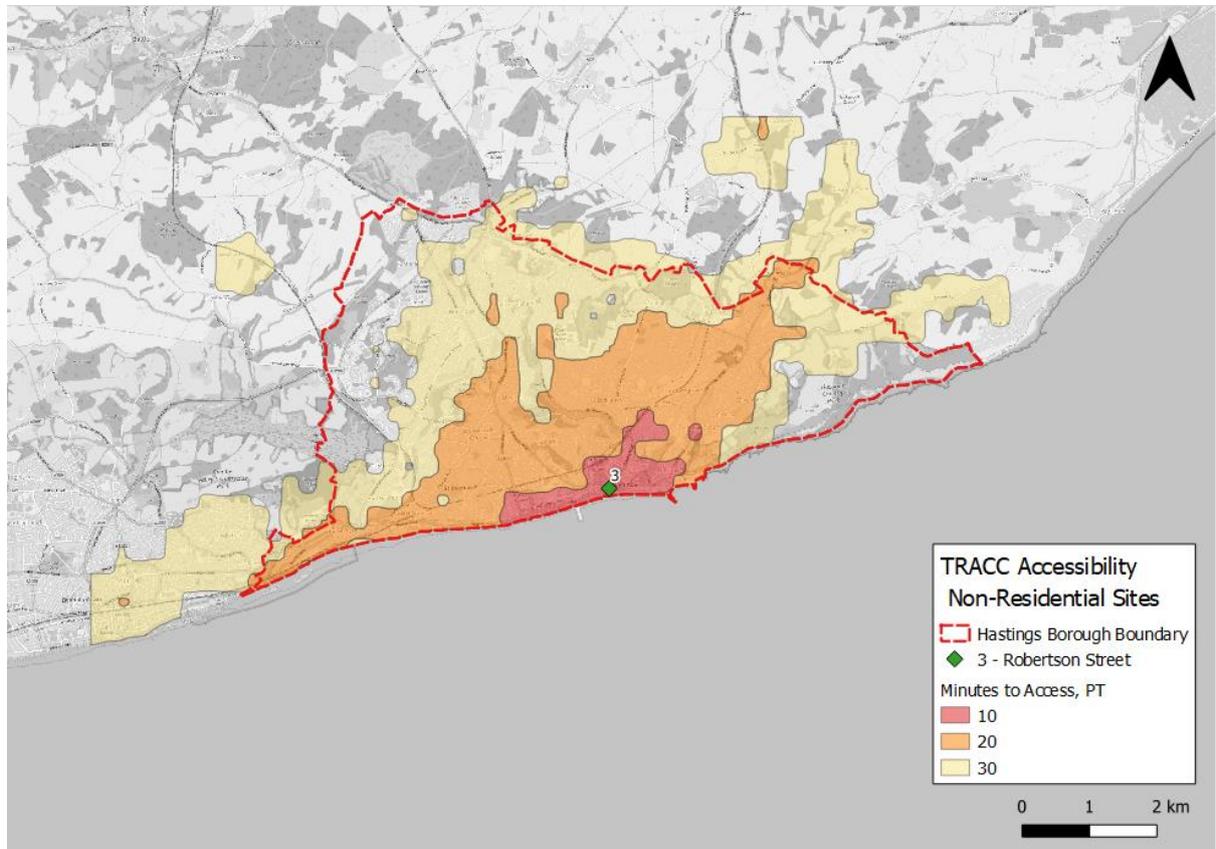
2 - Wellington Place



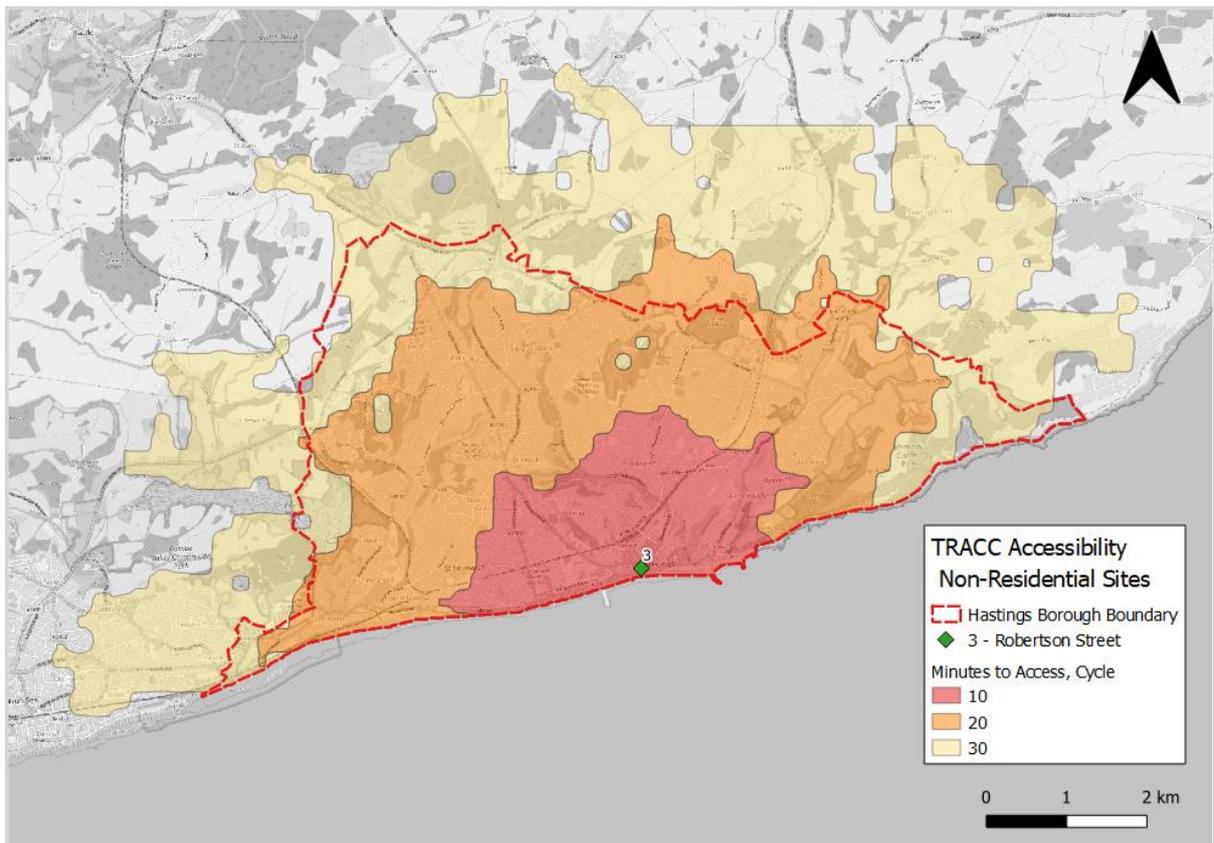
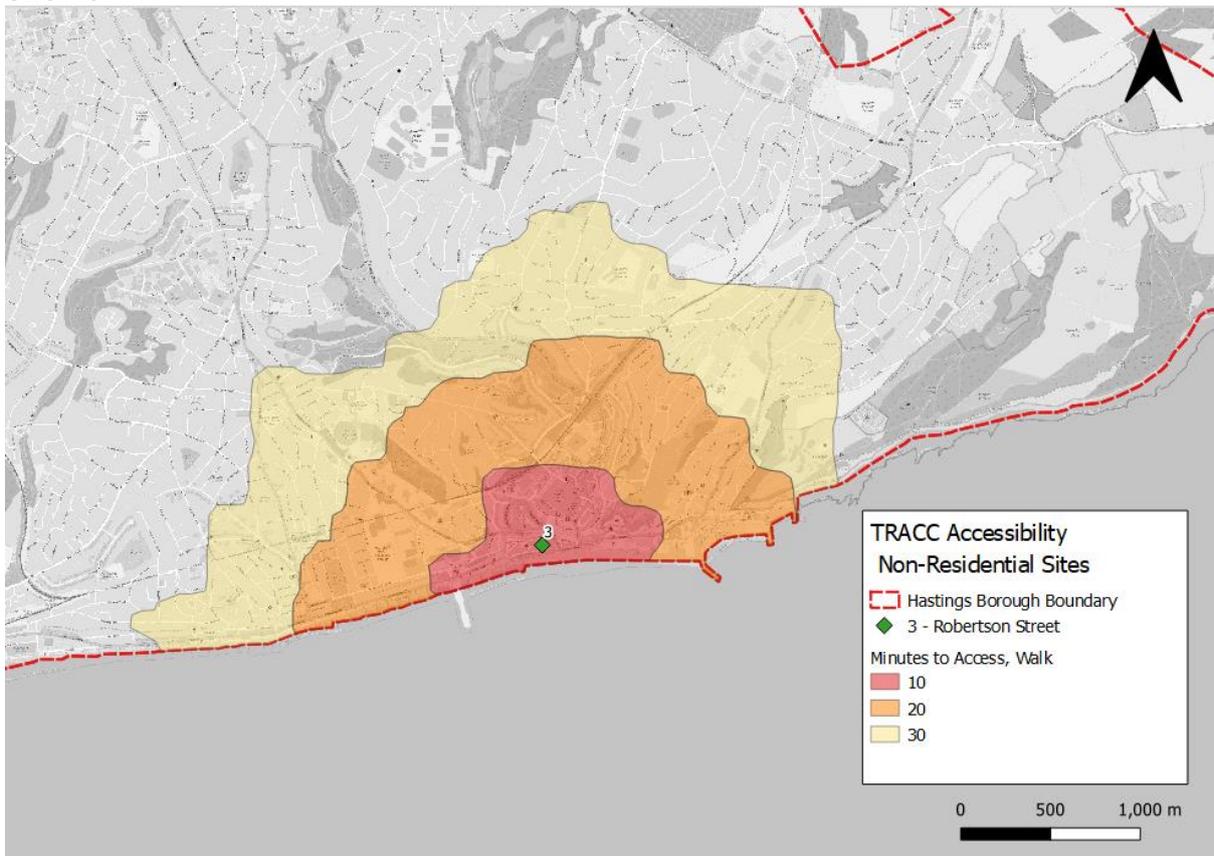
SECTION 4



3 - Robertson Street

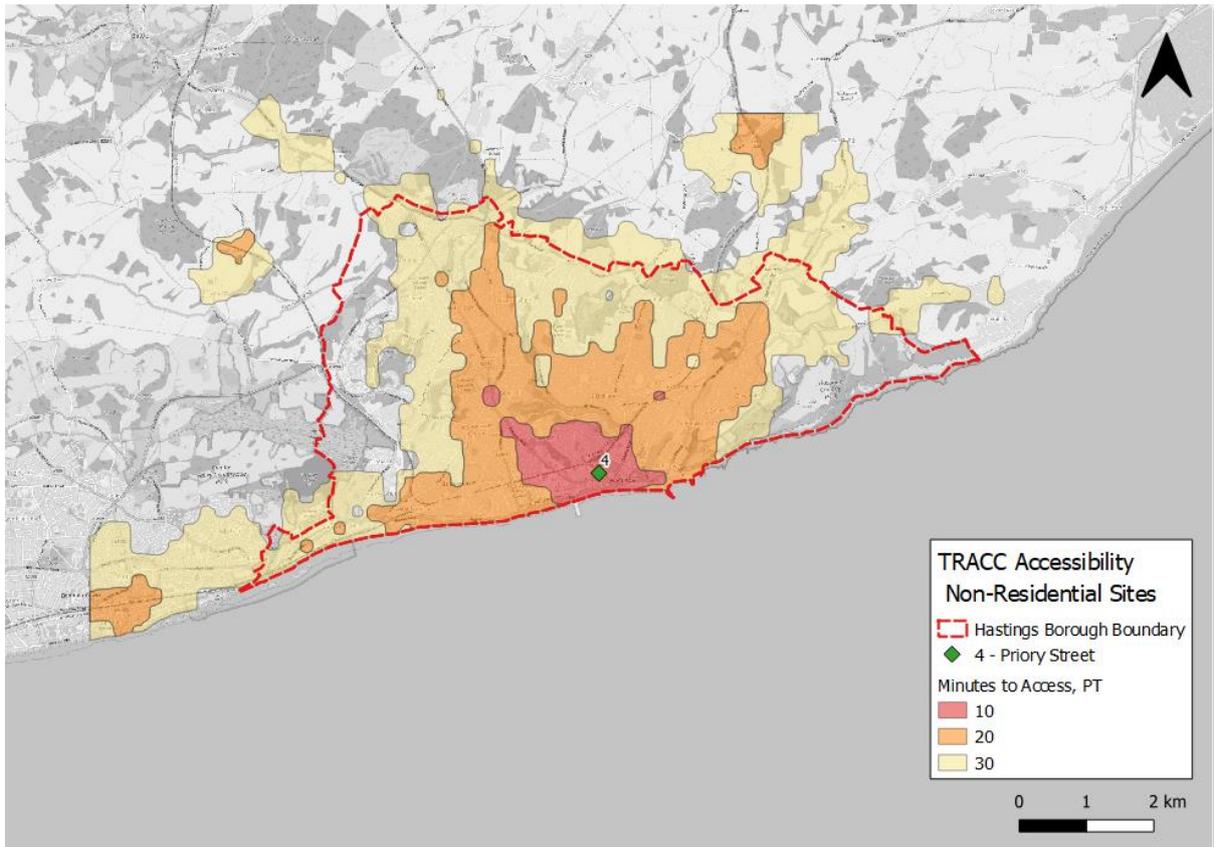


SECTION 4

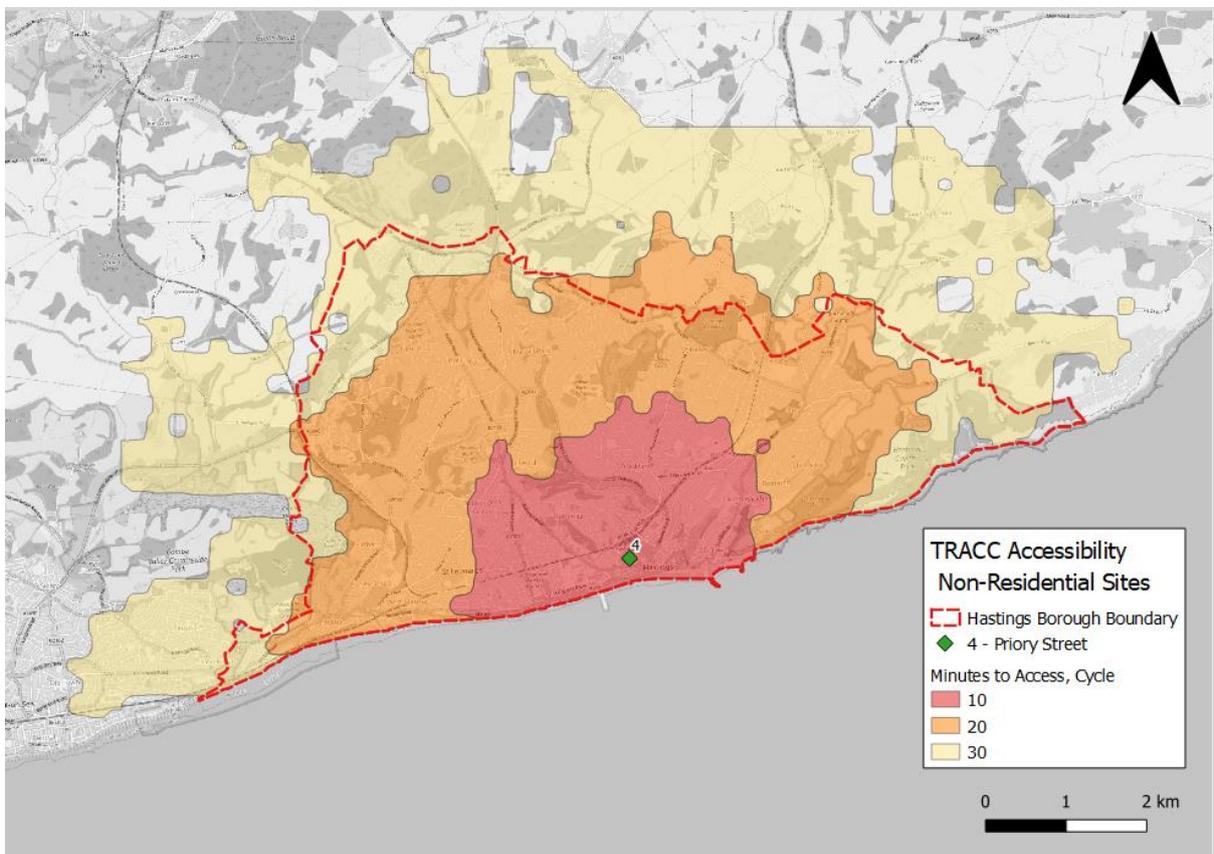
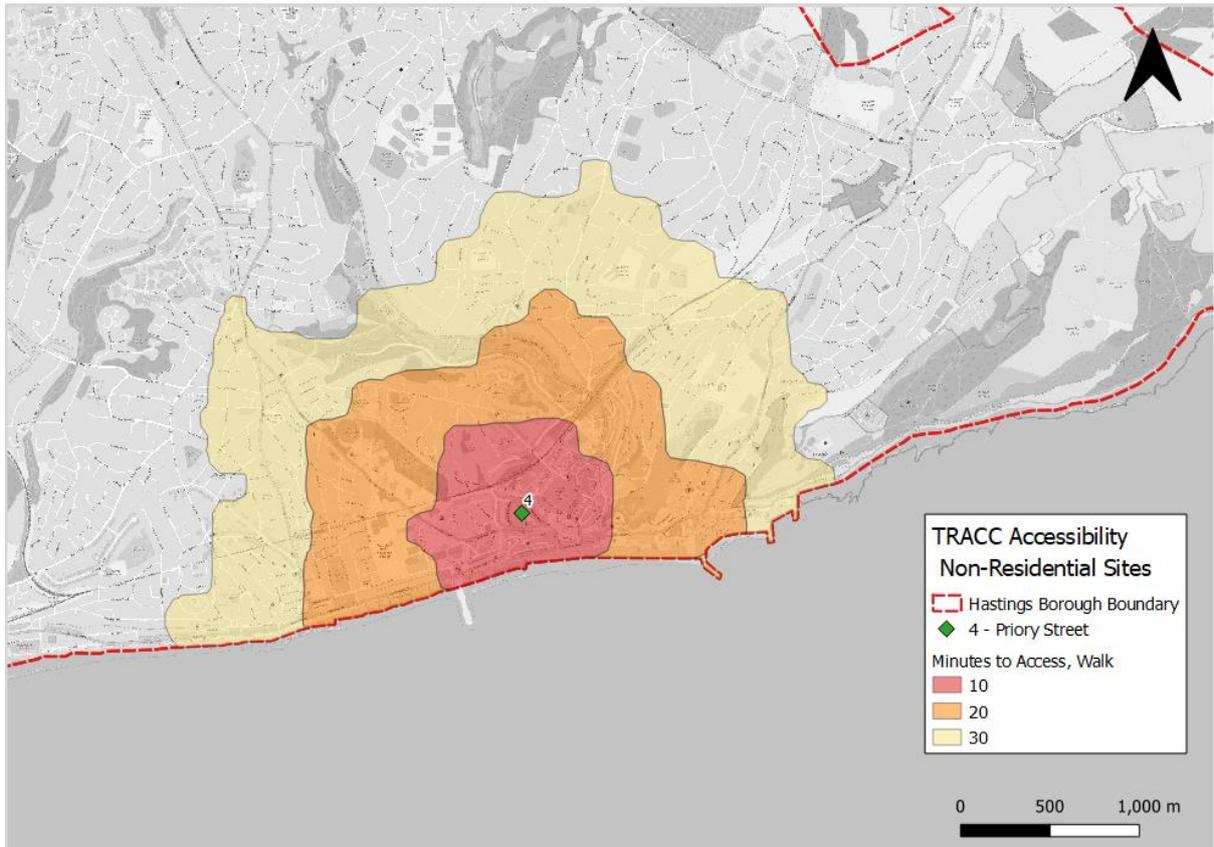


SECTION 4

4 - Priory Street

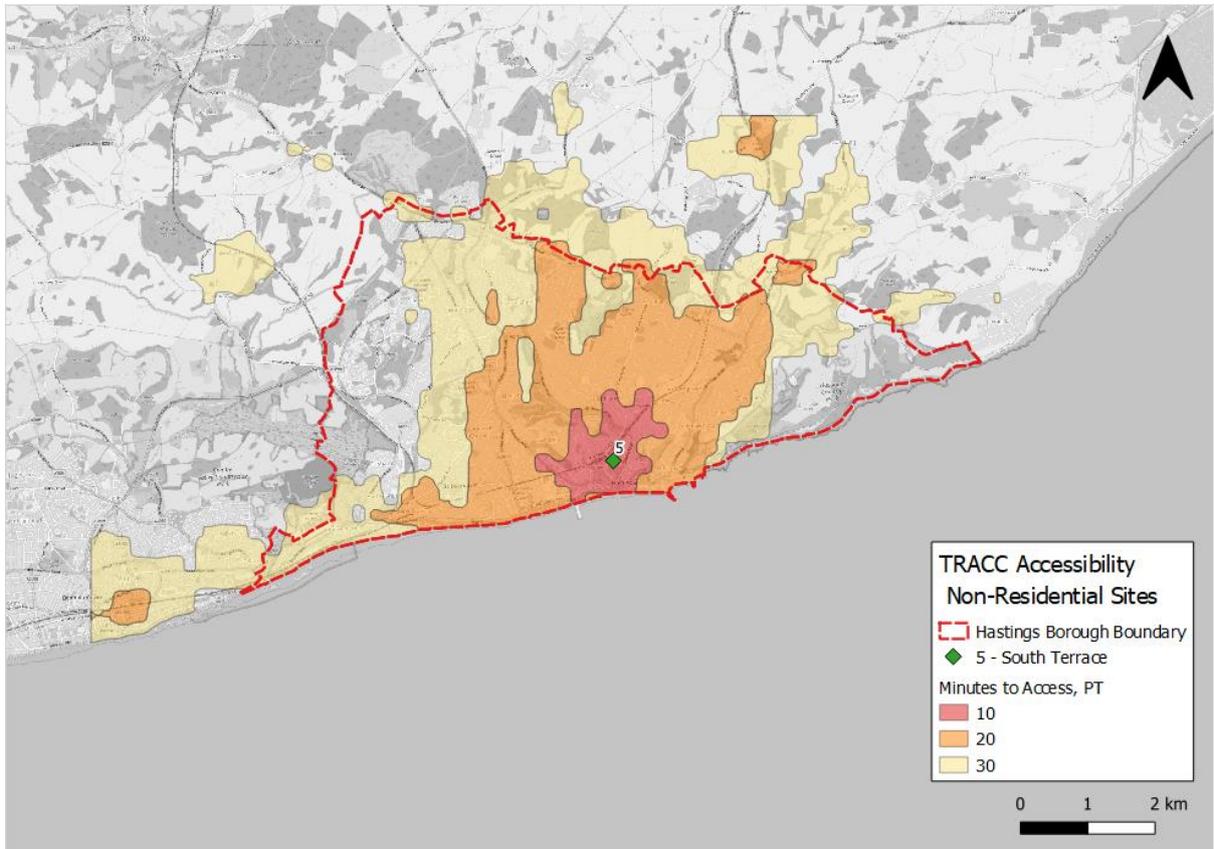


SECTION 4

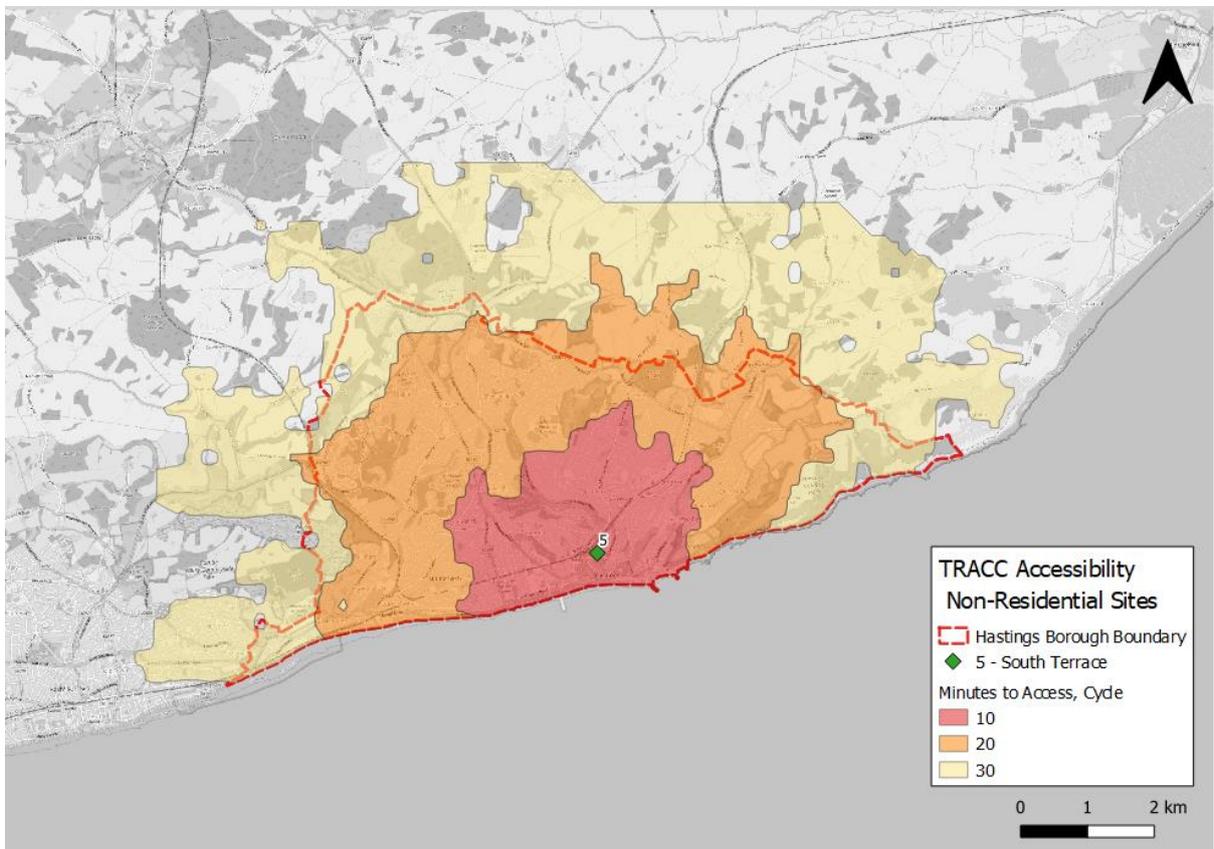
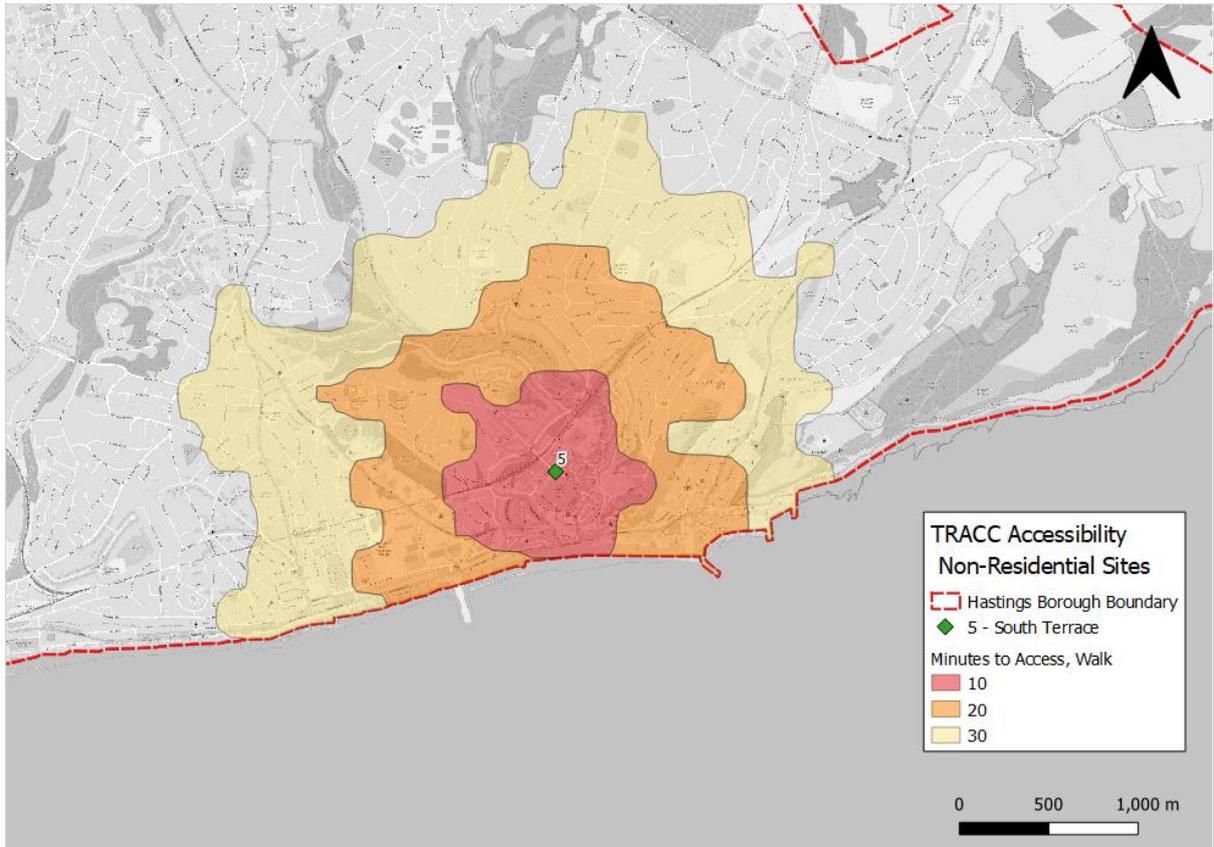


SECTION 4

5 - South Terrace



SECTION 4



Appendix B: Route Selection Tool and Walking Route Audit Tool – Full Scoring Tables

Route Selection Tool (Cycle) – Full Scoring Tables Former Mount Pleasant Hospital (HL40)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	0.23	-
Cycle Route Length (km)	0.23	-
Ratio	1.00	To Be Determined
Directness Score for Route	5	0

Directness Scores Table	
Length Factor	Score
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Max Slope (m)	Max Grade (%)	Score	Section Length (km)	Max Slope (m)	Max Grade (%)	Score
1	Former Hospital	Cycle Network	0.234	5	<2	5				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	Existing	Potential
	5.00	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Gradient Scores Table						
Maximum Grade along each section (%)	Maximum slope (m)					
	15m	30m	50m	80m	150m	exceeds 150m
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each
AADT - Average Annualised Daily Traffic

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score	Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score
1	Former Hospital	Cycle Network	0.234	30	<2500	3				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	Existing	Potential
	3.00	-

Safety Scores Table			Motor Traffic Speed		
			20 mph	30 mph	>30 mph
Mixed Traffic Table Scores	Motor Traffic Volume	<2500	4	3	2
		2500-5000	3	2	1
		>5000	2	1	0
Route physically protected from motor vehicles or off highway completely	n/a	5			
Unlit routes	n/a	Deduct 1 point			
Routes without passive surveillance	n/a	Deduct 1 point			

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit
Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool
CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Total Connections (No.)	Connections per km	Score	Section Length (km)	Total Connections (No.)	Connections per km	Score
1	Former Hosptial	Cycle Network	0.234	1	4.3	5				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	Existing	Potential
	5.00	-

Number of Accesses/Connections per Km	Score
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

Assessed for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Surface Type	Available Width (m)	Score	Section Length (km)	Surface Type	Available Width (m)	Score
1	Former Hosptial	Cycle Network	0.234	Smooth, Machine-laid bituminous or similar	<2	1				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	Existing	Potential
	1.00	To Be Determined

Surface Type	Available Width						
	One-Way Track/Lane	Two-Way Track/Lane	≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Smooth, Machine-laid bituminous or similar	5	4	4	3	1	0	0
Hand-laid bituminous or similar	4	3	3	2	1	0	0
Concrete/stone pavious with filled level joints	3	2	2	1	0	0	0
Concrete/stone flags	2	1	1	0	0	0	0
Unbound graded aggregate	1	0	0	0	0	0	0
Unsurfaced	0	0	0	0	0	0	0

Notes: Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
Mixed traffic streets carrying more than 2500 vehicles per day score zero
Scores for Shared Use Paths (with pedestrians) are reduced:
By 1 where pedestrian flows exceed 100 per hour
By 2 where pedestrian flows exceed 300 per hour

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CRITICAL JUNCTIONS

Critical Junctions	Existing	Potential
	No. of Junctions	No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	0	
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	0	
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	0	
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	0	
Congested conditions restriction visibility to cyclists passing stationary traffic	0	
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without	0	
Multi-lane roundabout where cycles mix with traffic	0	
	Existing	Potential
Number of Critical Junctions/Crossings on Route with critical features requiring improvement	0	0

Note 1 – 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time

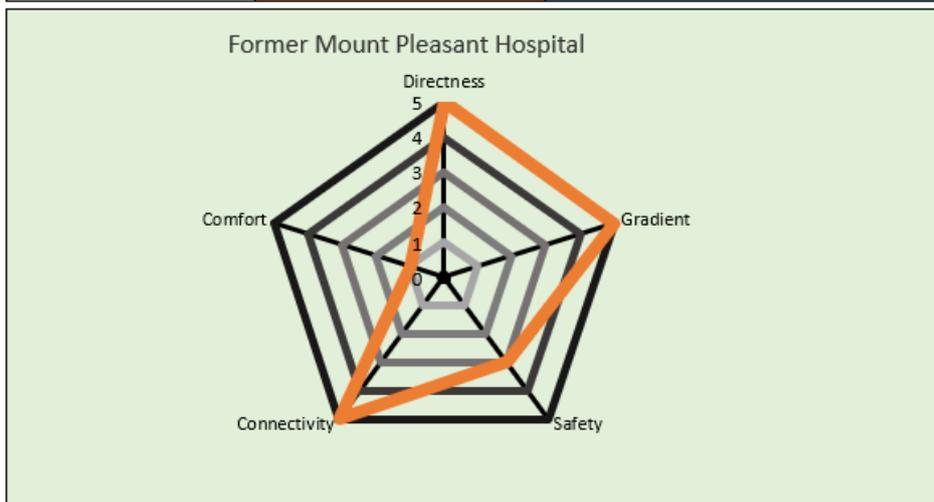
Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Former Mount Pleasant Hospital
Overall Length	0.234km
Name of Assessor(s)	Sophie Thompson
Date of Assessment	08 November 2021

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	0.00
Gradient	5.00	To Be Determined
Safety	3.00	0.00
Connectivity	5.00	0.00
Comfort	1.00	To Be Determined



Number of Existing Critical Junctions/Crossings	0
Number of Potential Critical Junctions/Crossings	0

Rock Lane (HL63)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	0.29	
Cycle Route Length (km)	0.29	
Ratio	1.00	To Be Determined
Directness Score for Route	5	0

Directness Scores Table	
Length Factor	Score
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Max Slope (m)	Max Grade (%)	Score	Section Length (km)	Max Slope (m)	Max Grade (%)	Score
1	Rock Lane	Cycle Network	0.285	13	5	5				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	Existing	Potential
	5.00	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Gradient Scores Table						
Maximum Grade along each section (%)	Maximum slope (m)					
	15m	30m	50m	80m	150m	exceeds 150m
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score	Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score
1	Rock Lane	Cycle Network	0.285	30	2500-5000	2				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	Existing	Potential
	2.00	-

Safety Scores Table			Motor Traffic Speed		
Mixed Traffic Table Scores	Motor Traffic Volume		20 mph	30 mph	>30 mph
		<2500	4	3	2
2500-5000	3	2	1		
>5000	2	1	0		
Route physically protected from motor vehicles or off highway completely	n/a	5			
Unlit routes	n/a	Deduct 1 point			
Routes without passive surveillance	n/a	Deduct 1 point			

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit
Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Total Connections (No.)	Connections per km	Score	Section Length (km)	Total Connections (No.)	Connections per km	Score
1	Rock Lane	Cycle Network	0.285	5	17.5	5				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	Existing	Potential
	5.00	-

Connectivity Scores Table	
Number of Accesses/Connections per Km	Score
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

COMFORT

Assessed for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Surface Type	Available Width (m)	Score	Section Length (km)	Surface Type	Available Width (m)	Score
1	Rook Lane	Cycle Network	0.285	smooth, machine-laid bituminous or similar	<2	0				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	Existing	Potential
	-	To Be Determined

Comfort Scores Table		Available Width				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	Smooth, Machine-laid bituminous or	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone pavours with filled level	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes: Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
 Mixed traffic streets carrying more than 2500 vehicles per day score zero
 Scores for Shared Use Paths (with pedestrians) are reduced:
 By 1 where pedestrian flows exceed 100 per hour
 By 2 where pedestrian flows exceed 300 per hour

CRITICAL JUNCTIONS

Critical Junctions	Existing	Potential
	No. of Junctions	No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	0	
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	1	
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	0	
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	0	
Congested conditions restriction visibility to cyclists passing stationary traffic	0	
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without	0	
Multi-lane roundabout where cycles mix with traffic	0	

Number of Critical Junctions/Crossings on Route with critical features requiring improvement	Existing	Potential
		1

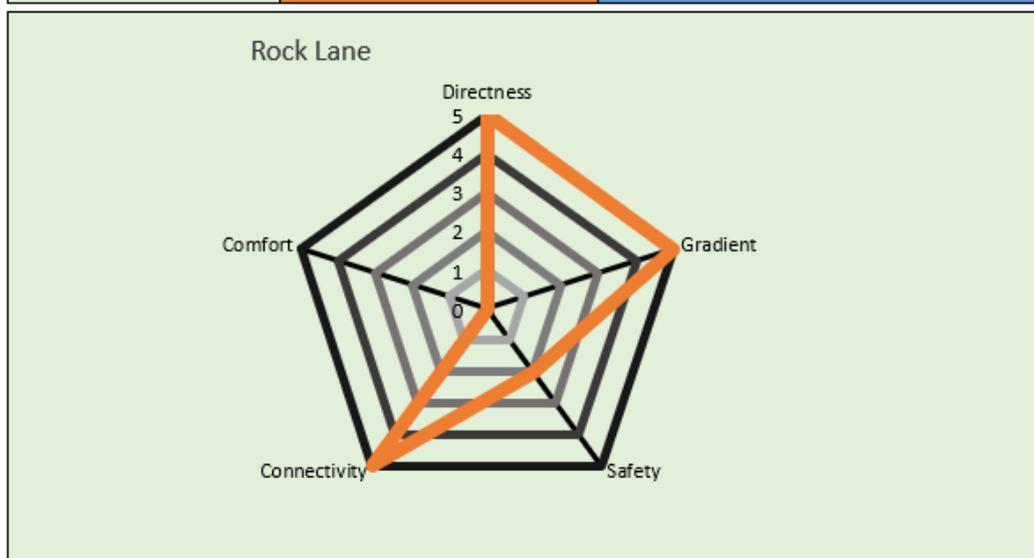
Note 1 - 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time
 Note 2 - Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Rock Lane
Overall Length	0.285km
Name of Assessor(s)	Sophie Thompson
Date of Assessment	08 November 2021

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	0.00
Gradient	5.00	To Be Determined
Safety	2.00	0.00
Connectivity	5.00	0.00
Comfort	0.00	To Be Determined



Number of Existing Critical Junctions/Crossings	1
Number of Potential Critical Junctions/Crossings	0

Harrow Lane Playing Fields (HL2)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	0.30	
Cycle Route Length (km)	0.30	
Ratio	1.00	To Be Determined
Directness Score for Route	5	0

Directness Scores Table	
Length Factor	Score
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

GRADIENT

Assessed for sections of route of similar characteristics - max 1km each
Google Earth elevation profile is a useful tool for obtaining data for this section

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Max Slope (m)	Max Grade (%)	Score	Section Length (km)	Max Slope (m)	Max Grade (%)	Score
1	Harrow Lane	Cycle Network	0.3	0	0	5				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	Existing	Potential
	5.00	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Gradient Scores Table						
Maximum Grade along each section (%)	Maximum slope (m)					
	15m	30m	50m	80m	150m	exceeds 150m
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score	Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score
1	Harrow Lane	Cycle Network	0.3	30	8619	1				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	Existing	Potential
	1.00	-

Safety Scores Table			Motor Traffic Speed		
Mixed Traffic Table Scores	Motor Traffic Volume	<2500	20 mph	30 mph	>30 mph
		2500-5000	4	3	2
		>5000	3	2	1
			2	1	0
Route physically protected from motor vehicles or off highway completely	n/a	5			
Unlit routes	n/a	Deduct 1 point			
Routes without passive surveillance	n/a	Deduct 1 point			

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit
Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Total Connections (No.)	Connections per km	Score	Section Length (km)	Total Connections (No.)	Connections per km	Score
1	Harrow Lane	Cycle Network	0.3	0	0.0	0				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	Existing	Potential
	-	-

Connectivity Scores Table	
Number of Accesses/Connections per Km	Score
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

COMFORT

Assessed for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Surface Type	Available Width (m)	Score	Section Length (km)	Surface Type	Available Width (m)	Score
1	Harrow Lane	Cycle Network	0.3	Smooth, Machine-laid bituminous or similar	>2	0				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	Existing	Potential
	-	To Be Determined

Comfort Scores Table		Available Width				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	Smooth, Machine-laid bituminous or	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone pavements with filled level joints	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded aggregate	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes: Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
 Mixed traffic streets carrying more than 2500 vehicles per day score zero
 Scores for Shared Use Paths (with pedestrians) are reduced:
 By 1 where pedestrian flows exceed 100 per hour
 By 2 where pedestrian flows exceed 300 per hour

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CRITICAL JUNCTIONS

Critical Junctions	Existing	Potential
	No. of Junctions	No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	1	
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	0	
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	0	
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	0	
Congested conditions restriction visibility to cyclists passing stationary traffic	0	
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without	1	
Multi-lane roundabout where cycles mix with traffic	1	
Number of Critical Junctions/Crossings on Route with critical features requiring improvement	3	0

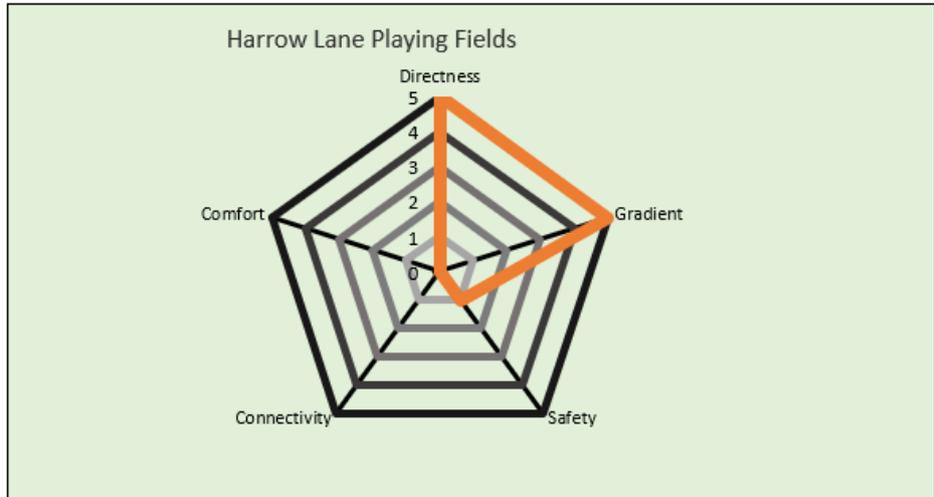
Note 1 – 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time
 Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Harrow Lane Playing Fields
Overall Length	0.3km
Name of Assessor(s)	Sophie Thompson
Date of Assessment	08 November 2021

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	0.00
Gradient	5.00	To Be Determined
Safety	1.00	0.00
Connectivity	0.00	0.00
Comfort	0.00	To Be Determined



Number of Existing Critical Junctions/Crossings	3
Number of Potential Critical Junctions/Crossings	0

Former Westerleigh School and Playing Fields (HL113)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	0.05	
Cycle Route Length (km)	0.05	
Ratio	1.00	To Be Determined
Directness Score for Route	5	0

Length Factor	Score
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

GRADIENT

Assessed for sections of route of similar characteristics - max 1km each
 Google Earth elevation profile is a useful tool for obtaining data for this section

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Max Slope (m)	Max Grade (%)	Score	Section Length (km)	Max Slope (m)	Max Grade (%)	Score
1	FOURIER	Cycle Network	0.052	0	0	5				
2	Montclair									
3										
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	Existing	Potential
	5.00	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Maximum Grade along each section (%)	Maximum slope (m)					
	15m	30m	50m	80m	150m	exceeds 150m
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score	Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score
1	Former Westerdalsh	Cycle Network	0.052	30	<2500	3				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	Existing	Potential
	3.00	-

Safety Scores Table			Motor Traffic Speed		
Mixed Traffic Table Scores	Motor Traffic Volume		20 mph	30 mph	>30 mph
		<2500	4	3	2
2500-5000	3	2	1		
>5000	2	1	0		
Route physically protected from motor vehicles or off highway completely	n/a	5			
Unlit routes	n/a	Deduct 1 point			
Routes without passive surveillance	n/a	Deduct 1 point			

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit
Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Total Connections (No.)	Connections per km	Score	Section Length (km)	Total Connections (No.)	Connections per km	Score
1	Former Westerdalsh	Cycle Network	0.052	0	0.0	0				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	Existing	Potential
	-	-

Connectivity Scores Table	
Number of Accesses/Connections per Km	Score
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

COMFORT

Assessed for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Surface Type	Available Width (m)	Score	Section Length (km)	Surface Type	Available Width (m)	Score
1	Former Westerleigh School	Cycle Network	0.052	Smooth, Machine-laid bituminous or similar	2.5>	1				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	Existing	Potential
	1.00	To Be Determined

Comfort Scores Table		Available Width				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	Smooth, Machine-laid bituminous or	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone pavements with filled level joints	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded aggregate	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes: Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
 Mixed traffic streets carrying more than 2500 vehicles per day score zero
 Scores for Shared Use Paths (with pedestrians) are reduced:
 By 1 where pedestrian flows exceed 100 per hour
 By 2 where pedestrian flows exceed 300 per hour

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CRITICAL JUNCTIONS

Critical Junctions	Existing	Potential
	No. of Junctions	No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	0	
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	0	
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	0	
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	0	
Congested conditions restriction visibility to cyclists passing stationary traffic	0	
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without	0	
Multi-lane roundabout where cycles mix with traffic	0	

Number of Critical Junctions/Crossings on Route with critical features requiring improvement	Existing	Potential
		0

Note 1 – ‘in potential conflict with’ means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time

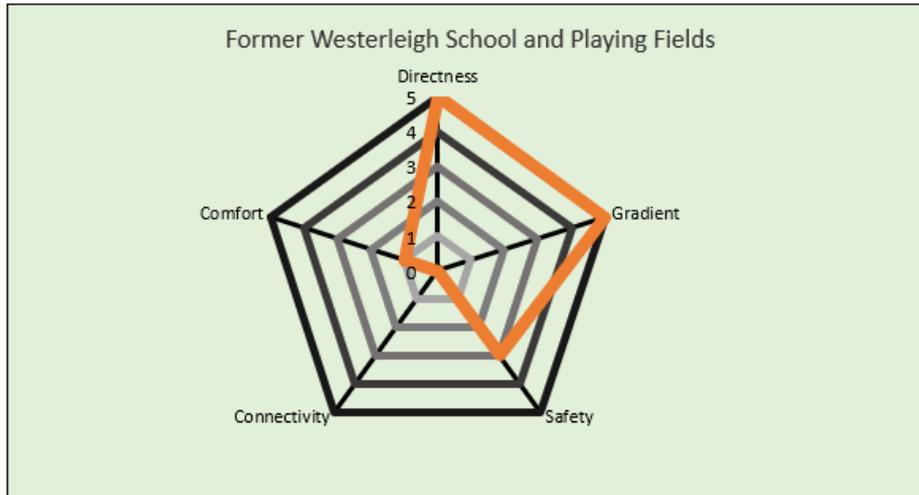
Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Former Westerleigh School and Playing Fields
Overall Length	0.052km
Name of Assessor(s)	Sophie Thompson
Date of Assessment	08 November 2021

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	0.00
Gradient	5.00	To Be Determined
Safety	3.00	0.00
Connectivity	0.00	0.00
Comfort	1.00	To Be Determined



Number of Existing Critical Junctions/Crossings	0
Number of Potential Critical Junctions/Crossings	0

190 Bexhill Road (HL14)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	0.98	
Cycle Route Length (km)	0.98	
Ratio	1.00	To Be Determined
Directness Score for Route	5	0

Directness Scores Table	
Length Factor	Score
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

GRADIENT

Assessed for sections of route of similar characteristics - max 1km each

Google Earth elevation profile is a useful tool for obtaining data for this section

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Max Slope (m)	Max Grade (%)	Score	Section Length (km)	Max Slope (m)	Max Grade (%)	Score
1	Bexhill Road	Cycle Network	0.98	3	<2	5				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	Existing	Potential
	5.00	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Gradient Scores Table						
Maximum Grade along each section (%)	Maximum slope (m)					
	15m	30m	50m	80m	150m	exceeds 150m
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score	Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score
1	Bexhill Road	Cycle Network	0.98	40	13626	0				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	Existing	Potential
	-	-

Safety Scores Table		Motor Traffic Speed			
Mixed Traffic Table Scores	Motor Traffic Volume	<2500	20 mph	30 mph	>30 mph
				4	3
		2500-5000	3	2	1
		>5000	2	1	0
Route physically protected from motor vehicles or off highway completely	n/a	5			
Unlit routes	n/a	Deduct 1 point			
Routes without passive surveillance	n/a	Deduct 1 point			

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit
 Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Total Connections (No.)	Connections per km	Score	Section Length (km)	Total Connections (No.)	Connections per km	Score
1	Bexhill Road	Cycle Network	0.98	7	7.1	5				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	Existing	Potential
	5.00	-

Connectivity Scores Table	
Number of Accesses/Connections per Km	Score
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

COMFORT

Assessed for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Surface Type	Available Width (m)	Score	Section Length (km)	Surface Type	Available Width (m)	Score
1	Bexhill Road	Cycle Network	0.98	Smooth, Machine-laid bituminous or similar	<1.5	0				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	Existing	Potential
	-	To Be Determined

Comfort Scores Table		Available Width				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	Smooth, Machine-laid bituminous or	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone pavements with filled level joints	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded aggregate	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes: Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
 Mixed traffic streets carrying more than 2500 vehicles per day score zero
 Scores for Shared Use Paths (with pedestrians) are reduced:
 By 1 where pedestrian flows exceed 100 per hour
 By 2 where pedestrian flows exceed 300 per hour

CRITICAL JUNCTIONS

Critical Junctions	Existing	Potential
	No. of Junctions	No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	1	
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	1	
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	0	
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	0	
Congested conditions restriction visibility to cyclists passing stationary traffic	1	
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without	0	
Multi-lane roundabout where cycles mix with traffic	0	

Number of Critical Junctions/Crossings on Route with critical features requiring improvement	Existing	Potential
		3

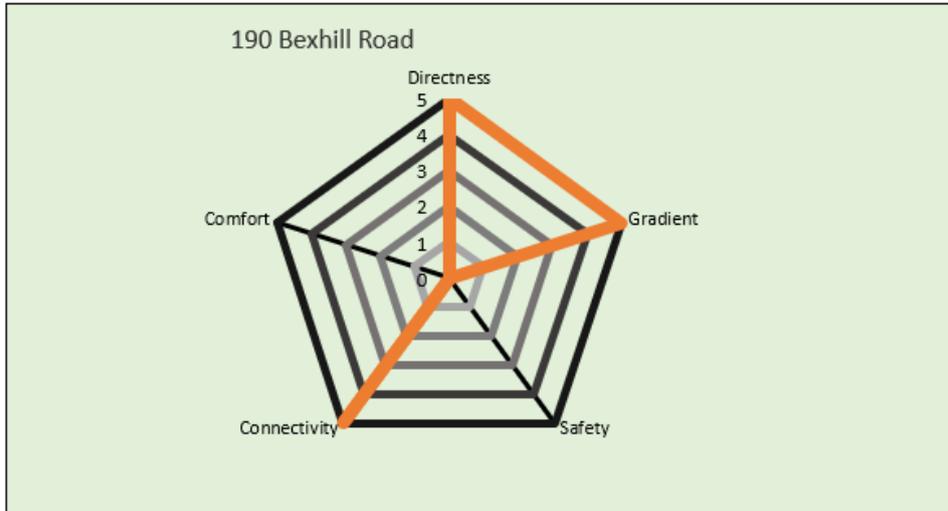
Note 1 – ‘In potential conflict with’ means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time
 Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	190 Bexhill Road
Overall Length	0.98km
Name of Assessor(s)	Sophie Thompson
Date of Assessment	08 November 2021

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	0.00
Gradient	5.00	To Be Determined
Safety	0.00	0.00
Connectivity	5.00	0.00
Comfort	0.00	To Be Determined



Number of Existing Critical Junctions/Crossings	3
Number of Potential Critical Junctions/Crossings	0

Former West St. Leonards Primary School field (HL115)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	0.38	
Cycle Route Length (km)	0.38	
Ratio	1.00	To Be Determined
Directness Score for Route	5	0

Length Factor	Score
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

GRADIENT

Assessed for sections of route of similar characteristics - max 1km each
Google Earth elevation profile is a useful tool for obtaining data for this section

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Max Slope (m)	Max Grade (%)	Score	Section Length (km)	Max Slope (m)	Max Grade (%)	Score
1	West St Leonards Primary School	Cycle Network	0.383	15	3.9	5				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	Existing	Potential
	5.00	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Maximum Grade along each section (%)	Maximum slope (m)					
	15m	30m	50m	80m	150m	exceeds 150m
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score	Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score
1	West St Leonard Primary School	Cycle Network	0.383	30	2500-5000	2				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	Existing	Potential
	2.00	-

Safety Scores Table		Motor Traffic Speed			
Mixed Traffic Table Scores	Motor Traffic Volume	<2500	20 mph	30 mph	>30 mph
				4	3
		2500-5000	3	2	1
		>5000	2	1	0
Route physically protected from motor vehicles or off highway completely	n/a	5			
Unlit routes	n/a	Deduct 1 point			
Routes without passive surveillance	n/a	Deduct 1 point			

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit
Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Total Connections (No.)	Connections per km	Score	Section Length (km)	Total Connections (No.)	Connections per km	Score
1	West St Leonard Primary School	Cycle Network	0.383	1	2.6	3				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	Existing	Potential
	3.00	-

Connectivity Scores Table	
Number of Accesses/Connections per Km	Score
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

COMFORT

Assessed for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Surface Type	Available Width (m)	Score	Section Length (km)	Surface Type	Available Width (m)	Score
1	West St Leonard Primary School Fields	Cycle Network	0.383	Smooth, Machine-laid bituminous or similar	<2.5	1				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	Existing 1.00	Potential To Be Determined
-------------------------	------------------	-------------------------------

Comfort Scores Table		Available Width				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	Smooth, Machine-laid bituminous or	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone pavements with filled level joints	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded aggregate	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes: Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
 Mixed traffic streets carrying more than 2500 vehicles per day score zero
 Scores for Shared Use Paths (with pedestrians) are reduced:
 By 1 where pedestrian flows exceed 100 per hour
 By 2 where pedestrian flows exceed 300 per hour

Local Cycling and Walking Infrastructure Plan: Route Selection Tool
CRITICAL JUNCTIONS

Critical Junctions	Existing	Potential
	No. of Junctions	No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	0	
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	0	
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	0	
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	0	
Congested conditions restriction visibility to cyclists passing stationary traffic	0	
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without	0	
Multi-lane roundabout where cycles mix with traffic	0	

	Existing	Potential
Number of Critical Junctions/Crossings on Route with critical features requiring improvement	0	0

Note 1 – 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time

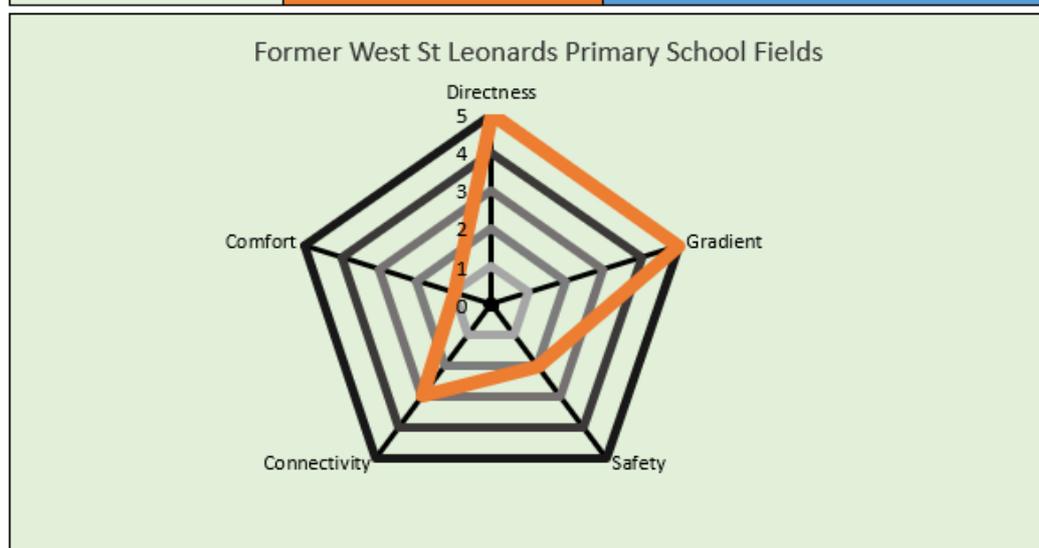
Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Former West St Leonards Primary School Fields
Overall Length	0.383km
Name of Assessor(s)	Sophie Thompson
Date of Assessment	08 November 2021

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	0.00
Gradient	5.00	To Be Determined
Safety	2.00	0.00
Connectivity	3.00	0.00
Comfort	1.00	To Be Determined



Number of Existing Critical Junctions/Crossings	0
Number of Potential Critical Junctions/Crossings	0

Holmhurst St Mary (HL1)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	0.34	
Cycle Route Length (km)	0.34	
Ratio	1.00	To Be Determined
Directness Score for Route	5	0

Length Factor	Score
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

GRADIENT

Assessed for sections of route of similar characteristics - max 1km each
Google Earth elevation profile is a useful tool for obtaining data for this section

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Max Slope (m)	Max Grade (%)	Score	Section Length (km)	Max Slope (m)	Max Grade (%)	Score
1	Holmhurst St Mary	Cycle Network	0.336	0	0	5				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	Existing	Potential
	5.00	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Maximum Grade along each section (%)	Maximum slope (m)					
	15m	30m	50m	80m	150m	exceeds 150m
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score	Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score
1	Holmhurst St Mary	Cycle Network	0.336	30	<2500	3				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	Existing	Potential
	3.00	-

Safety Scores Table		Motor Traffic Speed			
Mixed Traffic Table Scores	Motor Traffic Volume	<2500	20 mph	30 mph	>30 mph
				4	3
		2500-5000	3	2	1
		>5000	2	1	0
Route physically protected from motor vehicles or off highway completely	n/a	5			
Unlit routes	n/a	Deduct 1 point			
Routes without passive surveillance	n/a	Deduct 1 point			

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit
Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Total Connections (No.)	Connections per km	Score	Section Length (km)	Total Connections (No.)	Connections per km	Score
1	Holmhurst St Mary	Cycle Network	0.336	5	14.9	5				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	Existing	Potential
	5.00	-

Connectivity Scores Table	
Number of Accesses/Connections per Km	Score
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

COMFORT

Assessed for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Surface Type	Available Width (m)	Score	Section Length (km)	Surface Type	Available Width (m)	Score
1	Holmhurst St Mary	Cycle Network	0.336	Smooth, Machine-laid bituminous or similar	>2.5	3				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	Existing	Potential
	3.00	To Be Determined

Comfort Scores Table		Available Width				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	Smooth, Machine-laid bituminous or	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone pavements with filled level joints	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded aggregate	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes: Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
 Mixed traffic streets carrying more than 2500 vehicles per day score zero
 Scores for Shared Use Paths (with pedestrians) are reduced:
 By 1 where pedestrian flows exceed 100 per hour
 By 2 where pedestrian flows exceed 300 per hour

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CRITICAL JUNCTIONS

Critical Junctions	Existing	Potential
	No. of Junctions	No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	0	
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	0	
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	1	
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	0	
Congested conditions restriction visibility to cyclists passing stationary traffic	0	
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without	0	
Multi-lane roundabout where cycles mix with traffic	0	

	Existing	Potential
Number of Critical Junctions/Crossings on Route with critical features requiring improvement	1	0

Note 1 – 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time

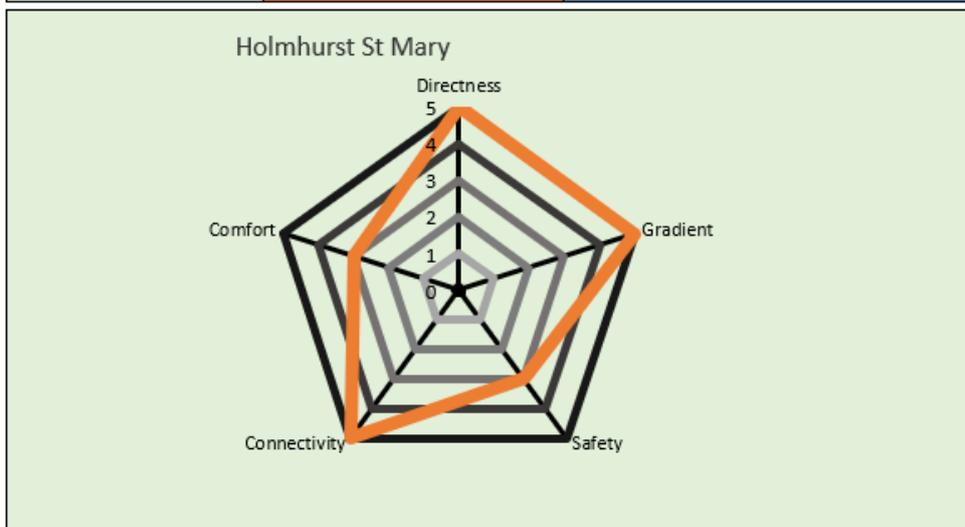
Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Holmhurst St Mary
Overall Length	0.336km
Name of Assessor(s)	Sophie Thompson
Date of Assessment	08 November 2021

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	0.00
Gradient	5.00	To Be Determined
Safety	3.00	0.00
Connectivity	5.00	0.00
Comfort	3.00	To Be Determined



Number of Existing Critical Junctions/Crossings	1
Number of Potential Critical Junctions/Crossings	0

Walking Route Audit Tool – Full Scoring Tables

Rock Lane (HL63)

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	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
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2
3. ATTRACTIVENESS - traffic noise and	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			1
ATTRACTIVENESS				6
5. COMFORT - condition	Footways level and in good condition with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsidised or fretted pavement, or significant uneven patching or trenching.	1
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
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			2
COMFORT				11
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 controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2
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.			2
DIRECTNESS				12
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.	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
SAFETY				6
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2
COHERENCE				2
				0
			Total Score	37

ROUTE SUMMARY

Route Name	Rock Lane
Length	415.16m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	05 November 2021

Criterion	Performance Scores
Attractiveness	6
Comfort	11
Directness	12
Safety	6
Coherence	2
Total	37

Comments	Direct and attractive route to walking network. Quality of pavements could be improved, but road traffic volume is low and it is safe and accessible route.
Actions	

Ashdown House, Sedlescombe Road North (HL80)

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	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 are inadequate).	2
3. ATTRACTIVENESS - traffic noise and	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			2
ATTRACTIVENESS				8
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, subsidised or fretted pavement, or significant uneven patching or trenching.	1
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
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			2
COMFORT				11
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 controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2
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.			2
DIRECTNESS				12
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.	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
SAFETY				6
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2
COHERENCE				2
Total Score				39

ROUTE SUMMARY

Route Name	Ashdown House, Sedlescombe Road North
Length	1257.63m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	05 November 2021

Criterion	Performance Scores
Attractiveness	8
Comfort	11
Directness	12
Safety	6
Coherence	2
Total	39

Comments	Direct and well-kept footway along quiet residential roads. Footway width is adequate for all users. Attractive and safe connection to walking network.
Actions	

Land adjacent to Sandrock Park, The Ridge (HL19)

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	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
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).	0
3. ATTRACTIVENESS - traffic noise and	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			2
ATTRACTIVENESS				5
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1
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			2
COMFORT				8
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1
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)	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 island.	2
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.			1
DIRECTNESS				9
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2
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
SAFETY				6
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0
COHERENCE				0
Total Score				28

ROUTE SUMMARY

Route Name	Land Adjacent to Sandrock Park, The Ridge
Length	1396.23m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	05 November 2021

Criterion	Performance Scores
Attractiveness	5
Comfort	8
Directness	9
Safety	6
Coherence	0
Total	28

Comments	Proposed route links to existing footpaths within St Helens woods (St Helens Park Road). This route is marked as a byways which provides adequate width for all users, however the terrain and condition of the path is unknown. This connects to a residential street which is quiet and accessible. Overall, attractive and direct route but accessibility levels need to be checked.
Actions	

Former Westerleigh School and Playing Fields (HL113)

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	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 are inadequate).	2
3. ATTRACTIVENESS - traffic noise and	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			2
ATTRACTIVENESS				8
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, subsidised or frosted pavement, or significant uneven patching or trenching.	1
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
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			2
COMFORT				11
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 controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2
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 tollform bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2
DIRECTNESS				12
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.	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
SAFETY				6
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1
COHERENCE				1
			Total Score	38

ROUTE SUMMARY

Route Name	Former Westerleigh School and Playing Fields
Length	701.35m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	05 November 2021

Criterion	Performance Scores
Attractiveness	8
Comfort	11
Directness	12
Safety	6
Coherence	1
Total	38

Comments	Attractive and direct route alongside quiet roads to join walking network. Crossings are safe and footways are generally well-kept and wide enough for all users. There is a footbridge which is accessible and keeps pedestrians away from the road.
Actions	

Playing fields of former Helenswood Academy (part) former Mount Denys, Ridgeway and Pinehill (HL112)

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	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 are inadequate).	2
3. ATTRACTIVENESS - traffic noise and	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			2
ATTRACTIVENESS				7
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1
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			2
COMFORT				10
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 controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2
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.			2
DIRECTNESS				12
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
SAFETY				5
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2
COHERENCE				2
			Total Score	36

ROUTE SUMMARY

Route Name	Playing fields of former Helenswood Academy
Length	410.94m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	05 November 2021

Criterion	Performance Scores
Attractiveness	7
Comfort	10
Directness	12
Safety	5
Coherence	2
Total	36

Comments	Direct and accessible footpath along St Helen's Down and connecting to the walking network. Footpaths are wide enough and crossings are safe.
Actions	

190 Bexhill Road (HL14)

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	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
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1
3. ATTRACTIVENESS - traffic noise and	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			2
ATTRACTIVENESS				6
5. COMFORT - condition	Footways level and in good condition with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsidised or fretted pavement, or significant uneven patching or trenching.	1
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1
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			1
COMFORT				6
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2
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 controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2
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 toll from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2
DIRECTNESS				12
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.	1
SAFETY				3
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1
COHERENCE				1
Total Score				28

ROUTE SUMMARY

Route Name	190 Bexhill Road
Length	772m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	04 November 2021

Criterion	Performance Scores
Attractiveness	6
Comfort	6
Directness	12
Safety	3
Coherence	1
Total	28

Comments	Footways narrow in some places and parked cars act as obstructions for pedestrians. The crossing over a narrow bridge could restrict accessibility, but traffic crossings are safe and the route is direct.
Actions	

Comwallis Street Car Park (TC10)

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	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
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1
3. ATTRACTIVENESS - traffic noise and	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			2
ATTRACTIVENESS				6
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsidised or frothed pavement, or significant uneven patching or trenching.	1
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1
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. - Pooey drained footways resulting in noticeable ponding issues/slippery surfaces			1
COMFORT				9
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	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 controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1
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.			1
DIRECTNESS				9
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1
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
SAFETY				5
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1
COHERENCE				1
	Total Score			30

ROUTE SUMMARY

Route Name	Cornwallis Street Car Park
Length	205.3m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	04 November 2021

Criterion	Performance Scores
Attractiveness	6
Comfort	9
Directness	9
Safety	5
Coherence	1
Total	30

Comments	Direct route to walking network. Pavements conditions could be improved, and some dropped kerbs are not accessible. Adequate space on footways, however some shop fronts and bins reduce the width. Littering reduces the attractiveness.
Actions	

Former Hollingsworth Garage, Braybrooke Road (HL22)

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	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 are inadequate).	2
3. ATTRACTIVENESS - traffic noise and	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			2
ATTRACTIVENESS				8
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 frothed pavement, or significant uneven patching or trenching.	1
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1
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			2
COMFORT				8
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2
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 controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 6s 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 island.	2
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.			2
DIRECTNESS				12
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.	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
SAFETY				6
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2
COHERENCE				2
				0
	Total Score			36

ROUTE SUMMARY

Route Name	Former Hollingsworth Garage, Braybrooke Road
Length	299.59m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	04 November 2021

Criterion	Performance Scores
Attractiveness	8
Comfort	8
Directness	12
Safety	6
Coherence	2
Total	36

Comments	Direct and attractive route connecting development site to walking network. Steep downhill gradient which may make the route inaccessible for some users. Some instances of bins on pavement narrowing footpath width but overall fairly good route.
Actions	

Former West St. Leonards Primary School field (HL115)

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	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 are inadequate).	2
3. ATTRACTIVENESS - traffic noise and	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			2
ATTRACTIVENESS				8
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 pavements). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
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			2
COMFORT				12
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). Crossings follow desire lines.	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 controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1
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.			2
DIRECTNESS				11
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.	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
SAFETY				6
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2
COHERENCE				2
	Total Score			39

ROUTE SUMMARY

Route Name	Former West St Leonard Primary School Fields
Length	371.81m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	04 November 2021

Criterion	Performance Scores
Attractiveness	8
Comfort	12
Directness	11
Safety	6
Coherence	2
Total	39

Comments	Route attractive and direct, and there is adequate space for all users. Traffic volume is low and crossings are safe. Good visibility
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	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 are inadequate).	2
3. ATTRACTIVENESS - traffic noise and	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			2
ATTRACTIVENESS				8
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, subsidised or frothed pavement, or significant uneven patching or trenching.	2
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1
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			1
COMFORT				9
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	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 controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2
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.			2
DIRECTNESS				12
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.	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
SAFETY				6
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2
COHERENCE				2
	Total Score			37

ROUTE SUMMARY

Route Name	Ore Valley
Length	226.68m
Name of Assessor(s)	Sophie Thompson
Date of Assessment	04 November 2021

Criterion	Performance Scores
Attractiveness	8
Comfort	9
Directness	12
Safety	6
Coherence	2
Total	37

Comments	Short distance along quiet residential road to reach the walking network. Pavements are well-kept and can accommodate all users, although there are some instances where parked cars may pose as obstacles.
Actions	