AtkinsRéalis

Newent LCWIP

Gloucestershire County Council

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NEWENT LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

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Notice

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1.0	Draft Report	LT / DG	DG	PS	NW	12/04/24
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Client signoff

Client	Gloucestershire County Council
Project	NEWENT LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN
Job number	
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1. Scope

1.1. Purpose of the report

This document is the first iteration of Gloucestershire County Council's (GCC) Local Cycling and Walking Infrastructure Plan (LCWIP)[1] for the town of Newent and the surrounding area.

The creation of a LCWIP is a strategic process that identifies cycling and walking improvements required at a local level. LCWIPs enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. The LCWIP will be periodically reviewed to ensure it reflects developments in trip patterns and as the local networks improve.

By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist local authorities to:

- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term;
- Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
- Make the case for future funding for walking and cycling infrastructure.

The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes for further development;
- A prioritised programme of infrastructure improvements for future investment; and
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

While the preparation of LCWIPs is not mandatory, local authorities which have plans will be well placed to make the case for future investment. GCC is undertaking a programme to develop LCWIPs for key settlements in the County. LCWIPs have already been produced for the Central Severn Vale (CSV) area (which covers Cheltenham and Gloucester), Stroud, Tewkesbury, Cam & Dursley, Cirencester and Bishop's Cleeve[2]. A Countywide plan has also been produced focussed on connecting towns with inter-urban routes. This LCWIP for Newent and the surrounding area follows the same process as that of the previous LCWIPs.

Gloucestershire is serious about increasing the number of trips made by walking and cycling. It is important to move away from a culture where the car is the dominant mode of transport towards one where the car is one transport choice within a range of realistic travel options. It is GCC's view that this is an essential component of creating better places and improving the quality of people's lives.

[1] Technical guidance outlining the process for Local Authorities to produce a LCWIP is available from the Department for Transport: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycl ing-walking-infrastructure-technical-guidance.pdf

[2] Available from the Gloucestershire County Council website: Cycling and Walking Infrastructure Plans - Gloucestershire County Council

Getting more people walking and cycling is fundamental to GCC achieving its vision to be a carbon neutral county by 2050[3]. The Government's transport decarbonisation plan policy paper[4] cites walking and cycling as "the ultimate forms of zero greenhouse-gas emission transport" and references the important role of LCWIPs in developing a package of measures to support walking and cycling to tackle the climate change emergency.

Through the LCWIP process GCC continue to engage with a variety of stakeholders to attempt to fully understand the range of barriers people have to walking and cycling and what changes can be made to improve the quality of environment to enable more people to walk and cycle.

Note: Within this LCWIP, references to walking and cycling include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, and scooters, sometimes called 'Active Travel'.

1.2. Study area

The scope of this LCWIP is the Newent area, encompassing the Newent urban area, and key active travel links towards Hartpury College and University. The approximate study area is shown in Figure 1-1.

Newent is approximately 11 miles (17km) from Gloucester, located on the northern edge of the Forest of Dean within the Forest of Dean District of Gloucestershire. The nearest railway stations are in Ledbury (approximately 9 miles (14km) away) and Gloucester. In 2021, Newent had a population of 6,709.

Newent has over 100 listed buildings and a large proportion of the town centre sits within a conservation area which includes a 4-acre landscaped fishing lake and park. The Millennium Arboretum is also an important part of the town. The countryside around Newent retains its narrow lanes and rolling fields bounded by ancient hedgerows and woodlands. There is also an abundance of footpaths and Public Rights of Way connecting the surrounding settlements.

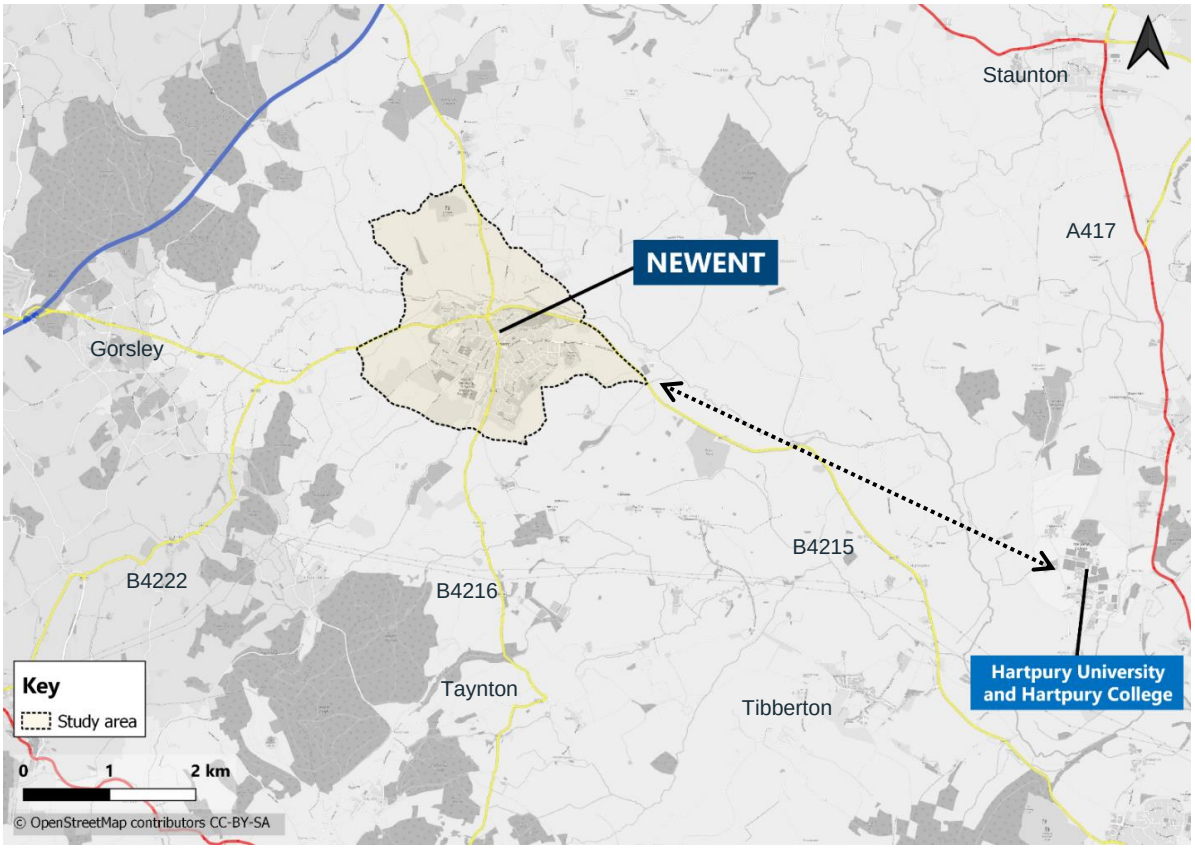
Newent has three schools which includes the federated Glebe Infant School, Picklenash Junior School and Newent Community School (Secondary School) which serves the surrounding settlements. Newent has a variety of shops, restaurants, pubs, and other businesses, as well as several parks and green spaces for outdoor recreation.

There are no large villages or settlements within 5km of Newent. Hence this study has not considered links outside the town as demand for walking and cycling trips on each route will be relatively small. The exception is the strategic link to Hartpury (and onwards to Gloucester).

[3] Gloucestershire's Climate Change Strategy, Dec 2019 https://www.gloucestershire.gov.uk/media/2094404/gloucestershire-climate-change-strategy.pdf

[4] Decarbonising Transport, Setting the Challenge, March 2020 https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan

Figure 1-1 - Newent LCWIP study area



2. Background information

2.1. Policy context

This section summarises the key messages within relevant policy documents at national and local levels that relate to walking and cycling.

2.1.1. Cycling and Walking Infrastructure Strategy

The Cycling and Walking Infrastructure Strategy (CWIS)[5] was launched by the Department for Transport in 2017 for the period to 2040. The CWIS outlines the Government's ambition ***"to make cycling and walking a natural choice for shorter journeys, or as part of a longer journey"*** through delivering better safety, better mobility and better streets for walking and cycling.

In addition to the overall ambitions to 2040, the CWIS sets out targets to be met by 2025:

- *"We aim to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.*
- *We aim to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025.*
- *We will increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025."*

The guidance on the preparation of LCWIPs was published in partnership with the CWIS, to assist in achieving the CWIS' ambition through supporting local delivery partners to identify and deliver individual and tailored interventions fit for their own local areas.

2.1.2. Gear Change

Gear Change[6] was launched in July 2020 and describes the vision to make England a great walking and cycling nation. It presents the case for a step-change in cycling and walking in coming years.

Gear Change's vision is***: "England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030"***.

In order to deliver this vision, Gear Change intends to ensure active travel is embedded in wider policy making to encourage and empower local authorities to take bold decisions. Four themes have been developed in order to set out the actions required at all levels of Government to make this a reality:

1. Better streets for cycling and people;
2. Putting cycling and walking at the heart of transport, place making and health policy;
3. Empowering and encouraging local authorities; and
4. We will enable people to cycle and protect them when they cycle.

[5] Cycling and walking investment strategy, April 2017 https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy

[6] Gear change: a bold vision for cycling and walking, July 2020 https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england

Gear Change includes 22 summary principles to help practitioners deliver high quality infrastructure based on the lessons learned from cycle infrastructure delivered to date. It also highlights the importance of high-quality stakeholder engagement practices, with proposals and maps/drawings needing to be clear, detailed and unambiguous, as well as frank about the disadvantages, to build trust and discourage misrepresentation.

2.1.3. Local Transport Note 1/20 – Cycle Infrastructure Design

Local Transport Note (LTN) 1/20[7] was released concurrent to Gear Change. Gear Change refers to LTN 1/20 in relation to funding, stating that the Department for Transport will not fund schemes that do not meet the new standards and principles set out in LTN 1/20.

LTN 1/20 is a design focussed document that provides guidance and good practice for the design of cycle infrastructure. It builds upon the 22 summary principles set out in Gear Change and is a step change in terms of cycle design guidance, aiming for a *"national default position where high quality cycle infrastructure is provided"*.

LTN 1/20 outlines five core design principles – essential requirements to achieve more people travelling by cycle or on foot, based on best practice both internationally and across the UK. It states that **networks and routes should be coherent, direct, safe, comfortable and attractive**. Designers should always aim to provide infrastructure which meets these principles and therefore caters for the broadest range of people. **Inclusive design and accessible infrastructure are also key priorities** which run throughout LTN 1/20.

2.1.4. Gloucestershire Local Transport Plan

The Gloucestershire Local Transport Plan (LTP)[8] outlines the County's priorities for transport delivery to 2041. It sets out the long-term policy structure for local transport delivery including a set of scheme priorities. Transport schemes included within the LTP are identified on the basis of compliance with the overarching LTP objectives. They do not represent a commitment by the County Council for funding; rather, they provide the basis for future funding bids, as opportunities arise. The LTP outlines cycle desire lines in the county linking the major towns and growth areas in the county.

The cycling (PD2) and walking (PD6) policy documents in the LTP outline the cycling and walking policy in the County, to encourage sustainable travel and promote health and wellbeing. These policy documents refer to an expanded local and strategic cycle network, and the importance of supporting new cycle and walking infrastructure to overcome barriers between new and existing sites, amenities, facilities and developments.

Within the LTP, 14 performance indicators were identified to monitor the success of the policies contained within the LTP. One of the performance indicators (PI-8) is a target *"to increase cycle use within the County by 50% from 2015 to 2031".*

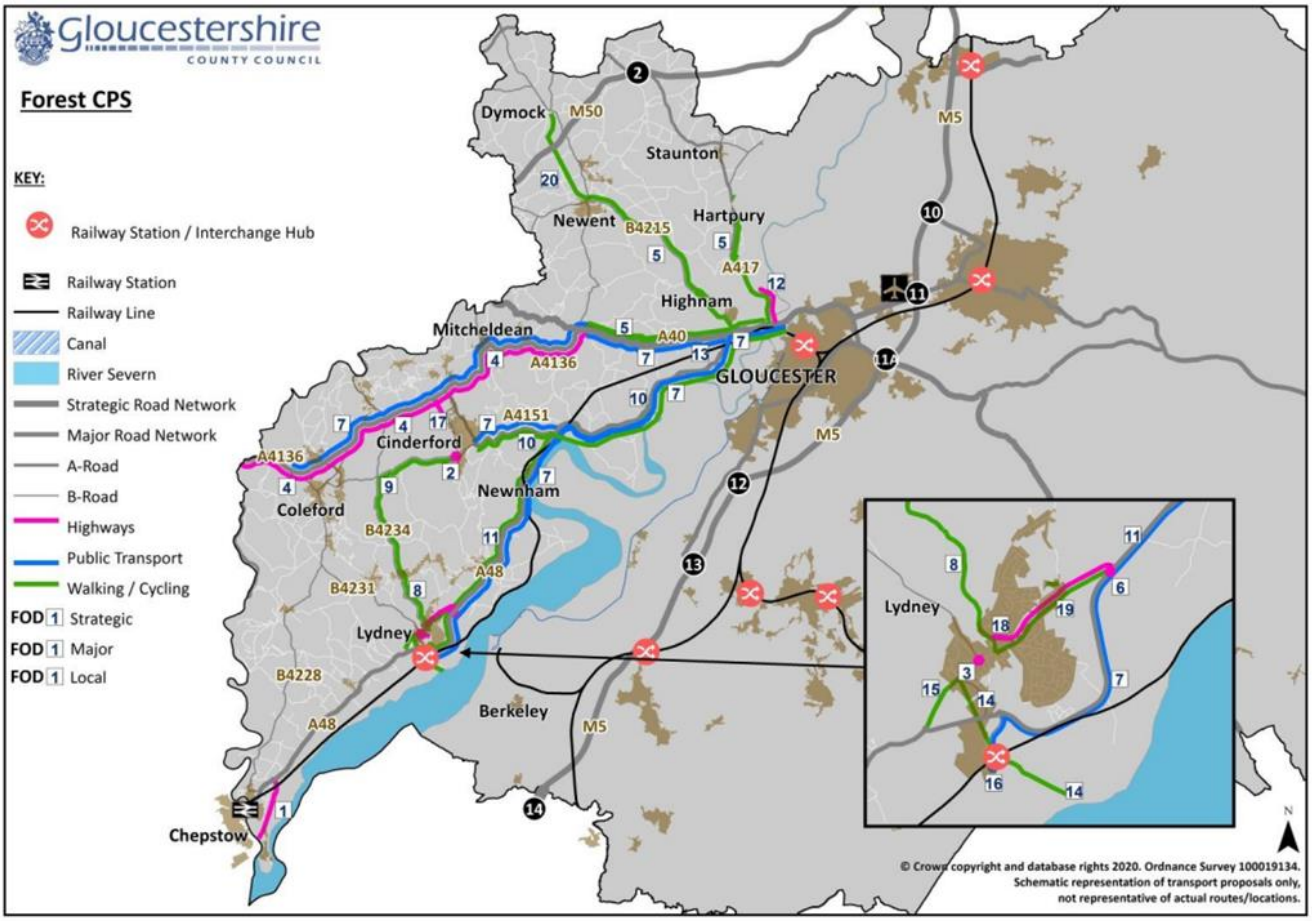
The LTP identifies strategic transport priorities in the Forest of Dean to accommodate growth ambitions and improve cycling connectivity in the area. These future aspirations to 2041 in the Forest of Dean are shown Figure 2-1. The Connecting Places Strategy for Forest of Dean (CPS2) within the LTP outlines several active travel improvements for the Newent area in more detail. These are not committed schemes as funding still needs to be identified but include:

- 5 – Cycle improvements linking Gloucester – Huntley, Churcham, Maisemore, Hartpury, Highnam and Newent,
- 20 – Newent to Dymock Active Travel Route.

[7] LTN 1/20: Cycle Infrastructure Design, July 2020 https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

[8] LTP 2015-2041 draft for consultation: https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/ltp-review-201920/draft-ltp/

Figure 2-1 - Strategic transport priorities: Forest of Dean



Other relevant projects within or near the study are summarised in Table 2-1.

Table 2-1 - Major capital scheme priorities

CPS Ref*	Mode	Description
FOD 12	Highways	Replacement of existing A417 highway with elevated section, Maisemore
FOD 13	Public Transport - Bus	West of Severn Transport Interchange Hub

** CPS Ref refers to location of scheme in Figure 2-1.*

Revenue priorities outlined in the LTP include cycle training in schools, installation of charging points for e-bikes and electric cars, personalised travel plans for new developments and key transport corridors, and workplace travel plans.

2.1.5. Forest of Dean District Council Core Strategy

The Forest of Dean Core Strategy 2012-2026 was adopted by the Forest of Dean District Council in February 2012. The Core Strategy is the principal document in the Local Development Framework for the Forest of Dean area. The overall vision for the Core Strategy is that: 'The Forest of Dean will be a thriving sustainable community with a high-quality environment, a developing local economy including tourism, housing which meets the needs of residents (including affordable homes) and safer communities"

The Core Strategy sets out specific policies for the major settlements – those policies for Newent are summarised in Table 2-2 and Table 2-3 and include aspirations for an enhanced town centre environment, and better access by walking and cycling.

Table 2-2 - Settlement Policies for Newent

Policy	Description
Housing	▪ About 350 new dwellings on sites within settlement boundary including allocated sites (7% of district total). Site for 141 dwellings under construction at the time the Core Strategy was published.
Affordable housing	▪ 40% affordable housing sought on sites of over 10 dwellings / 0.3ha.
Employment sites	▪ 5ha of new land to be developed in addition to promotion of other employment uses within the settlement.
Town centre additional retail space	▪ Up to about 1300m2 convenience and 1200m2 comparison floorspace to be permitted as redevelopment within the existing centre to increase market share.
Town centre public realm	▪ Implementation of town centre enhancement scheme (part committed by s106 contributions and public money at the time the Core Strategy was published).

Source: https://www.fdean.gov.uk/media/szzpnzxj/core-strategy.pdf

Table 2-3 - Core Strategy Objectives for Newent

Objectives	Description
Sustainable development	▪ Promote the role of Newent in a sustainable manner whilst retaining its character and in particular that of its Conservation Area and listed buildings. ▪ Ensure new development uses resources efficiently, by following the guiding principles set out in the Core Strategy.
Employment	▪ Provide a wider range of employment opportunities.
Tourism	▪ Improved facilities will be promoted in Newent in keeping with the strategy for the district as a whole.
Housing and affordability	▪ Deliver new housing on a variety of sites to suit local needs. The Core Strategy will support housing on previously developed land and on one large site (off Onslow Road) close to the town centre. Affordable housing will be expected as a 40% share of all eligible sites.
Town centre	▪ Improve the range and offer in the town centre, and provide for increased retail space within the existing centre, to provide for the continuing needs of the community as changes take place. To retain and enhance the character of the town centre, especially the Conservation Area.
Community facilities	▪ Provide an improved range of facilities especially in the town centre, allowing the needs of education and health to continue to be met.
Transport and access	▪ Provide better road, pedestrian and cycle access both to, and within, Newent.

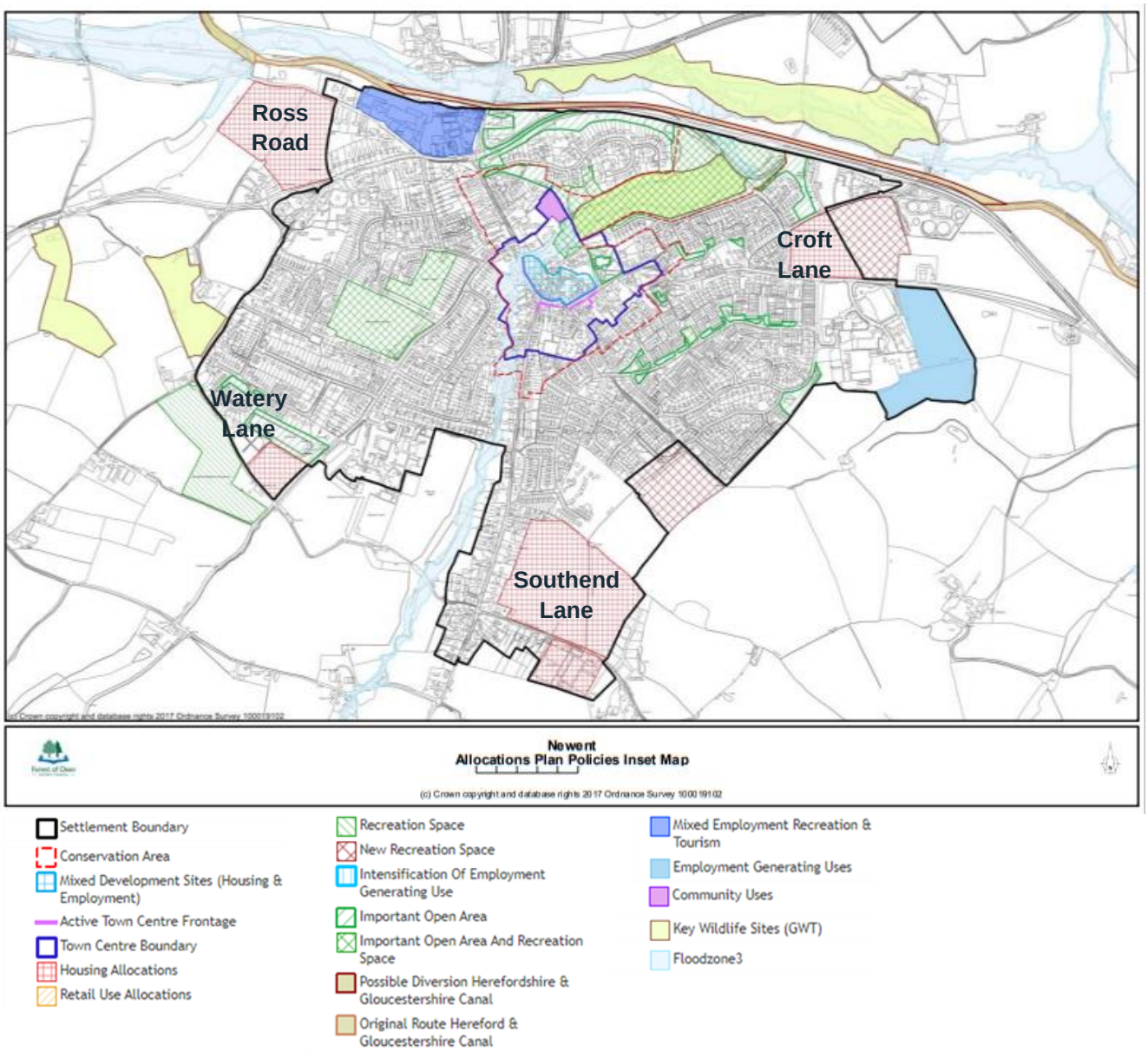
Source: https://www.fdean.gov.uk/media/szzpnzxj/core-strategy.pdf

2.2. Planned changes

2.2.1. Key development sites

The Forest of Dean Core Strategy[9] identifies the major development sites within the Newent area. The Forest of Dean Allocations Plan 2006 to 2026[10] was adopted in June 2018 and provides detail on housing allocations and how the core strategy will be delivered. Figure 2-2 show the allocations within Newent town centre and the wider Newent area. Since the adoption of the Local Plan, the key development sites identified on Watery Lane, Ross Road and around Southend Lane have all since been constructed. The site at Croft Lane is yet to be developed.

Figure 2-2 – Forest of Dean Allocations Plan - Newent



Source: Allocations Plan 2006 to 2026 Adopted June 2018 web (fdean.gov.uk)

[9] Forest of Dean Core Strategy (2012) - Core Strategy Adopted Version (fdean.gov.uk)

[10] Forest of Dean Allocations Plan 2006 to 2026 - https://www.fdean.gov.uk/media/ruscm3s1/allocations-plan.pdf

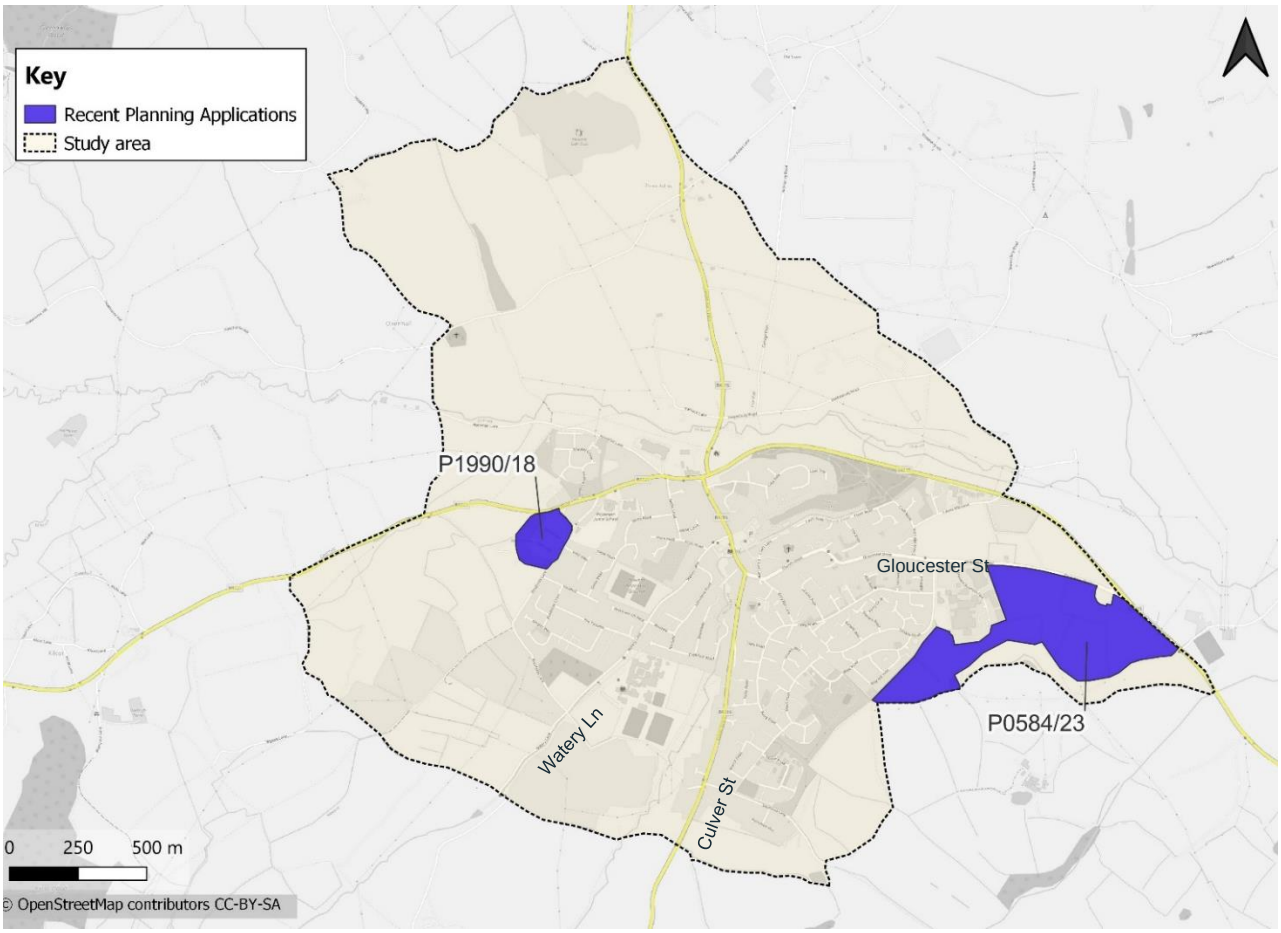
2.2.2. Other relevant planning applications

A search of planning applications on Forest of Dean District Council's online planning portal shows two further significant sites outside the local plan allocations that should be considered as part of this LCWIP. These planning applications are detailed in Table 2-4 and Figure 2-3.

Table 2-4 - Planning applications[11]

Application Reference	Description	Status
P1990/18/OUT	Land Off Bradfords Lane Newent. Outline planning permission for up to 50 dwellings	Consented in 2021 and under construction.
P0584/23/OUT	Land at Gloucester Street, Newent. South East Newent development site. Outline application for mixed used development comprising up to 375 residential dwellings, 1 primary school including nursery, employment area, local centre and hot food takeaway.	Application received 26 April 2023 - pending consideration.

Figure 2-3 – Recent Planning Applications



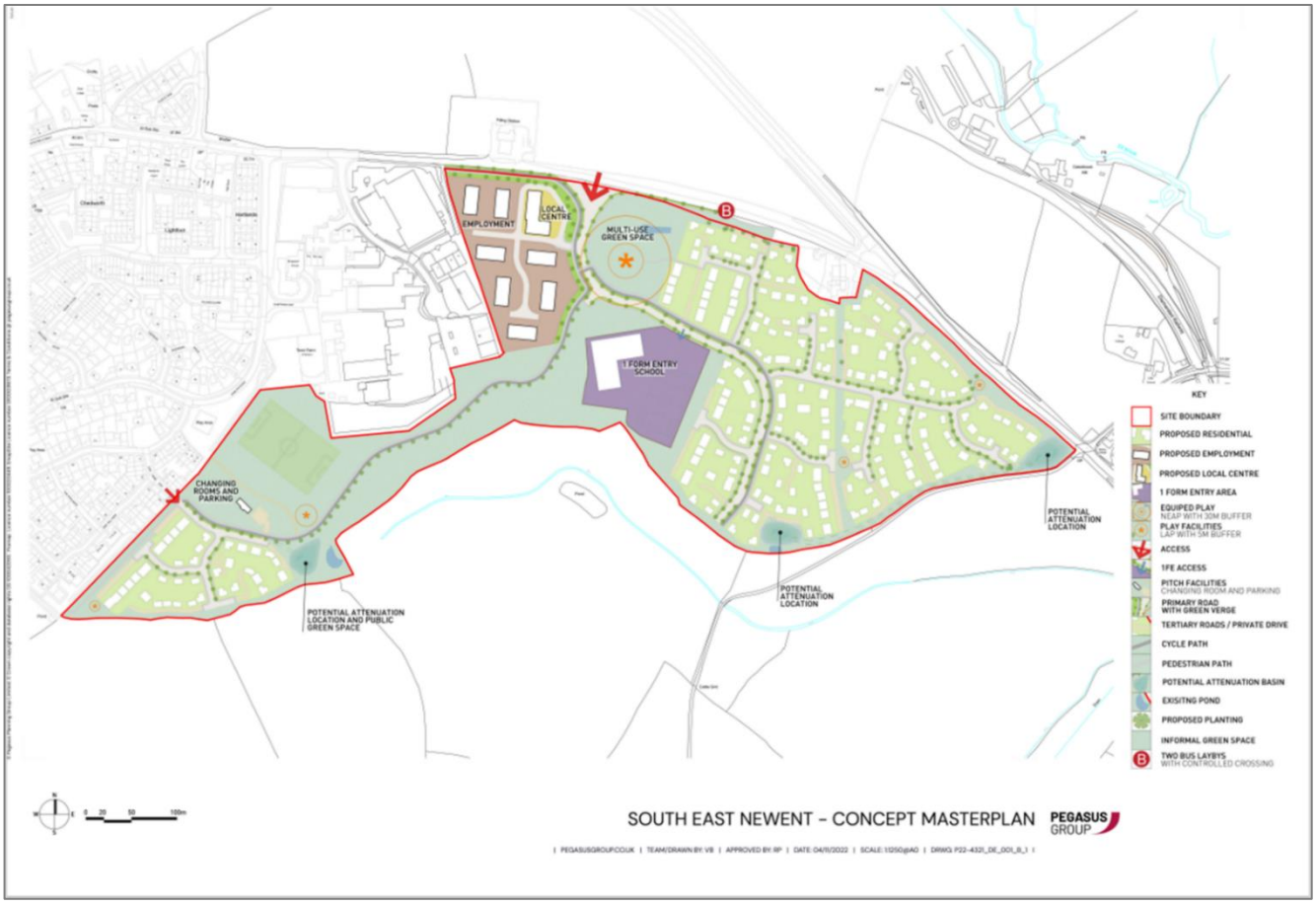
Source: https://publicaccess.fdean.gov.uk/online-applications/

Figure 2-4 shows the Concept Masterplan for planning application PO584/23/OUT (known as the South East Newent development site) including the proposed accesses from Gloucester Street and Oak Tree Way, and a

[11] Forest of Dean District Council Planning Portal - https://publicaccess.fdean.gov.uk/online-applications/

proposed walking and cycling network within the development site. A link to Hooks Lane (a potential onward link towards Hartpury) is also proposed.

Figure 2-4 - Concept Masterplan – South East Newent development site



Source: https://www.southeastnewent.co.uk/the-proposals#:~:text=THE%20PROPOSALS&text=The%20proposed%20development%20comprises%20a,space%2C%20sport%20and%20recreation%20facilities.

2.3. Newent Cycling Group

Newent has an active local cycling group that campaign to promote cycle infrastructure improvements in the town. The group have produced a report 'Unlocking Newent' (originally published in 2015 and updated in 2023/4) that outlines their recommendations to address key gaps in the local network, by converting some existing footpaths into shared use facilities.

The report and other input from the group has contributed to the development of this LCWIP through the stakeholder engagement activity set out in Section 5.2.2.

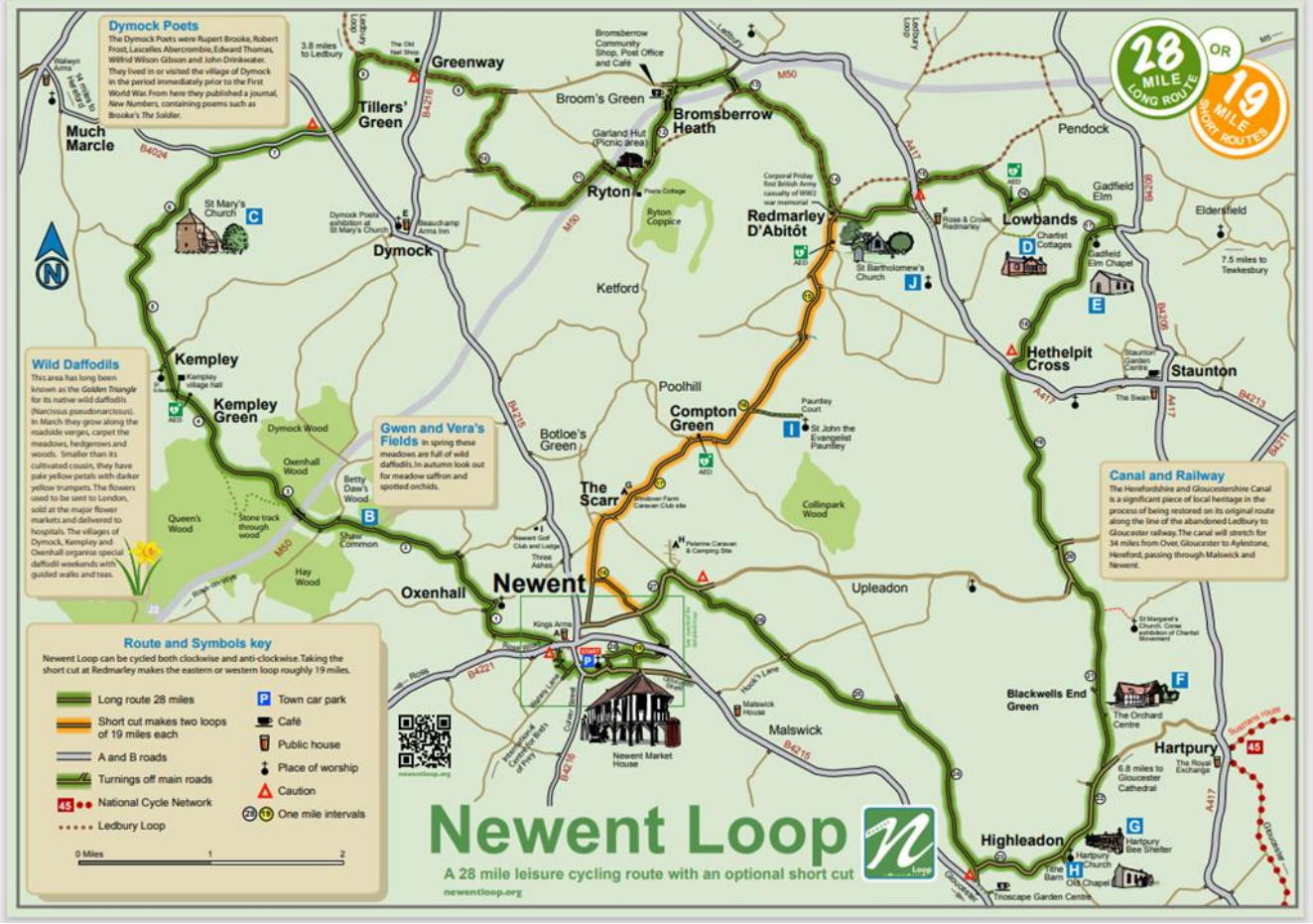
3. Existing Cycling & Walking Networks

3.1. Cycle network

With the exception of the signage for the Newent Loop leisure route (Figure 3-1), there is currently no specific provision for cyclists within Newent. During a site visit it was noted that there are a number of off-road routes within the town such as Newent Lake where signage states cycling is not permitted. Outside of the town itself, the majority of the roads within the local area are relatively quiet. However, despite experiencing lower traffic volumes, these roads are typically narrow with poor visibility and high traffic speeds, creating a significant safety risk for cyclists. The B4215 (Lambs Barn Pitch) and B4221 (Ross Road) are busy roads, which could be uncomfortable for cycling.

The nearest National Cycle Network route to Newent passes through the village of Hartpury to the east, but currently there is a lack of quality cycle routes to connect the residents of Newent to this route.

Figure 3-1 - Newent Area Cycle Network



Source: https://www.visitdeanwye.co.uk/dbimgs/Newent%20Loop%20Cycling%20Trail%202020.pdf

3.2. Walking network

Figure 3-2 presents the various Public Rights of Way (PRoWs) within and surrounding Newent.[12] Public Rights of Way include the following:

- **Footpath** – a right of way that allows the public to walk along - it should not be used by horses or cycles.
- **Bridleway** – primarily designed to benefit horse riders, but in practice used more frequently by hikers and cyclists who are by law allowed to use them.
- **Restricted Byway** – allows right of way on foot, horseback, cycle, horse-drawn carts, carriages, and other vehicles that are not mechanically powered.
- **Byway open to all traffic (BOAT)** – Right of way for vehicular and other kinds of traffic, including walking, cycling and horse riding. There are no BOATs within the study area.

There are many rural PROWs in the area around the town, predominantly used for leisure purposes. There are few large settlements near Newent and therefore limited demand for utility walking trips between communities. Therefore, this LCWIP will predominately focus on what improvements could be made to the walking infrastructure in the urban area of Newent.

Figure 3-2 - Public Rights of Way in Newent

[12] Note this is an online version of the Definitive Map and has no legal status.

3.3. Road network and traffic flows

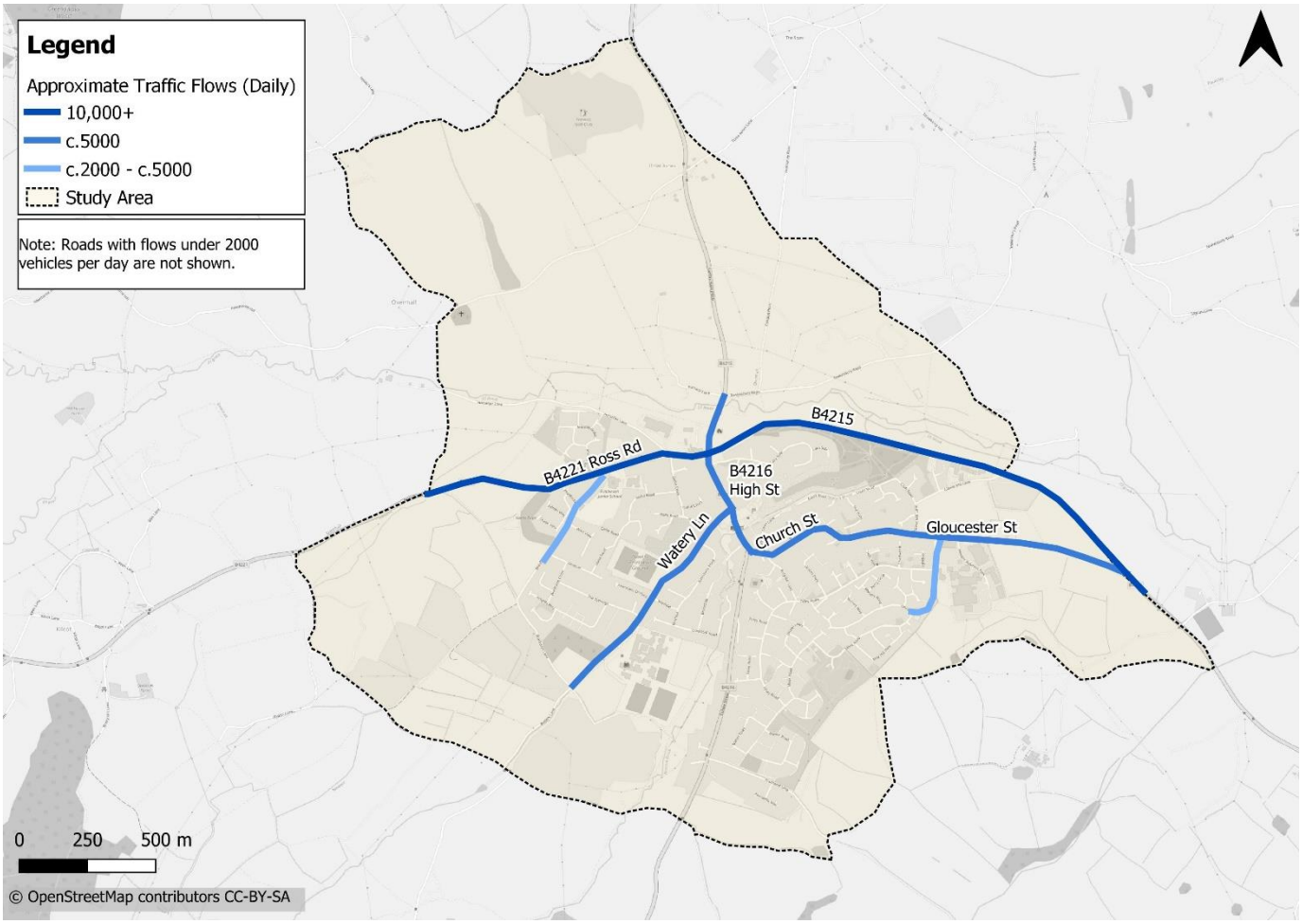
Roads form a key part of the walking and cycle networks, often providing the most direct, connected links. However, their attractiveness to pedestrians and cyclists is heavily dependent on the volume and speed of traffic, and the degree to which traffic dominates the street.

Little traffic flow data is available for Newent. Approximate traffic flows based on data collected and presented for recent planning applications and available via the Planning Portal website are summarised in Figure 3-3.

The available data shows:

- The B4215 / B4221 Ross Road to be heavily trafficked with over 10,000 vehicles per day;
- The key route through the town (Gloucester Street - Church Street - High Street) to be relatively highly trafficked with approximately 5,000 vehicles per day – sufficient to make on-road cycling uncomfortable to many potential users. Watery Lane between the town centre and Newent Community School has a similar traffic flow;
- Other streets within the town have traffic flows less than 5,000 vehicles per day – with most carrying less than 2,000 vehicles per day – the few exceptions being key distributor roads serving larger housing areas (e.g. Onslow Road).

Figure 3-3 - Newent approximate daily traffic flows



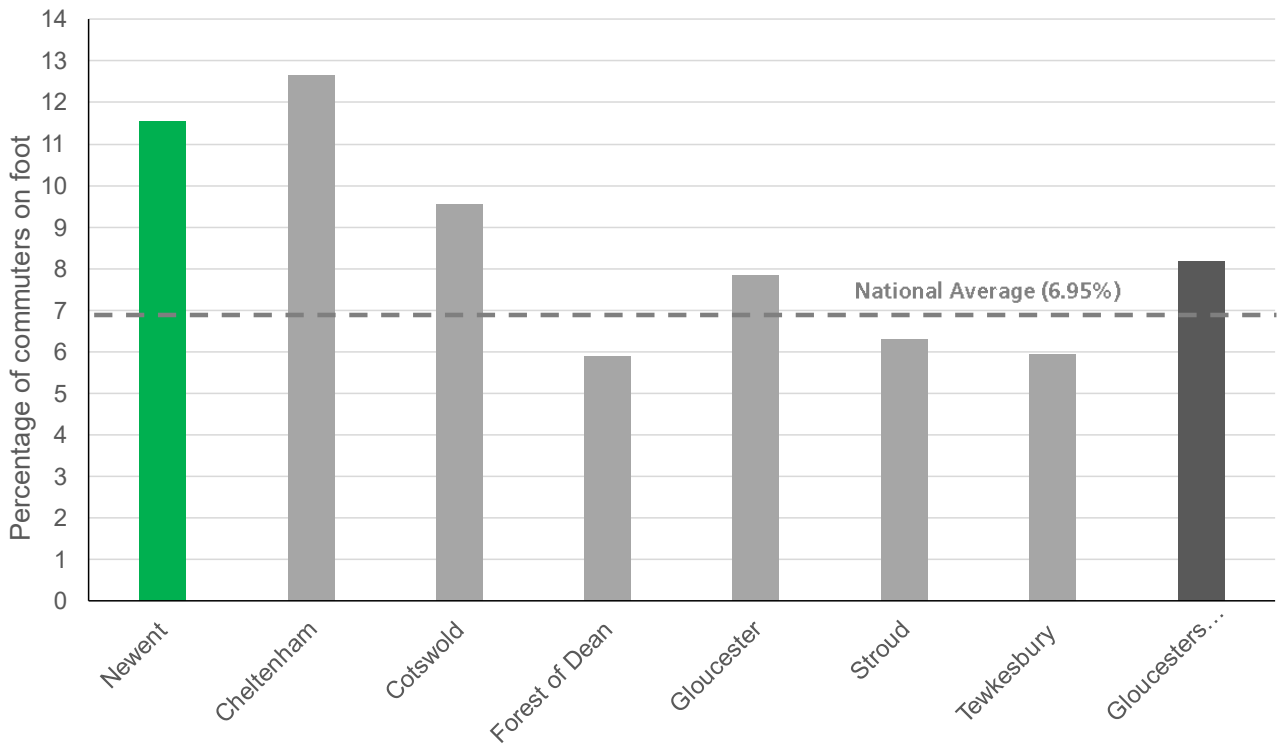
4. Travel Patterns

4.1. Existing walking trips

The 2011 Census[13] journey to work data provides an indication of walking levels for commuting trips. These can be broken down by district as well as into smaller areas, as presented in Figure 4-1. This data shows that Newent has above average levels of walking to work (11.5%), reflecting the fact it is a relatively small, walkable town for those that live and work in the town.

Furthermore, DataShine[14] presents Census journey to work data by household area, as illustrated in Figure 4-2 for Newent. This indicates relatively low levels of commuting trips by walking in the within the surrounding area – again as would be expected in a rural area with relatively long distance to key employment sites / areas.

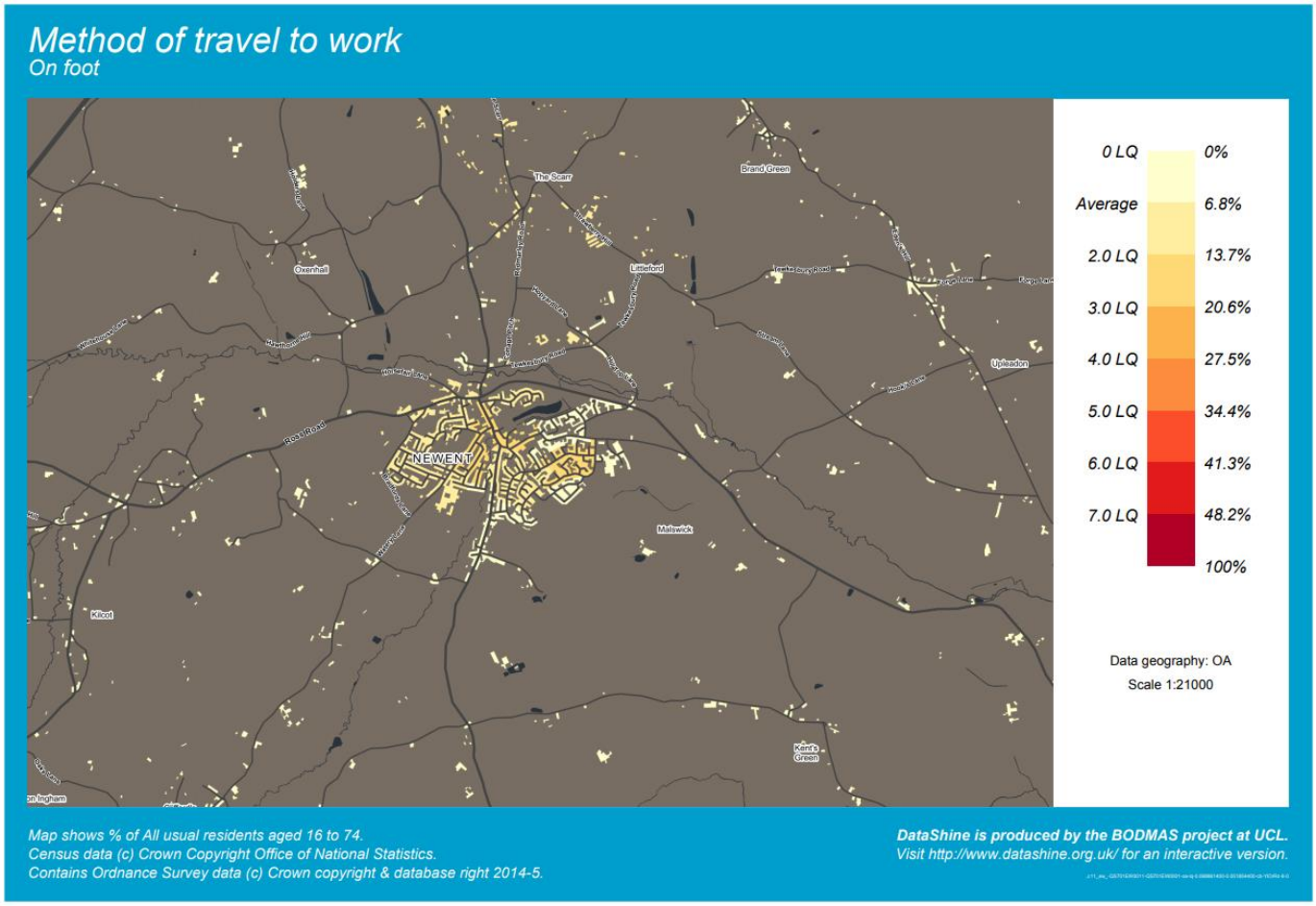
Figure 4-1 - Walk to work mode share across Gloucestershire (2011 Census)



Source: ONS (2011). QS701EW – Method of travel to work.

[13] 2021 Census Journey to work data impacted by COVID restrictions – hence 2011 data used in this analysis.
[14] DataShine - Datashine: datashine.org.uk

Figure 4-2 - Percentage of commuters that travel to work on foot (2011 Census)



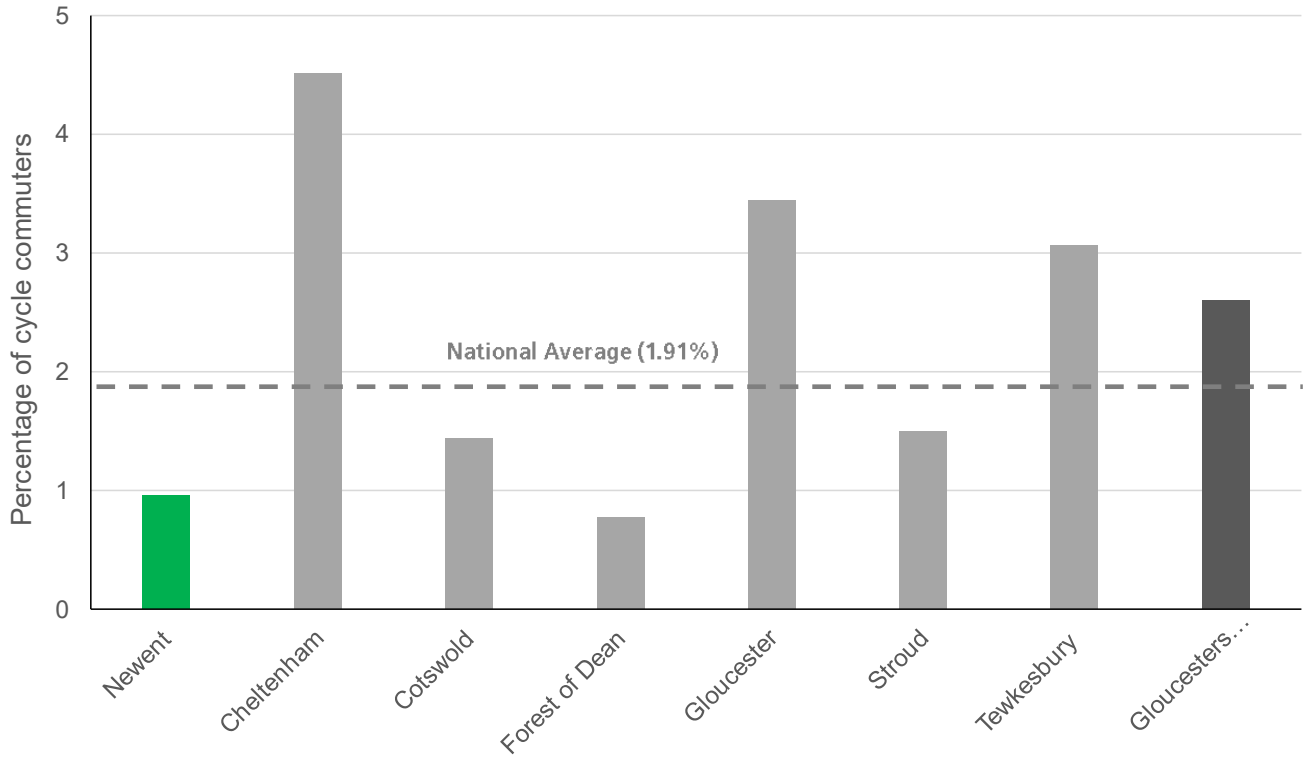
4.2. Existing cycle use

The 2011 Census journey to work data provides an indication of cycling levels for commuting trips. These can be broken down by district as well as into smaller areas, as presented in Figure 4-3. This data shows that Newent has below average levels of commuter cycling and is considerably lower than the nearby city of Gloucester, although this is to be expected due to the greater distance between Newent and key employment destinations. Commuter cycling rates in Newent are higher than the district average, which may reflect the fact Newent is one of the larger settlements within the district of Forest of Dean which is predominately rural.

Furthermore, DataShine[15] presents Census journey to work data by household area, as illustrated in Figure 4-4 for Newent. This indicates relatively low levels of cycle commuting within Newent and in the surrounding area.

Additionally, the Propensity to Cycle Tool (PCT)[16] uses 2011 Census journey to work data to map origins and destinations of commuting trips and allocate these to the transport network (based upon distance and hilliness), as shown in Figure 4-3 for the wider study area and Figure 4-6 for Newent specifically. The data emphasises that current cycling demand within the Newent area is relatively low, with the majority of the limited trips entering the town via the B4215, B4221 and B4216.

Figure 4-3 - Cycle to work mode share across Gloucestershire (2011 Census)



Source: ONS (2011). QS701EW – Method of travel to work.

[15] DataShine - Datashine: datashine.org.uk
[16] Propensity to Cycle Tool - https://www.pct.bike/m/?r=gloucestershire

Figure 4-4 - Percentage of commuters that travel to work by bicycle (2011 Census)

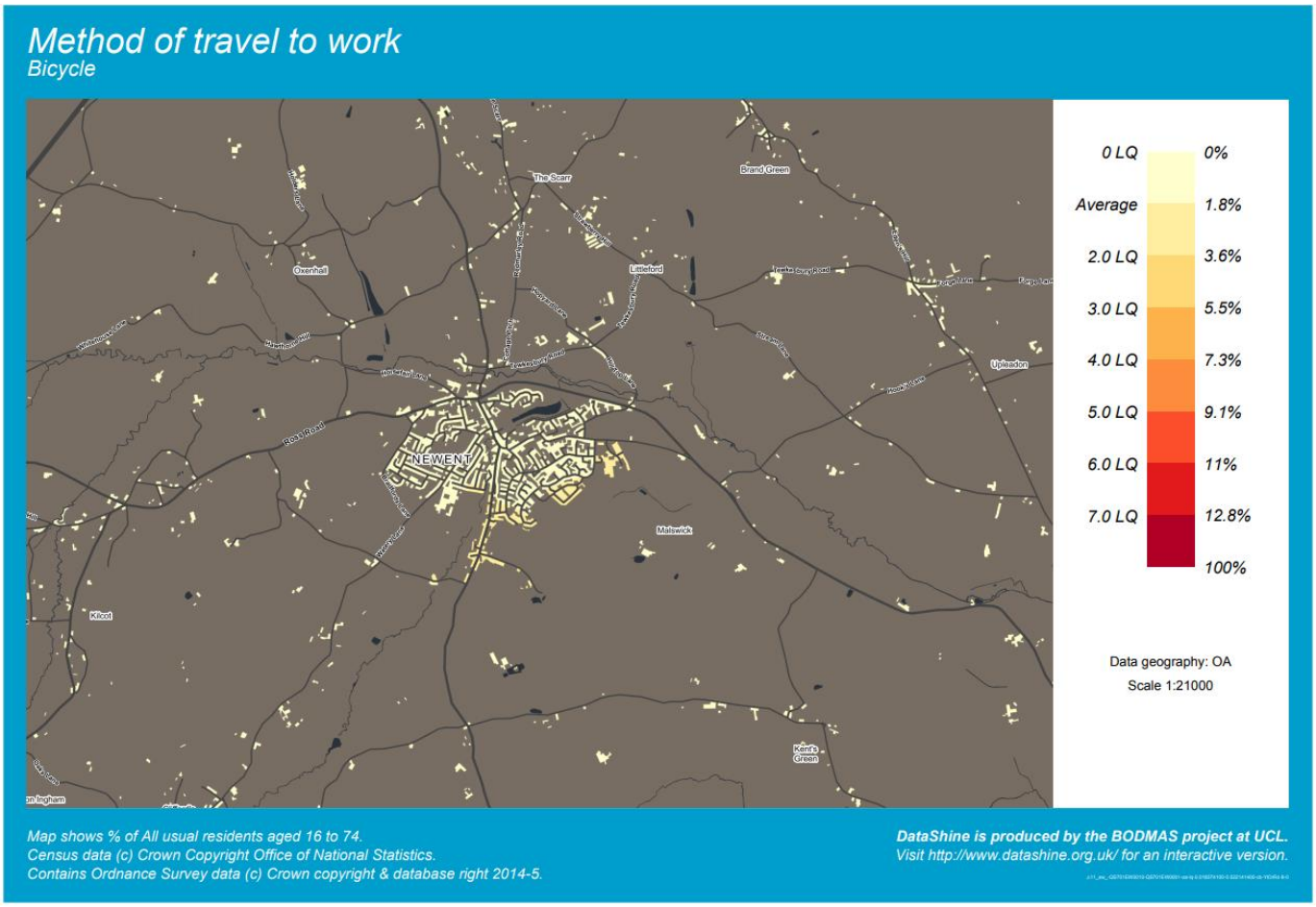


Figure 4-5 - Propensity to Cycle Tool (2011 Census baseline), wider study area

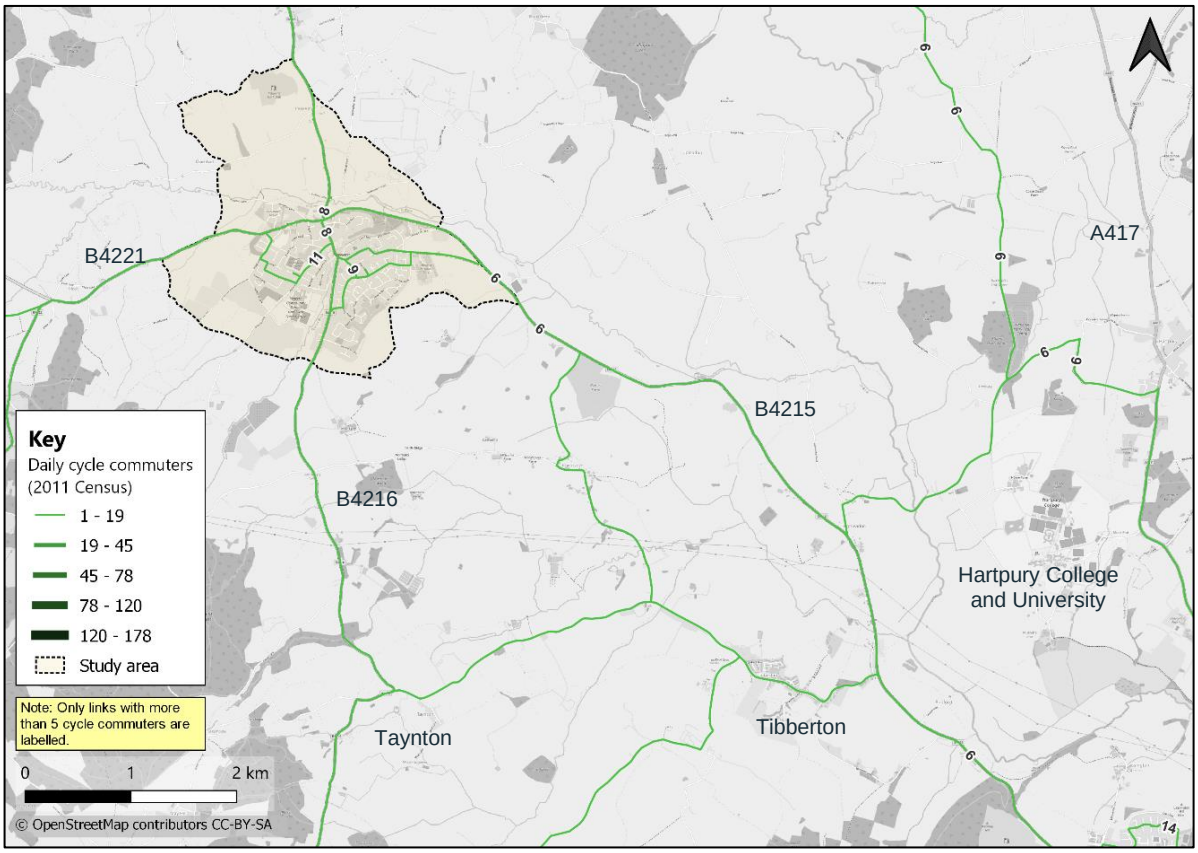
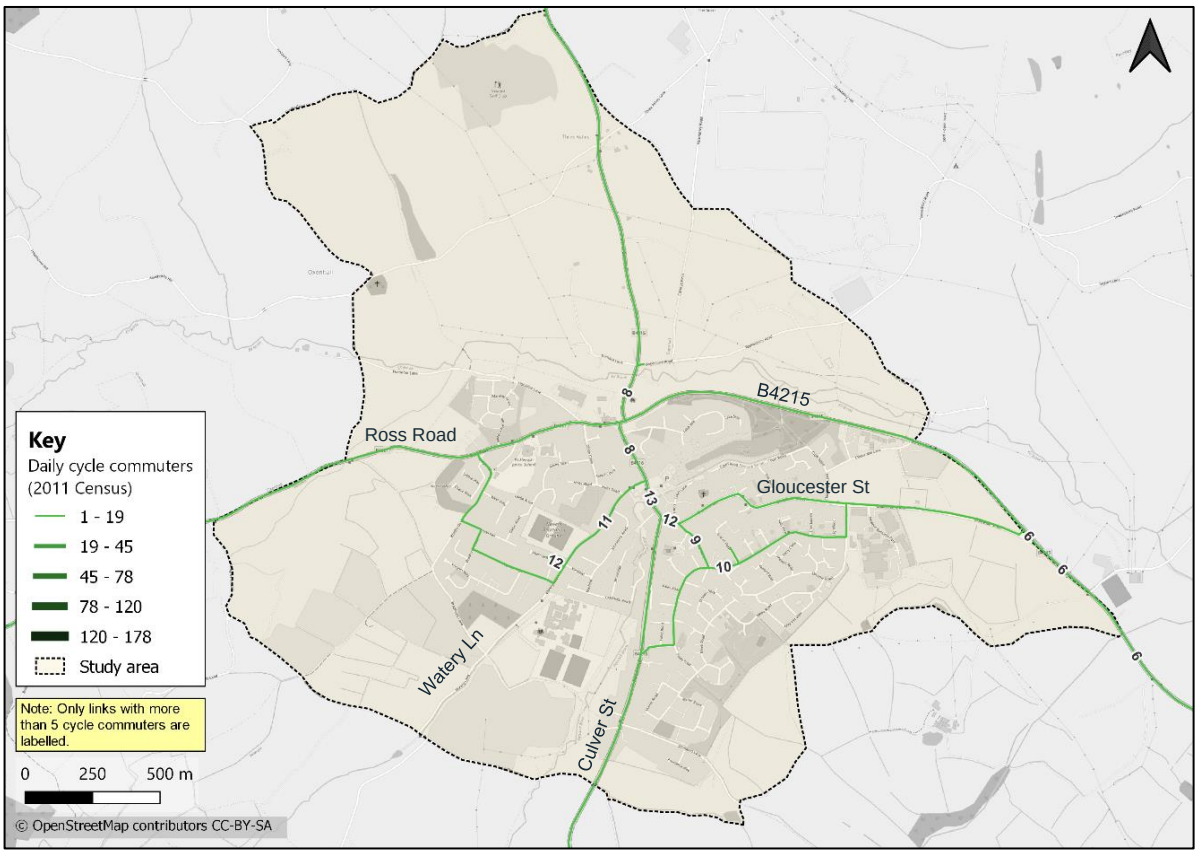


Figure 4-6 - Propensity to Cycle Tool (2011 Census baseline), Newent



4.3. Future propensity to cycle

As well as mapping baseline data from the 2011 Census, the Propensity to Cycle Tool (PCT) can assist in understanding the propensity for cycling under a variety of scenarios. Through these scenarios, the PCT can provide an indication of the most promising routes with regard to potential cycle growth. These scenarios consider the removal of different infrastructural, cultural and technological barriers that currently prevent cycling being the natural mode of choice for trips of short to medium distances. The PCT guidance stresses that these are not predictions of the future, but snapshots indicating how the spatial distribution of cycling may shift as cycling grows based on current travel patterns. The four scenarios the PCT provides are:

- **Government target (near market):** a doubling of cycle trips by 2025. Note that this is not uniform, with a greater increase in areas with many existing short, flat trips but a low current level of cycling.
- **Government target (gender equality):** female cycle user numbers increase to equal levels of male cycle users, with the greatest impact where cycling is most gender unequal.
- **Go Dutch:** the increase in cycle users if England had the same infrastructure and cycling culture as the Netherlands but retained the hilliness and commuter distance patterns.
- **E-bikes:** an extension of the Dutch scenario, estimates how much more likely it was that a given commute trip would be cycled by E-bike owners versus cyclists in general – with hilliness less of a factor in trip choices.

For the purposes of the Newent area LCWIP, the Go Dutch and E-bike scenarios have been investigated. These are considered more aspirational than either of the government target scenarios. The Go-Dutch scenario is considered more achievable than the E-Bikes scenario; where the latter has been included for reference due to the spatial arrangement of the study area which includes:

- Several villages distributed around Newent;
- Key destinations such as Gloucester and Hartpury College and University;
- Local market towns of Ledbury and Ross-on-Wye being between 5 and 15km away.

All the above destinations generate multiple trips which may be unlocked for people if there is wider e-bike uptake. This in turn may lead to a greater propensity of e-bike use compared to more compact areas.

Figure 4-7 to Figure 4-10 illustrate the potential number of commuter cyclists that each route could carry per day. The Go-Dutch scenario emphasises the importance of a link to connect Newent to Hartpury and Gloucester, whilst emphasising the potential value of effective cycling infrastructure to encourage an uptake in cycle commuting levels compared to the 2011 baseline.

The E-bike scenario extends upon the outputs of the Go Dutch scenario, with a further increase in flows between Newent and Gloucester, reflecting potential usage of e-bikes for longer trips to and from out-of-town locations.

Note the flows shown are derived from a base of 2011 census data, and do not take account of changes in trends since or new developments. The outputs are also based on commuting trip patterns (which typically account for about one third of all cycle trips), and therefore do not account for education, recreation, and other non-commuting trips.

Figure 4-7 - Propensity to Cycle Tool (Go Dutch scenario) cycling potential (wider study area)

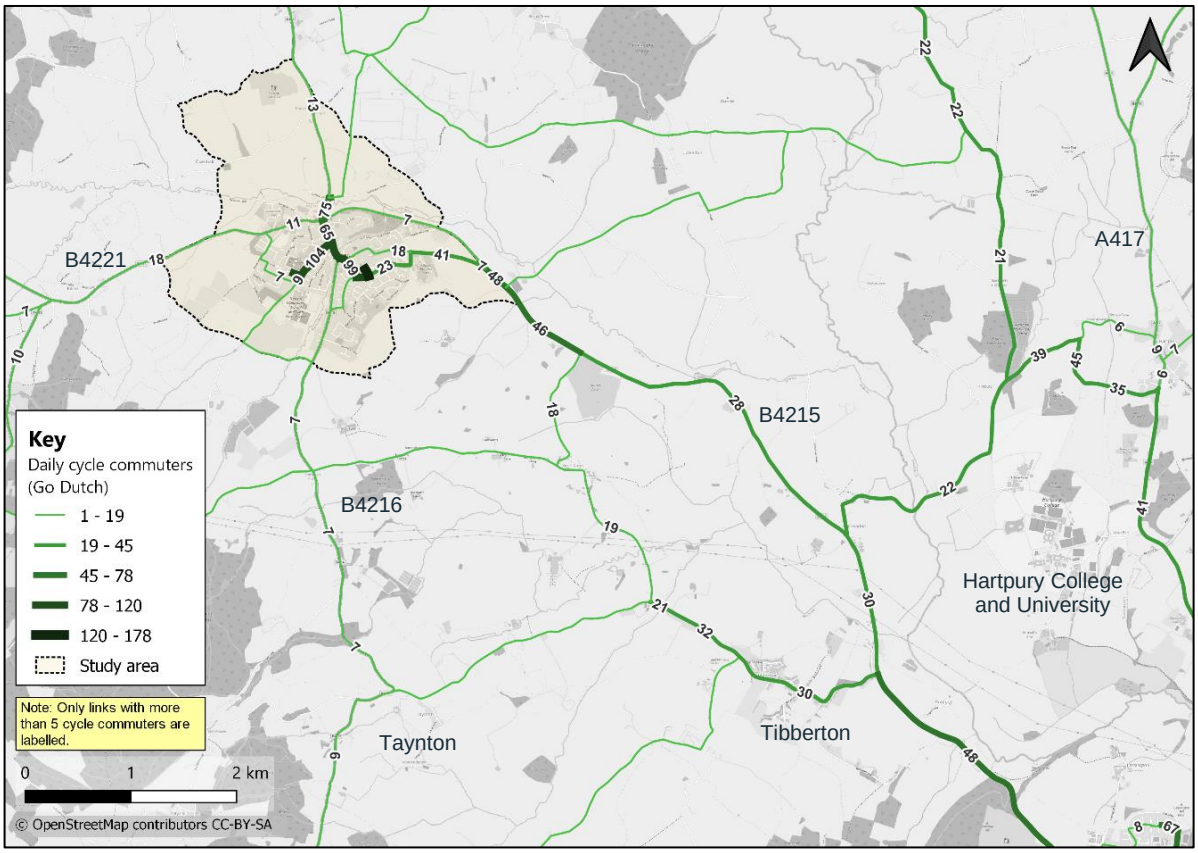


Figure 4-8 - Propensity to Cycle Tool (Go Dutch scenario) cycling potential (Newent)

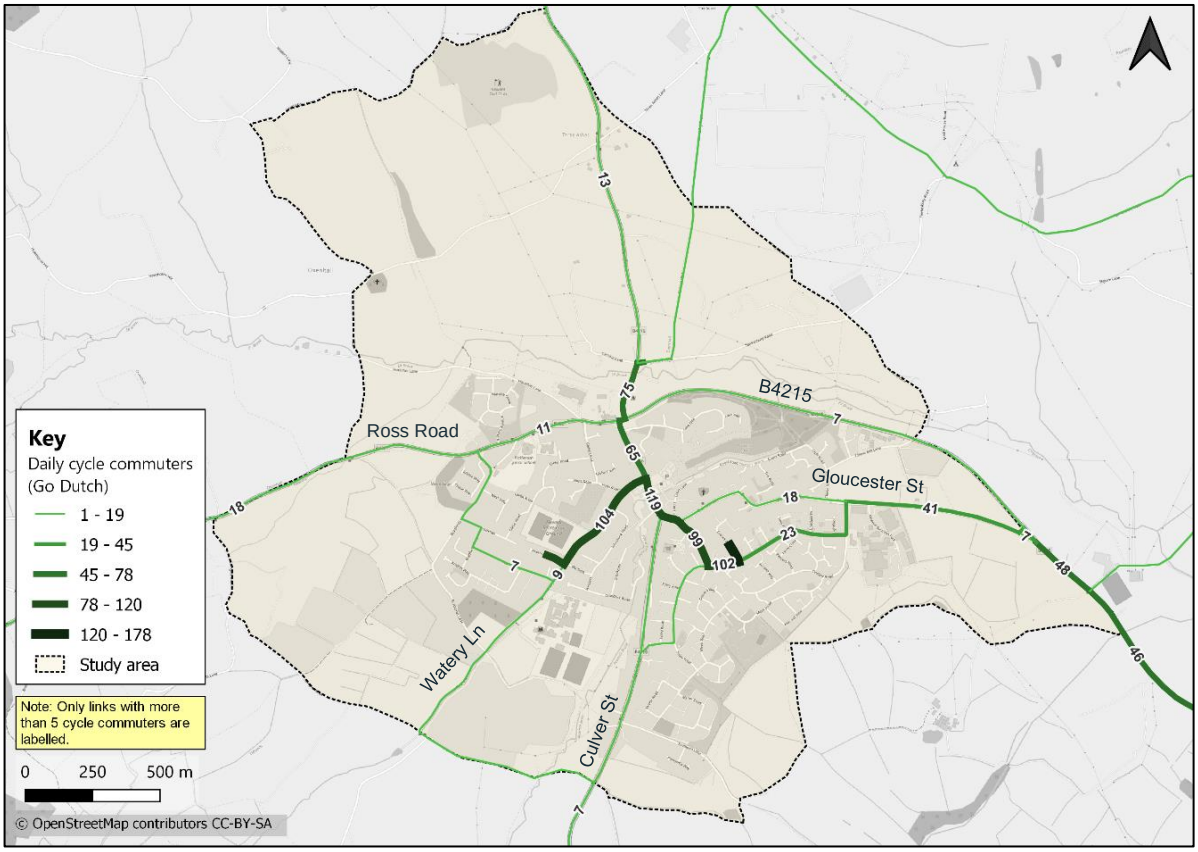


Figure 4-9 - Propensity to Cycle Tool (E-bike scenario) cycling potential (wider study area)

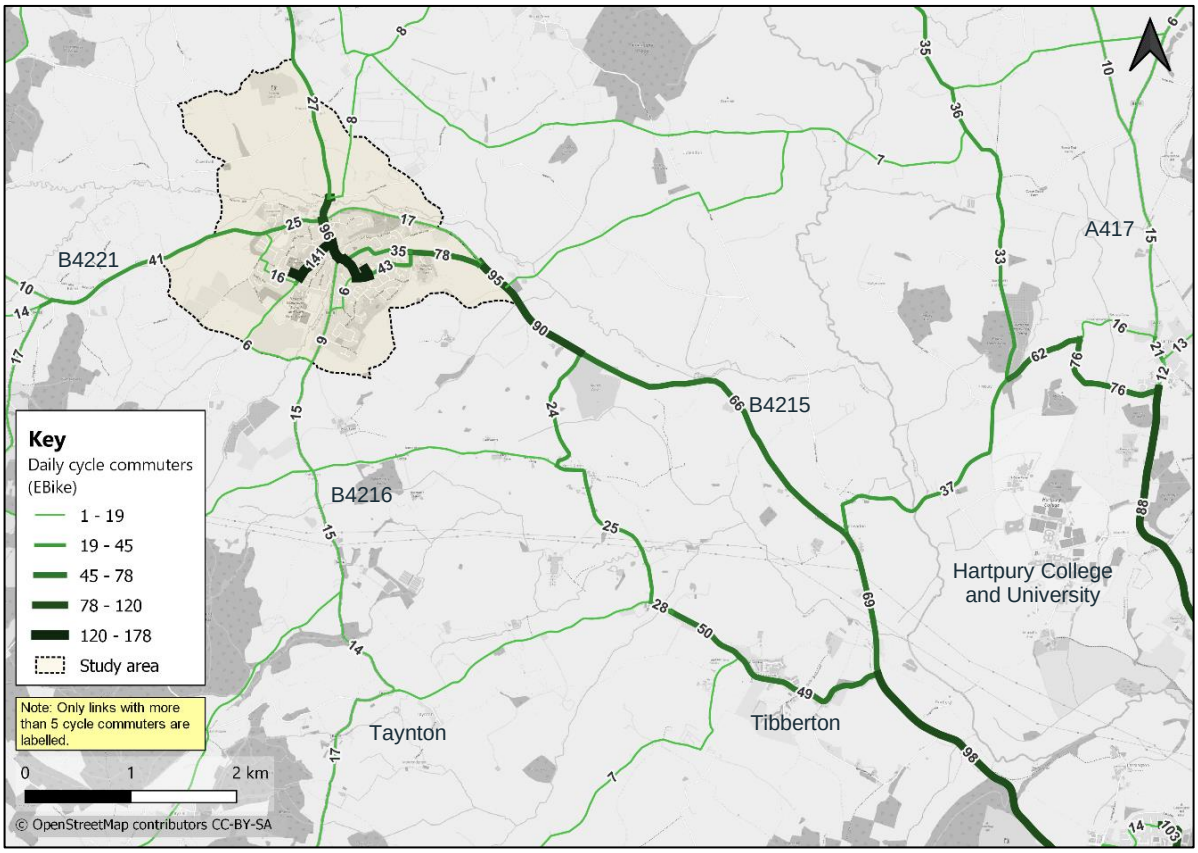
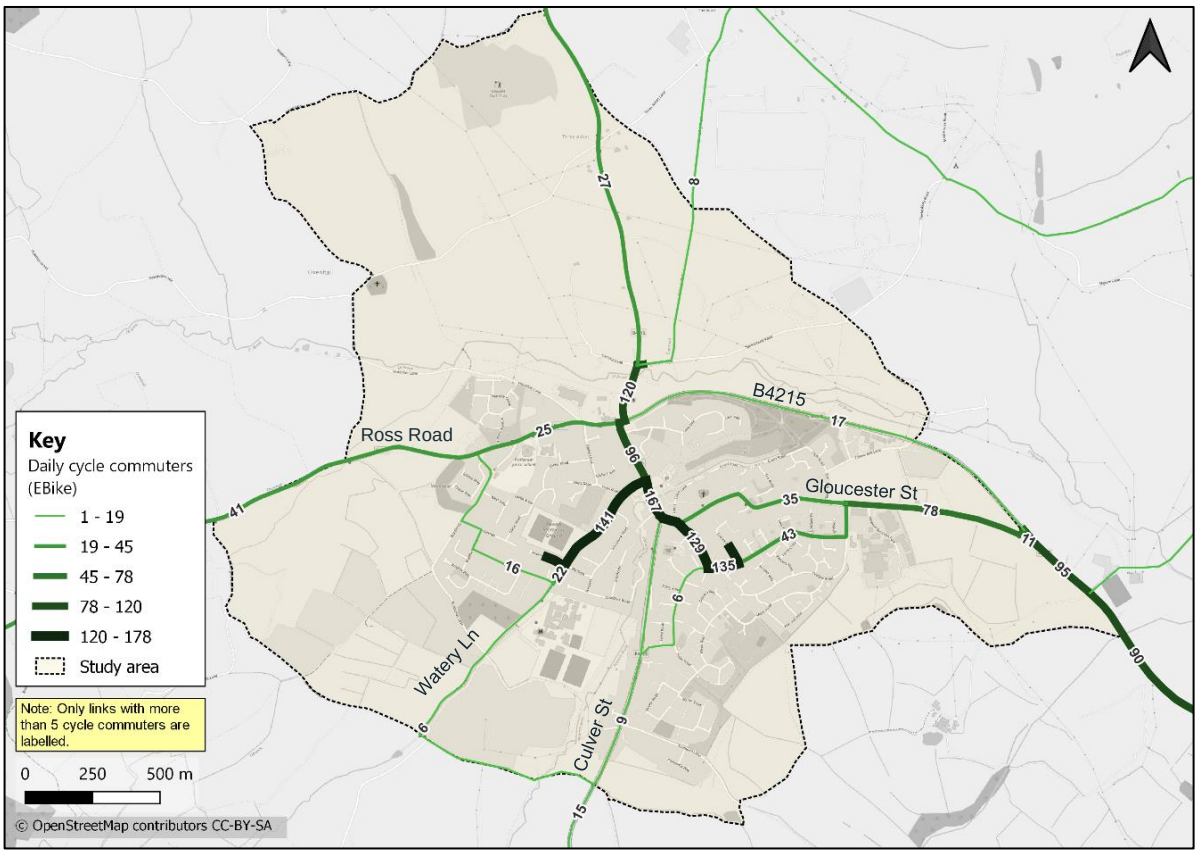


Figure 4-10 - Propensity to Cycle Tool (E-bike scenario) cycling potential (Newent)



5. Network Planning for Walking & Cycling

This section describes how the routes included in this LCWIP were identified and chosen. The LCWIP identifies routes that with improvements should be high-quality, well connected, direct, convenient, safe and attractive routes to all existing and potential users. The proposed routes together then form the proposed walking and cycling network for the area. These routes do not necessarily offer the best available existing walking and cycling facilities / conditions - the purpose of this plan is to identify the necessary infrastructure improvements to make these routes the best available.

Newent is a relatively small, compact town, with limited route choices. Hence walking and cycling routes have been considered together rather than developing separate networks. As the network is developed, some routes will be identified for walking and cycling improvements, and some just for walking as appropriate.

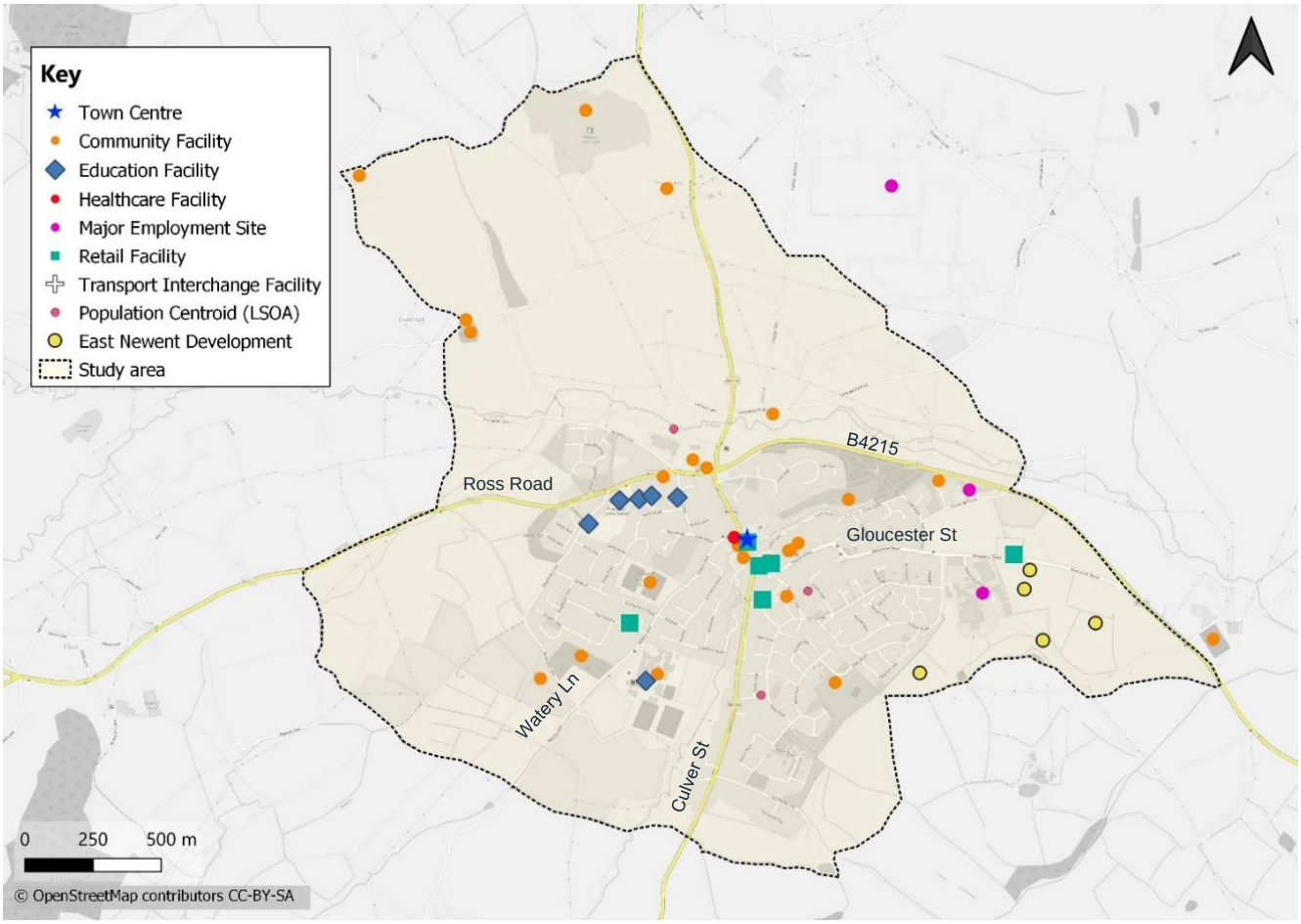
5.1. Trip generators

The Department for Transport guidance states that identifying demand for a planned network should start by mapping the main origin and destination points across the geographical area to be covered by the LCWIP. The following key origin/destination points have been identified and are shown in Figure 5-1:

- Town Centre;
- Community Facilities – Libraries, places of worship, leisure centres, visitor attractions, post offices, and parks;
- Educational Facilities – Primary and secondary schools, college campuses;
- Healthcare Facilities – Hospitals and doctors surgeries;
- Major Employment Sites – Business parks, industrial estates, and large employers;
- Retail Facilities – Local retail centres, shopping parades, supermarkets;
- Transport Interchanges - Rail and bus stations.
- Residential areas - Shown as the population weighted centroid of each Lower Super Output Area (LSOA) (an area comprising approximately 800-1000 households)
- Key development sites identified from the local plan and planning applications;

The key origins and destinations map also includes the South East Newent development site which is subject to planning approval.

Figure 5-1 - Key origins and destinations (Newent)

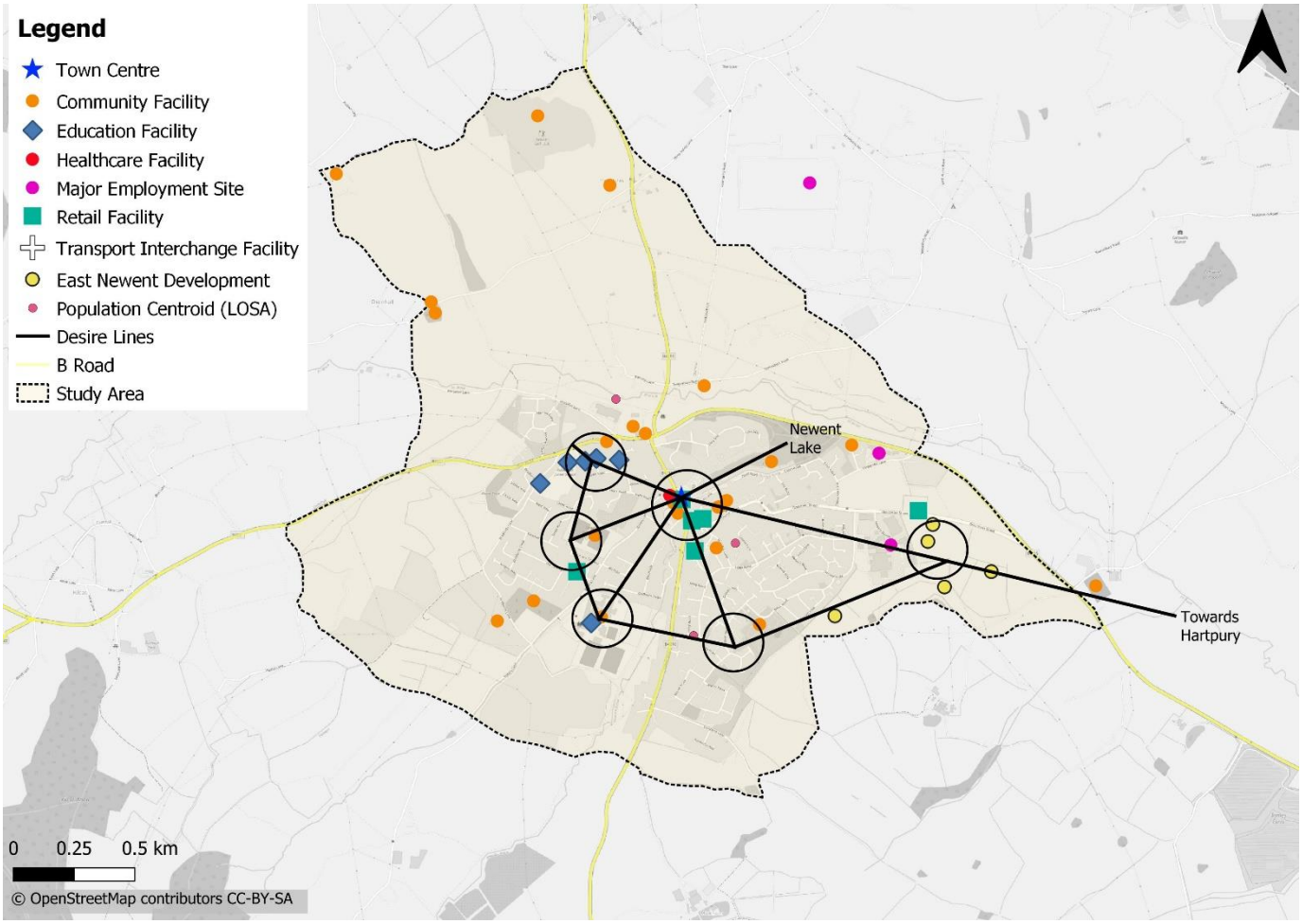


5.2. Route selection

5.2.1. Desire lines and draft network

A simple analysis of origins and destinations identifies the key locations people need to move between. Linking these areas highlights the travel desire lines that need to be served by the walking and cycling network if routes are to serve the trips people want and need to make. The desire lines identified are shown in Figure 5-2.

Figure 5-2 - Key desire lines



Direct routes to serve these desire lines were identified, matching the desire lines to the existing road and path network. The routes chosen best serve the trip patterns identified, but may not offer the best walking and cycling facilities at present. The purpose of the LCWIP is to identify which routes need to be improved over time to meet the local travel demand. An initial draft walking and cycling network was produced and is provided in Figure 5-3 and Figure 5-4.

Figure 5-3 - Draft walking and cycling network (Newent)

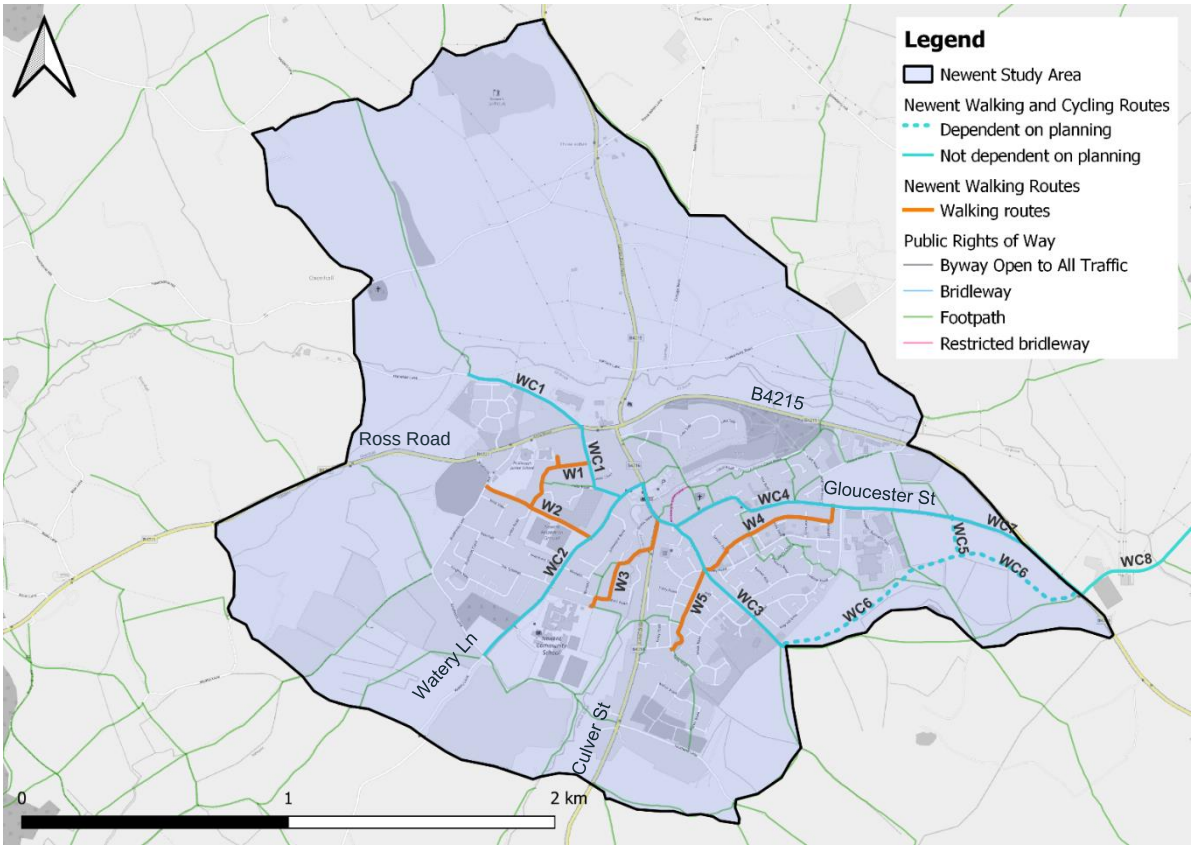
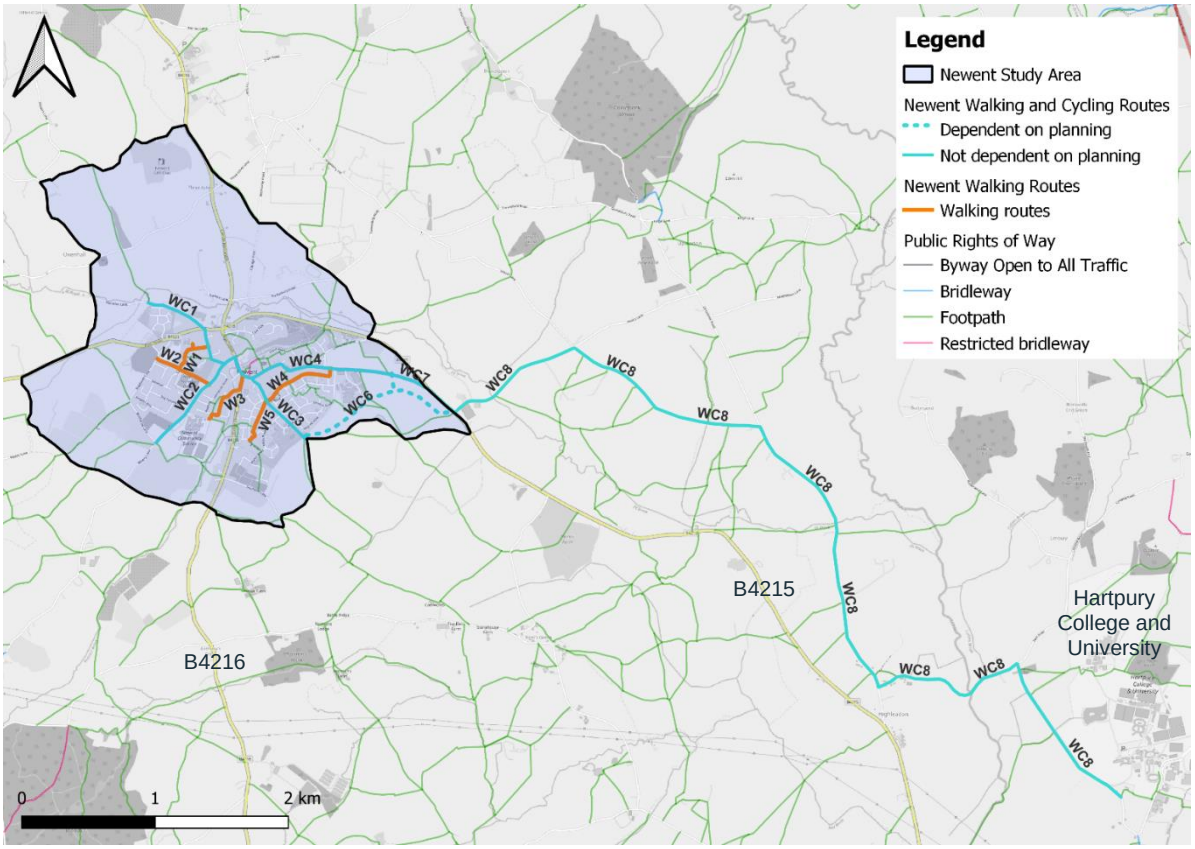


Figure 5-4 - Draft walking and cycling network (wider study area)



5.2.2. Public consultation and stakeholder engagement

Local people and stakeholders were invited to take part in developing the LCWIP network. Online public consultation took place over a six week period during the summer of 2023. Input was captured through a dedicated website where the draft walking and cycling network was shared in map format and consultees provided comments on specific parts of the network.

An online webinar was also held with six invited stakeholders in December 2023. Stakeholders invited to participate in the consultation event included:

- Local County, District and Town Council members and officers;
- Local active travel user groups;
- Representatives of the local neighbourhood plan and education institutions.

The purpose of the consultation / engagement was to give the public and other stakeholders the opportunity to focus on the following three areas:

- Highlighting key issues experienced on the existing walking and cycling networks;
- Making recommendations for routes and commenting on the draft walking and cycling networks identified;
- Identifying network improvements necessary to serve local needs.

A summary of the input received from both the online consultation and the webinar is provided in Table 5-1.

Table 5-1 - Stakeholder input to cycle network development

Route Number	Route section	Summary of stakeholder feedback	Action / outcome
General comments		On-street parking was identified as a key issue. Local businesses would not welcome a reduction in parking as Newent serves the local area, not just town residents.	Any future improvements will need to safely manage interaction between parking and pedestrians / cyclists.
		Safe cycle parking is needed in the town, especially at Newent Community School.	Opportunities to provide more cycle parking will be sought.
Walking and Cycling Routes			
WC2	Watery Lane	Two entrances to Newent Community School from Watery Lane. The back entrance to the school from Culver Street is not accessible by cycle.	Extended a walking route from Culver Street to school entrance. Route too constrained for cycle improvements.
WC3	Nailfield Lane	This Lane is understood to be privately owned.	Discussions with landowners are not undertaken at this stage of network development, and instead will take place as part of further scheme refinement. The Lane is an unclassified (class 4) public highway.

Route Number	Route section	Summary of stakeholder feedback	Action / outcome
WC3	Bury Bar Lane / Foley Road	The existing barriers between Bury Bar Lane and Foley Road discourage cyclists, pushchairs and pedestrians, and could be improved significantly.	Specific measures to make walking and cycling safer and more comfortable will be identified in subsequent stages.
WC6	All	Route currently going through planning application as part of proposed development site north of Gloucester Street	Routes WP5 and WP6 are included in LCWIP network at this stage, but will be reviewed in light of the planning application progress. The LWCIP will be guided by the planning application decision. Inclusion of these routes in the LCWIP network should not influence the planning decision.
WC8		This route goes on to the B4215 which is very busy and almost impossible to cycle on as it is dangerous.	Specific measures to make walking and cycling safer and more comfortable will be identified in subsequent stages.
W5		Connect route to Newent Community School entrance via Culver Street.	**Route extended to Newent Community School.**
Other	Culver Street	Suggestion that Culver Street should be included within the LCWIP network, serving people living near Cherry Bank and Southend Lane – providing a direct connection to the centre of Newent. This route may also be attractive for school children as it will support access to the back entrance to the school. No existing footway at this location and therefore it should be a key priority to improve.	**Route added to network.** WC9 added to the LCWIP network. The route begins at Southend Lane and follows Culver Street into the centre of Newent, connecting residents in the south-east of the town (which has seen significant development in recent years) to the centre.
Other	Jubilee Walk	In the Unlocking Newent report there are routes to the north (i.e. Jubilee Walk) which could be improved to help people get to Picklenash Junior School and Glebe School. However, there are some deliverability concerns related to gradient / ground conditions which would need to be overcome.	**Route added to network.** WC10 added to the LCWIP network. The route provides a link in the north of the town between Picklenash School and Glebe School and Cleeve Mill Lane business park in the east. The route offers an alternative east-west connection in the town which avoids the town centre. An extension to the suggested route was added which joins WC10 to WC4 via Cleeve Mill Lane to provide a connection to other locations in the east.
Other		Consider an outer walking and cycling route around Newent with feeder routes into the town to avoid the constrained town centre.	

Route Number	Route section	Summary of stakeholder feedback	Action / outcome
Other	Jubilee Lake	Currently cycling is not permitted at Jubilee Lake, however some stakeholders felt that it was a resource that should be used. A route from Court Road to the car park near Newent Lake and alongside the children's playground would make a good link for cyclists.	WC4 offers a more direct route into the town centre from the east, and WC9 offers a less-direct off-road route. This suggested route along Court Road could be an alternative to WC4 if subsequent feasibility study concludes the current alignment is not viable.

5.3. Walking and cycling network map

The updates identified through stakeholder engagement were incorporated into the final network. The proposed walking and cycle network is shown in Figure 5-5 (Newent) and Figure 5-6 (wider study area). WC8 provides a link between Newent and Hartpury.

Figure 5-5 - Newent Walking and Cycling Network Map (Newent)

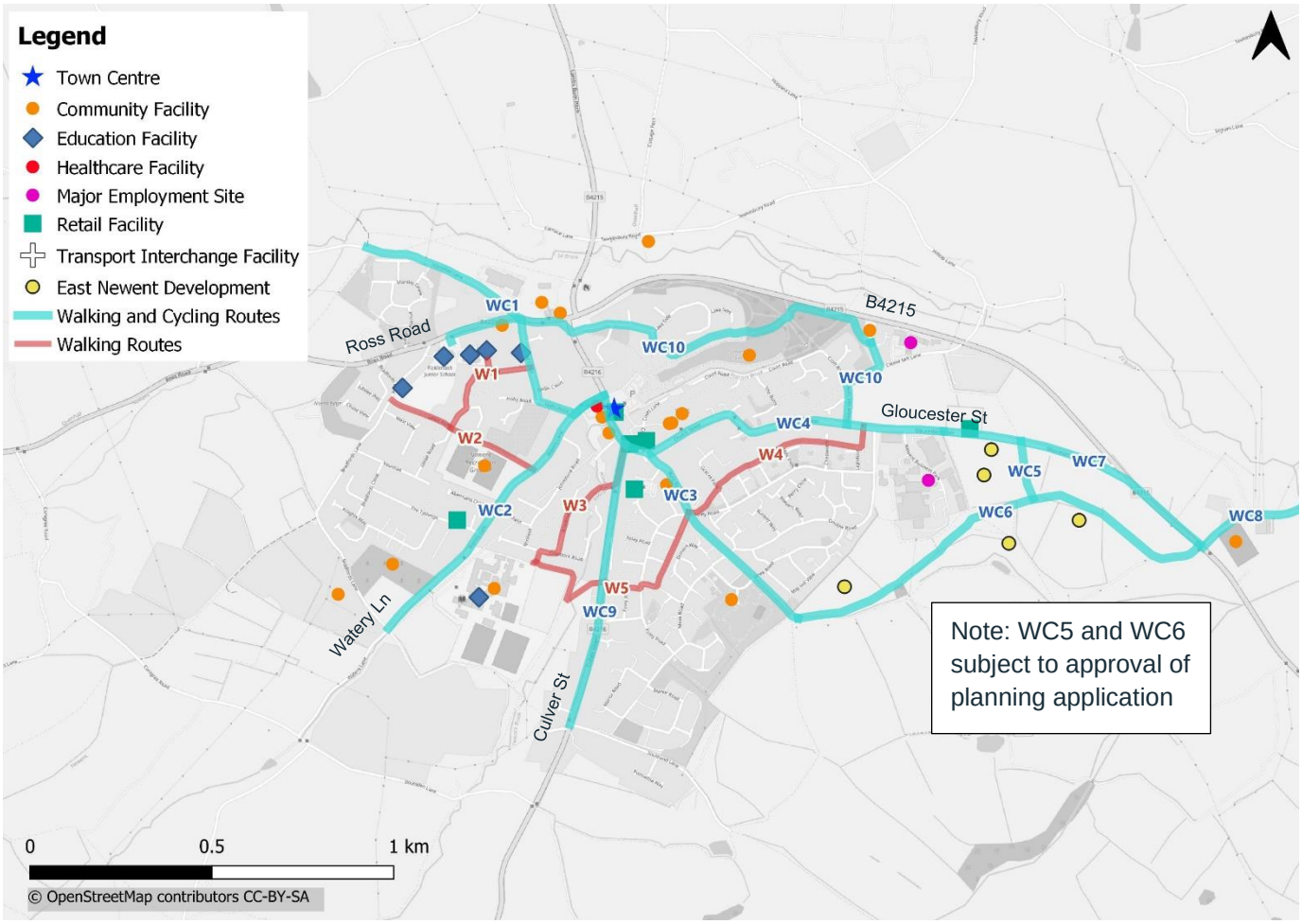


Figure 5-6 - Newent Walking and Cycling Network Map (wider study area)

6. Programme of walking and cycling infrastructure improvements

Nearly all the routes identified in the Newent Walking and Cycling Network require infrastructure improvements to enhance the quality and attractiveness of the routes, with such improvements providing a network that reflects the standards and expectations set out in LTN 1/20 Cycle Infrastructure Design, and Inclusive Mobility. This section sets out indicative improvements for the identified network. Some routes have been considered in more detail and more specific proposed improvements are set out below. Typical improvements will include side road treatments to improve crossing opportunities on pedestrian desire lines, accessibility improvements to ensure crossing points and footways are accessible to all users, and footway widening to provide more comfortable routes for pedestrians. Many of the cycle improvements identified will also improve those routes for pedestrians.

Whilst an early indication of improvements needed is provided, further assessment is needed to determine the feasibility of upgrading walking and cycling facilities on these alignments. As schemes are reviewed in more detail, alternative measures, or parallel alignments serving the same desire lines may be shown to offer greater opportunity to provide high-quality infrastructure.

Infrastructure improvements will be delivered over time on an incremental basis as opportunities and funding arise. This programme of walking and cycling infrastructure improvements will also evolve over time with more details added across the network as feasibility investigations are progressed.

6.1. Indicative cycling facilities and improvements

The proposed LCWIP network identifies the routes and links that should best be able to accommodate cycle trips within the area, in order to provide direct, convenient, and safe access by cycle. In nearly all cases, improvements are required on these routes to make them suitable to enable mass-cycling.

Typical improvements that may form parts of the network include:

Protected cycle lane / cycle track

Fully separated from motor vehicles and pedestrians (typically with kerbs), providing a comfortable, attractive, and safe facility for cycling of all ages and abilities. There is limited space within the existing network to provide protected cycle tracks, but they may be appropriate in some locations and in new developments. (image: LTN 1/20)

Shared use facility

Fully segregated from motor vehicles but shared with pedestrians – generally only appropriate in rural areas where pedestrian movements are very low. While segregated from motor vehicles conflicts between people walking and cycling may arise, depending on the relative flows of each. Shared facilities can be designed around the needs of cycles (side road priority etc.) (image: LTN 1/20)

Quiet mixed-traffic streets

On road cycle route with few cycle-specific features. Measures to reduce motor traffic speed and flow to create a comfortable cycling environment. Much of the network identified will likely be achieved by managing traffic movements, side road interactions, and parking to achieve safe, comfortable streets for pedestrians and cyclists. (image: LTN 1/20)

Quiet Lanes

Quiet lanes are a network of rural roads where minimal traffic calming measures are used to enable all road users to 'share with care'. This can include changes to roads and verges, use of soft landscaping, removing existing road signs, introducing local waymarking, use of different surface treatments and provision of passing bays. (image: TSRGD/AtkinsRéalis)

Improved crossings

Safe crossing points for people cycling and walking, improving user comfort and safety, reducing delay at busy streets where there are limited gaps in traffic, and connecting off-carriageway cycle facilities. (image: LTN 1/20).

Cycle wayfinding

Improves the coherence of the cycle network and provides indicative journey lengths or times, making it easier for people to navigate through the network and encouraging more trips to be taken by cycle. (image: AtkinsRéalis)

6.2. Indicative walking facilities and improvements

The proposed network identifies the routes and links that should best accommodate walking trips within the Newent area in order to provide direct, convenient, and safe access to pedestrians. Most of the proposed routes require some improvements to ensure the walking provision is of an appropriate standard and suitable for all users.

Typical improvements that may form parts of the network include:

Widened footways and improved surfacing
Wider footways to accommodate pedestrian flows and provide safe, comfortable facilities. Improved surfacing and tactile paving surfaces to provide an inclusive street environment. (image: AtkinsRéalis)

Improved crossings and continuous footways
Improvements at side road junctions to give pedestrians greater priority and more direct, comfortable and safe opportunities to cross. (image: AtkinsRéalis)

Public realm improvements
Measures to improve the character, attractiveness and interest within streets, including planting, social spaces and public art. (image: AtkinsRéalis)

Seating and rest stops
Frequent opportunities to sit and rest, alongside other features to ensure streets are inclusive and meet the needs of all users. (image: AtkinsRéalis)

6.3. Route prioritisation

Each route within the draft network was assessed using a Route Prioritisation Table – an analysis tool recommended within DfT LCWIP guidance. As part of this initial study, out of the 15 routes that form the proposed LCWIP network following public consultation (10 walking & cycling routes, 5 walking routes), the highest scoring routes from the route prioritisation exercise have been considered in more detail and potential improvements at specific locations on the route identified

Each route option was assessed against nine criteria shown in Table 6-1:

Table 6-1 - Route Prioritisation Scoring Criteria

Route prioritisation criteria	Metrics assessed
Forecast increasing in walking cycling	▪ Propensity to cycle tool (PCT) outputs (baseline vs Go Dutch scenario). ▪ Number of destinations served by route
Population who directly benefit from the intervention	▪ Scale of population served by the route
Improvement in road safety	▪ Collision statistics for 5-year period (2018-2022) for pedestrians and cyclists. Routes with fatal or serious casualties rate higher.
Delivery again policy objectives of Local Transport Plan	▪ Qualitative assessment of alignment to the active travel transport policy objectives
Importance of intervention for access and equality	▪ Assessment or area served and ranking in the Index of Multiple Deprivation
Potential to attract funding including private sector funding	▪ Assessment to highlight routes that serve or support a strategic development site.
Scheme feasibility	▪ Initial high-level assessment of the complexity of scheme.
Dependency on other schemes	▪ Routes were graded based on whether they stand alone routes, or only viable if other developments were completed simultaneously.
Political / stakeholder acceptability	▪ Routes were scored based on links / connections highlighted within existing plans and policies.

The highest performing routes identified are shown in Figure 6-1 and summarised in Table 6-2.

Figure 6-1 - Priority walking and cycling routes

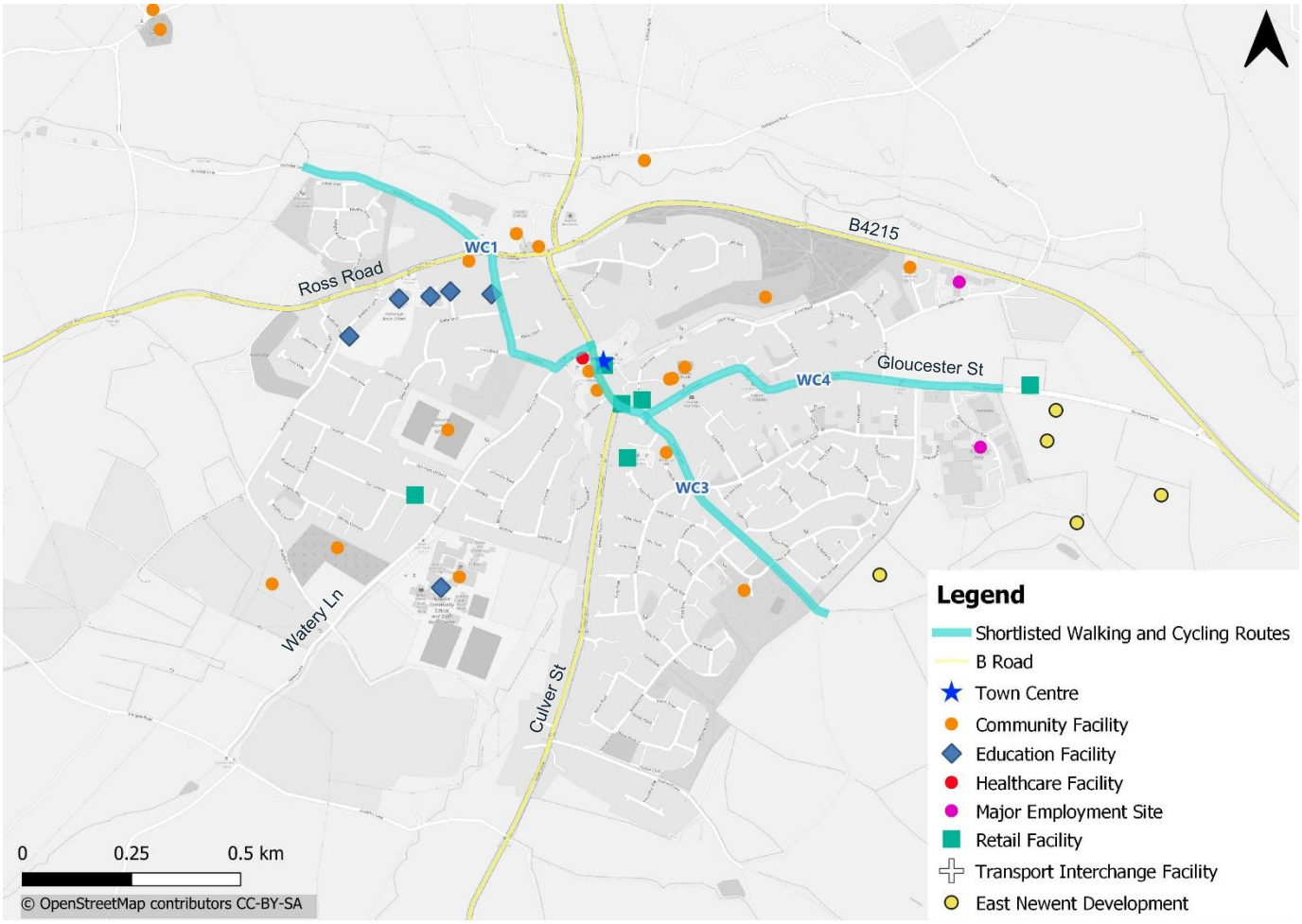


Table 6-2 - Priority walking and cycling routes

Shortlisted route number	Route name	Rationale behind prioritisation
WC1	Horsefair Lane, Glebe Close, Holts Road and Watery Lane	Route scored high for: ▪ Population who directly benefit from the intervention because it links the surrounding residential areas to Newent town centre. ▪ Delivery against policy objectives of the Local Plan as the route aligns with the Connecting Places Strategy which identifies the key long distance routes.
WC3	Meek Road to Broad Street (via Bury Bar Lane)	Route scored high for: ▪ Population who directly benefit from the intervention because it links the surrounding residential areas to Newent town centre. ▪ Scheme feasibility based on the high level assessment that the scheme can be delivered predominately within the existing highway.

WC4	Gloucester Street (Newent Business Park to town centre)	Route scored high for: ▪ Population who directly benefit from the intervention because it links the surrounding residential areas to Newent town centre ▪ Delivery against policy objectives of the Local Plan as the route aligns with the Connecting Places Strategy which identifies the key long distance routes. ▪ Importance of the intervention for access and equality based on the route serving areas with relatively high levels of deprivation determined from census data.

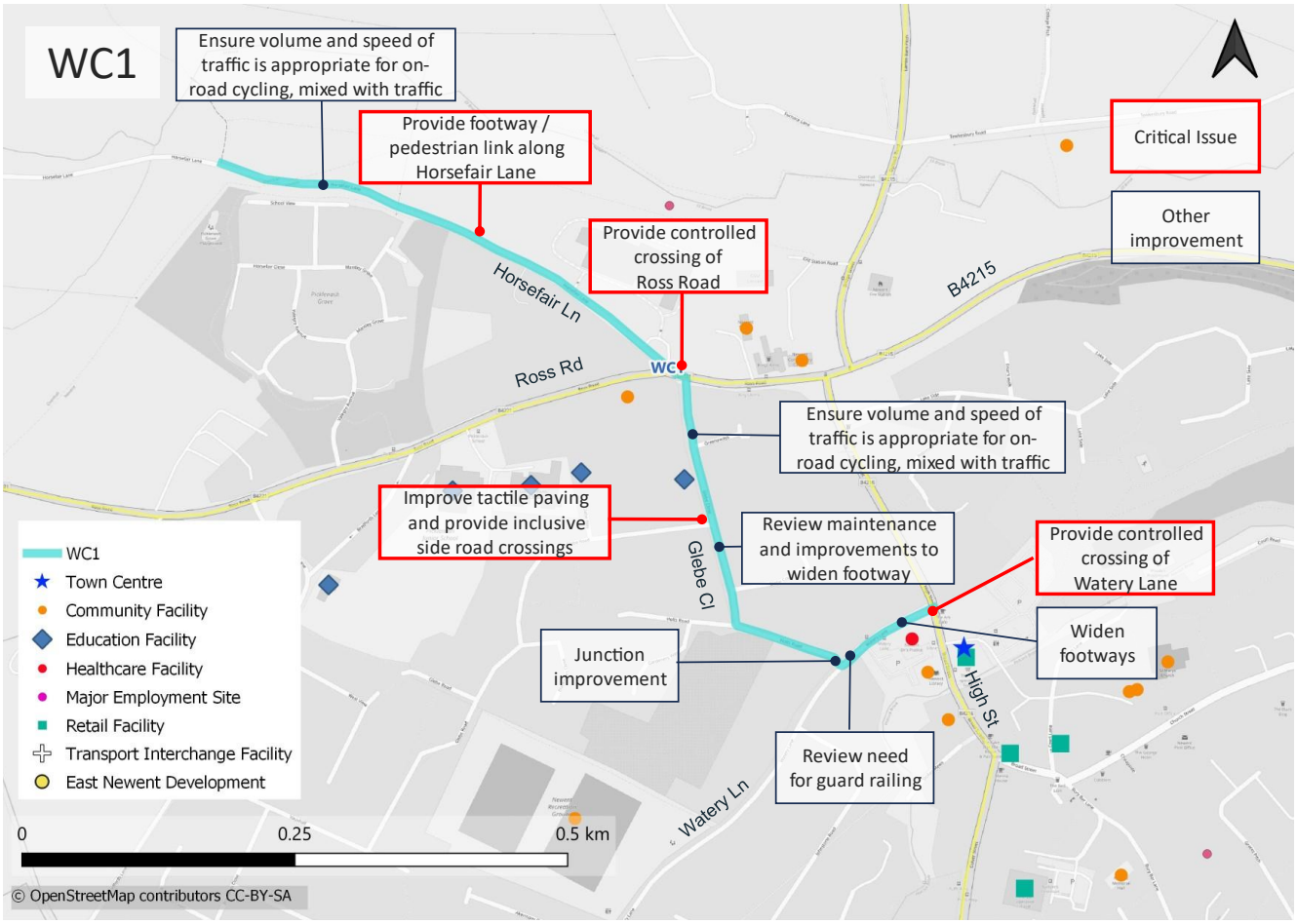
6.4. Priority routes - indicative improvements

6.4.1. WC1 - Horsefair Lane, Glebe Close, Holts Road, Watery Lane

Route 1 (Horsefair Lane, Glebe Close, Holts Road and Watery Lane) links the northern side of Newent to the town centre, passing close to the infant/primary schools in the area. Horsefair Lane is a relatively low trafficked rural lane connecting to the new housing development north of Ross Road. The route crosses Ross Road and follows residential streets to the town centre.

Proposed improvements on this route are summarised in Figure 6-2. The existing route has been assessed using the Active Travel England Route Check tool - with a focus on the 'Safety Check' element of the tool, which identifies critical issues that must be addressed on the route (see Appendix B). Those improvements required to address the critical issues are highlighted below.

Figure 6-2 – Proposed improvements (WC1)



The critical issues to address on this route include:

- Providing an adequate footway on Horsefair Lane – this is a narrow and constrained route – some sections have no footway despite a link to paths within the new development. Adjacent land is identified for regeneration in the Core Strategy;
- Providing adequate crossings of Ross Road and Watery Lane at its junction with High Street;
- Improving accessibility of the route throughout with adequate surfacing and tactile paving.

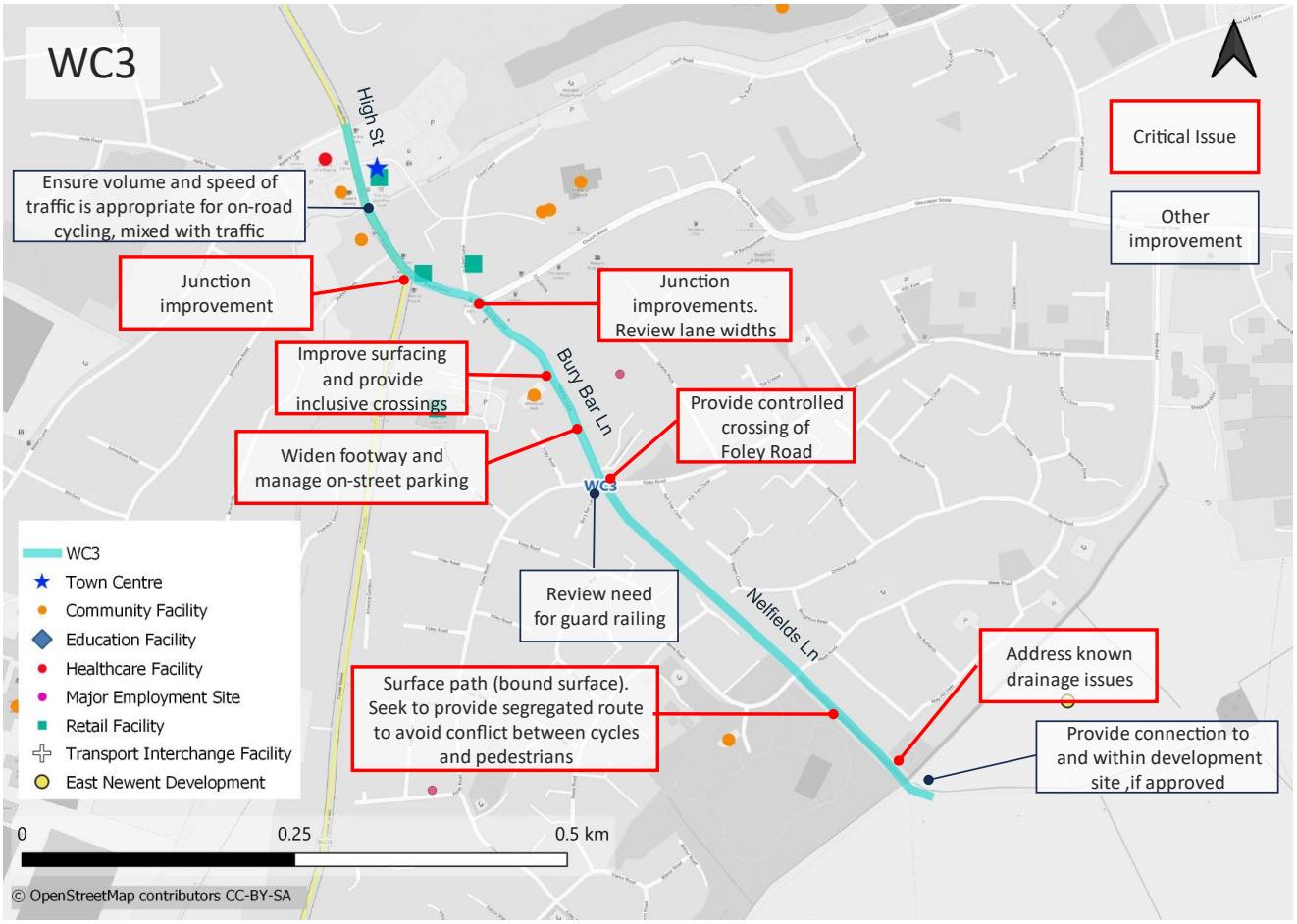
Further improvements include a review to understand if measures to manage the volume and speed of traffic along the route are needed given cycles will be required to be on-road, mixed with traffic, measures to widen the effective width of footways, and junction treatments to make them safer and easier to navigate for cycles and pedestrians.

6.4.2. WC3 - Meek Road to Broad Street (via Bury Bar Lane)

Route 3 (Meek Road to Broad Street (via Bury Bar Lane) links the town centre to the south east of Newent and, if consented, the potential South East Newent development site. The route passes along High Street / Church Road to Bury Bar Lane – a narrow cul-de-sac with on-street parking. After crossing Foley Road, the route follows an unclassified (Class 4) highway (known as Nelfields Lane) that currently has an un-sealed surface and overgrown vegetation, with numerous links to surrounding residential streets.

Proposed improvements on this route are summarised in Figure 6-3. The existing route has been assessed using the Active Travel England Route Check tool - with a focus on the 'Safety Check' element of the tool, which identifies critical issues that must be addressed on the route. Those improvements required to address critical issues are highlighted below.

Figure 6-3 – Proposed improvements (WC3)



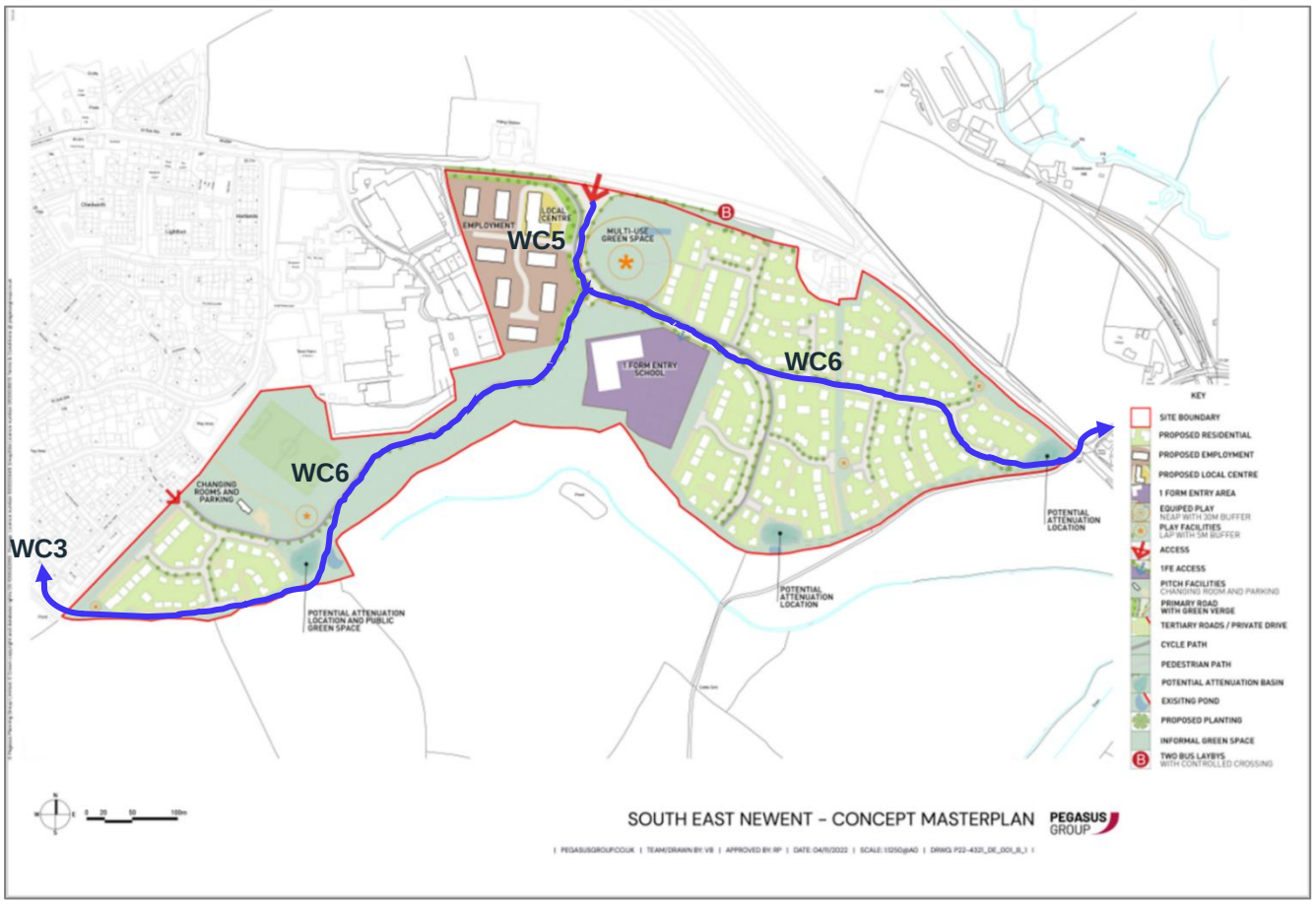
The critical issues to address on this route include:

- Addressing junction geometry, lane widths and footway surfacing / tactile paving in the town centre to provide safe and comfortable crossing opportunities and on-road cycling conditions;
- Widening the footway on Bury Bar Lane and reviewing management of on-street parking to manage the risk of door-swipes to cycles;
- Provide a controlled crossing of Foley Road;
- Provide a bound, smooth surface to the Nelfields Lane – seeking a segregated route with separate provision for cycles and pedestrians. Address known drainage issues south-east of Meek Road.

Further improvements include measures to manage the volume and speed of traffic along the route given cycles will likely be required to be on-road, mixed with traffic. Coordination with the applicants for the South East Newent development site to ensure onward connections within the site (if consented) are recommended – a solution may require crossing a short section of 3rd party land at the south-eastern extent of the route.

Figure 6-4 shows the concept masterplan for the South East Newent Development Site overlaid with routes WC3, WC5 and WC6 mentioned in this LCWIP. For these routes to be delivered some negotiation with the developer would be required as the proposed LCWIP routes, whilst providing a more direct connection, do not align with the proposed site access / egress on the western side of the concept masterplan.

Figure 6-4 - Concept Masterplan – South East Newent development site



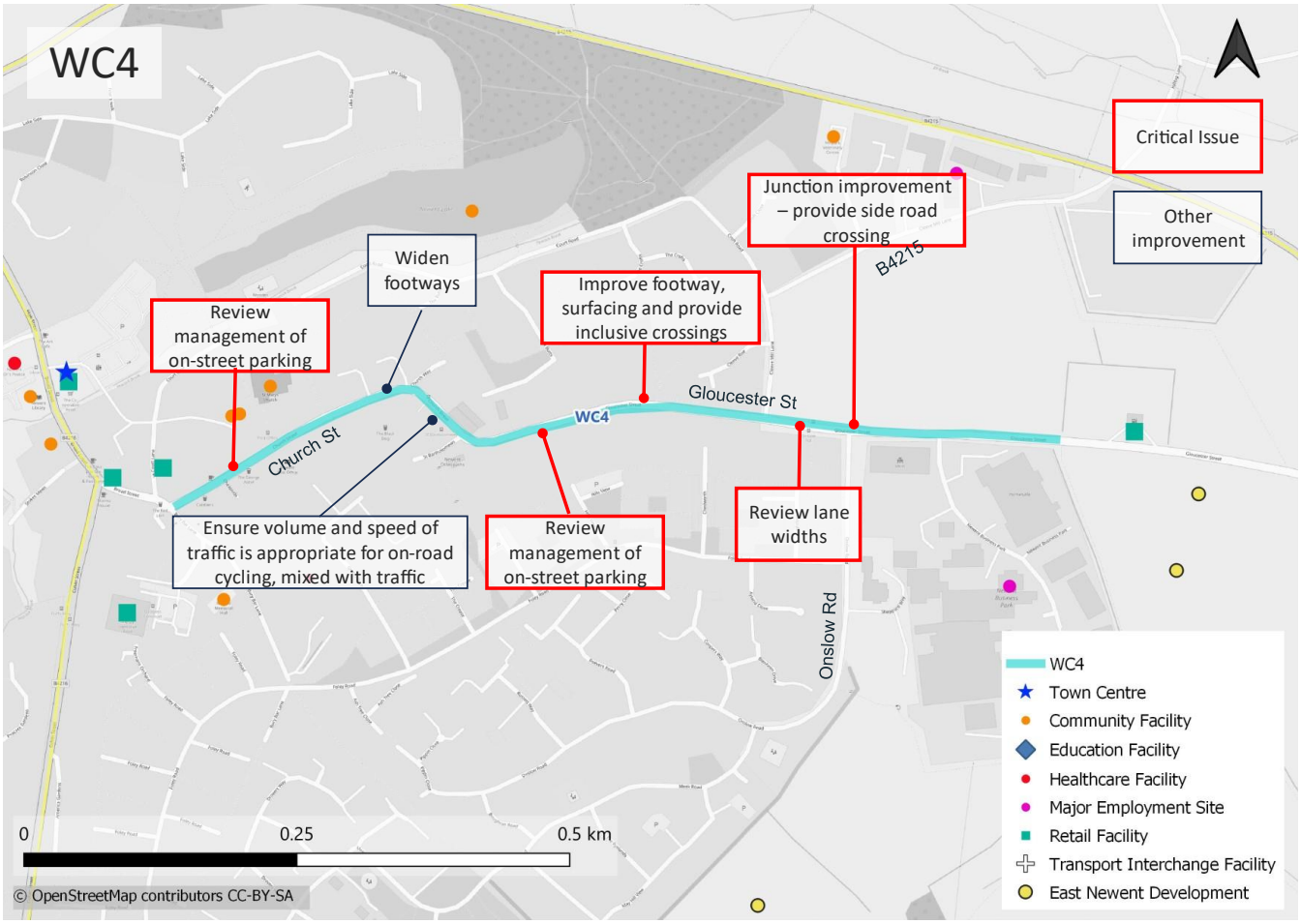
Source: https://www.southeastnewent.co.uk/the-proposals#:~:text=THE%20PROPOSALS&text=The%20proposed%20development%20comprises%20a,space%2C%20sport%20and%20recreation%20facilities.

6.4.3. WC4 - Gloucester Street (Newent Business Park to town centre)

Route 4 Gloucester Street (Newent Business Park to town centre) follows Gloucester Street east of the town centre. It is a relatively high-trafficked route (c.5,000 vehicles per day), with sections of constrained widths and in places missing footway.

Proposed improvements on this route are summarised in Figure 6-5. The existing route has been assessed using the Active Travel England Route Check tool - with a focus on the 'Safety Check' element of the tool, which identifies critical issues that must be addressed on the route. Those improvements required to address critical issues are highlighted below.

Figure 6-5 – Proposed improvements (WC4)



The critical issues to address on this route include:

- Addressing lane widths and junction geometry, particularly to the eastern extent where the highway is wider, in order to provide safe and comfortable crossing opportunities and on-road cycling conditions;
- Side road crossings at larger junctions – particularly Onslow Road;
- Widening of the footway and addressing missing links – particularly near The Crofts;
- Review on-street parking to manage potential conflict with on-road cycles.

Further improvements include measures to manage the volume and speed of traffic along the route given cycles will likely be required to be on-road, mixed with traffic.

6.5. Cost estimate

Indicative cost estimates have been calculated for the proposed interventions set out for the selected routes in section 0. These are based on typical unit / per km rates for similar facilities and do not take account of any particular site characteristics. A risk budget of 40% has been included – appropriate for this stage of scheme development with many unknowns in terms of site conditions, potential impact on utilities etc. Scheme costs will be refined as designs and options are developed in more detail, and site-specific costs are understood.

A summary of the indicative cost estimates per corridor are shown in Table 6-3. The full calculations are provided in Table 6-4.

Table 6-3 - Indicative cost estimates (selected routes)

Indicative cost estimate (2020 prices, including 40% risk budget)	
Network section	**Indicative Improvements estimate**
Route 1	£698,500
Route 3	£1,029,500
Route 4	£819,000

Table 6-4 - Indicative cost estimates - full calculation

Newent LCWIP improvements				WC1 Improvements		WC3 Improvements		WC4 Improvements	
Proposed Cycle route provision		Cost Rate	Unit	Number	Cost	Number	Cost	Number	Cost
New 3m path in verge		£225,000	per km		£0	0.42	£94,500		£0
Side road entry treatment		£20,000	no.	2	£40,000	2	£40,000	7	£140,000
Controlled pedestrian/Toucan Crossing		£100,000	no.	1	£100,000	1	£100,000		£0
Modal filter and adjacent traffic calming		£50,000	no.	1	£50,000	1	£50,000	1	£50,000
On-street parking review/alterations		£25,000	no.		£0	1	£25,000	2	£50,000
On-carriageway improvement (traffic calming)		£10,000	per km	0.75		0.42	£4,000	0.9	£9,000
Drainage works		£150,000	per km		£0	0.15	£22,500		£0
Street lighting		£150,000	per km		£0	0.42	£63,000		£0
Walking Items									
Wayfinding Signage		£1,000	no.	5	£5,000	5	£5,000	5	£5,000
New 2.0m footway in verge		£170,000	per km	0.28	£47,500		£0	0.1	£17,000
Dropped Kerbs and Tactile Paving (per crossing)		£4,000	no.	5	£20,000	2	£8,000		£0
Seating (per bench)		£3,000	no.	2	£6,000	2	£6,000	2	£6,000
Informal Island Crossing		£7,500	no.		£0		£0	2	£15,000
Improvements to bus stop waiting area		£5,000	no.	2	£10,000		£0	6	£30,000
Widen and update exising footway (2m width)		£100,000	per km	0.41	£41,000		£0	0.53	£53,000
Sub-total					**£319,500**		**£418,000**		**£375,000**
Prelims (Site facilities, site management, H&S equipment, traffic management etc.)	30%				£96,000		£125,500		£112,500
Fees (Contractors general costs including off-site office, insurance, profit, payroll administration, legal etc.)	10%				£32,000		£42,000		£37,500
Total Construction Cost (no risk budget)					***£447,500***		***£585,500***		***£525,000***
Site Supervision (supervision of site health, safety and qualty standards).	6%	of construction cost			£27,000		£35,000		£31,500
		£50,000	no.			1	**£50,000**		
Further Feasibility assessments to identify LTN 1/20 compliant solution	10%	of construction cost (addiotnal risk budget due to uncertainty)					£58,500		
Design	10%	of construction cost			**£45,000**		**£58,500**		**£52,500**
Risk	40%	of construction cost			£179,000		£234,000		£210,000
Land		£40,000	Ha.		£0	0.2	£8,000		£0
					£698,500		**£1,029,500**		**£819,000**

Package Totals		
Total Implementation Cost (inc. risk budget)		**£2,547,000**
of which; Design/site supervision accounts for		**£156,000**
of which; Risk budget accounts for		**£623,000**

7. Summary

This LCWIP has been developed to provide a long term framework to guide improvements to walking and cycling facilities within Newent.

The key output is the walking and cycling network plan, which identifies the key routes where investment should be focused to improve facilities for pedestrians and cycles.

The highest priority routes are identified, and an initial indication of the critical issues on those routes, and improvements needed to remove the biggest barriers to walking and cycling have been established. Schemes to improve facilities in these locations will be developed over time through further consultation with local communities.

The LCWIP is a key policy document that compliments the LTP and Core Strategy. Together, these policies will guide a transformation over time to enable more trips to be made by walking and cycling – improving access to services/jobs, and the health of communities, and helping to achieve net-zero targets.

APPENDICES

Appendix A. Route Prioritisation Analysis

Each route within the draft network was assessed using a route prioritisation table – an analysis tool recommended within the DfTs LCWIP guidance.

Routes WC4, WC1 and WC3 were ranked as highest priority.

Route	Effectiveness			Policy		Economic	Deliverability			Prioritisation		
	Forecast increase in walking and cycling trips (Go Dutch scenario/baseline ratio)	Population who directly benefit from the intervention	Improvement in road safety (Crashmap pedestrian and cycle casualties, 2018-2022)	Delivery against policy objectives of Local Transport Plan	Importance of the intervention for access and equality	Potential to attract funding, including private sector funding	Scheme feasibility	Dependency on other scheme	Stakeholder acceptability	Total score	Ranking	Comments
WC1	2	3	1	3	2	1	2	2	2	18	2	
WC2	2	3	1	1	2	1	3	2	2	17	4	
WC3	2	3	1	1	2	2	3	2	2	18	2	
WC4	2	3	2	3	3	2	2	2	1	20	1	
WC5 / 6	2	2	1	1	1	3	1	1	2	14	10	SUBJECT TO PLANNING PERMISSION
WC7	2	1	1	3	1	1	2	2	2	15	8	
WC8	2	1	2	3	1	1	2	2	2	16	5	
WC9	2	3	1	1	2	1	1	2	1	14	10	
WC10	2	2	1	1	3	1	2	2	2	16	5	
W1	1	3	1	1	2	1	2	2	1	14	10	
W2	1	3	1	1	2	1	3	2	2	16	5	
W3	1	3	1	1	2	1	2	2	1	14	10	
W4	1	3	1	1	3	1	2	2	1	15	8	
W5	1	3	1	1	1	1	2	2	2	14	10	

Appendix B. ATE Route Check Results

The existing condition for each priority route were assessed using the Safety Check element of the ATE Route Check tool – to identify safety critical improvements needed to each route.

B.1. WC1

				Safety Check					
				Critical Issue	Red	Amber	Green	Existing	
Metric	Mode	#	Description	C	0	1	2	Score	Comments / assumptions
SAFETY									
Conflict at Side Roads and Priority Junctions	Walking / Wheeling / Cycling	SA01	Pedestrian and cyclist conflict with motor traffic at side roads/priority junctions	>2,500vpd cut across main walking, wheeling or cycling streams.	<2,500vpd cut across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	<2,500vpd cut across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that offer greater protection for pedestrian and cycle movements (e.g. exit only, continuous footways, zebra/parallel crossings as appropriate to context).	C	Ross Road Crossing. Watery Lane Junction
Conflict at Roundabouts and Signal Junctions	Walking / Wheeling / Cycling	SA02	Pedestrian and cyclist conflict with motor traffic at roundabouts and signal-controlled junctions	>2,500vpd cut across main walking, wheeling or cycling streams.	The principal pedestrian and/or cyclist movements are in conflict with motor traffic movements at roundabouts and/or signal controlled junctions.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junctions.	N/A	
Lane Widths	Cycling	SA03	Effect of lane widths on conflict between cyclists and motor traffic	Cyclists are mixed with traffic in lanes between 3.25m and 3.9m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is between 3.25m and 3.9m.	Cyclists are mixed with traffic in lanes less than 3.25m wide or over 3.9m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is under 3.25m or over 3.9m. Or cyclists are mixed with traffic on busy urban streets with no centre line. Or, there are speed cushions present.	Cyclists are in cycle lanes with light protection or stepped cycle tracks under 1.8m wide (single direction). Or, cyclists are in a protected bidirectional cycle facility under 2.5m wide. Or, cyclists are mixed with traffic on quiet urban streets with no centre line.	Cyclists are protected from motor traffic or off-road entirely.	0	Cycle mixed with traffic but acceptable lane widths
Trip Hazards	Walking / Wheeling	SA04	Risk of pedestrians tripping due to hazards	There are level differences of greater than 13mm with no tactile information and colour contrast to help identify them.	Many trip hazards.	Few trip hazards.	No trip hazards, level clear surface.	C	Missing tactile paving, Glebe Close. Ross Road crossing
Kerbside Activity	Cycling	SA05	Cyclist conflict with kerbside activity, including risk of 'dooring'	Cycle facility next to parking/loading facility, without a buffer of at least 0.5m. Or, an unprotected cycle lane is next to a frequently-used bus layby.	Frequent kerbside activity for cyclists to contend with. Conflict with cyclists is not well-managed.	Less frequent kerbside activity, and conflict with cyclists is well-managed.	Kerbside activity is well-managed with no or minimal conflict with cyclists.	0	On-street parking with no cycle facility
Provision of Crossings	Walking / Wheeling	SA06	Ability of pedestrians to cross the street safely on desire lines	On very busy streets (>8,000vpd) controlled crossings (including zebra crossings) are not present or more than 400m apart. On quieter streets (<8,000vpd), desire lines are blocked by parking and loading.	On very busy streets (>8,000vpd), controlled crossings (including zebra crossings) are provided every 200-400m. On quieter streets (<8,000vpd), loading/parking is formalised with gaps for pedestrians to cross.	On very busy streets (>8,000vpd), controlled crossings (including zebra crossings) are provided every 100-200m. On quieter streets (<8,000vpd), loading/parking is formalised with gaps for pedestrians to cross on desire lines.	On very busy streets (>8,000vpd), controlled crossings (including zebra crossings) are provided every 50-100m. On quieter streets (<8,000vpd), there are controlled crossings or only one lane of traffic to cross.	C	Ross Road crossing. Uncontrolled parking on Glebe Close
Standard of Crossings	Walking / Wheeling	SA07	Suitability of pedestrian crossings in context	On very busy streets (>8,000vpd), there are uncontrolled crossings of two or more lanes with no gaps in traffic. At signal junctions there are arms with dropped kerbs and tactile paving but no green pedestrian symbol.	On very busy streets (>8,000vpd), there are uncontrolled crossings or zebra/parallel crossings. On quieter streets (<8,000vpd), crossing points have no implied priority or there are no crossing points.	On very busy streets (>8,000vpd), signal crossings are provided for pedestrians. On quieter streets (<8,000vpd), crossing points have effective implied priority for pedestrians.	On very busy streets (>8,000vpd), signal crossings rest on green for pedestrians or have rapid response. On quieter streets (<8,000vpd), crossing points are controlled crossings.	0	No implied priorty at side roads
Motor Traffic Speed	Walking / Wheeling / Cycling	SA08	85th percentile speed of motor traffic (where cyclists are not protected or pedestrians are crossing uncontrolled)	85th percentile speed is over 30mph.	85th percentile speed is over 25mph.	85th percentile speed is between 20mph and 25mph.	85th percentile speed is under 20mph. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	0	No speed data - assume c.30mph
Motor Traffic Volume	Walking / Wheeling / Cycling	SA09	Volume of motor traffic at the busiest hour (where cyclists are not protected or pedestrians cross uncontrolled)	>1,000 vehicles in the busiest hour. Or, over 5% of traffic is HGVs where there are over 500 vehicles in the busiest hour.	500-1,000 vehicles in the busiest hour. Or, 2-5% of traffic is HGVs where there are 200-499 vehicles in the busiest hour.	200-499 vehicles in the busiest hour. And, less than 2% of traffic is HGVs.	<200 vehicles in the busiest hour. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	1	No traffic data for most of route, but busiest street (Watery Lane) is c.450.
Pedestrian Crossing Speed	Walking / Wheeling	SA10	Required crossing speed at signal crossings (risk of pedestrians coming into conflict with traffic).	Pedestrians who start crossing at the end of the 'invitation to cross' must cross at a speed of over 1.2m/s to get across the whole crossing in time.	There are no detectors to extend crossing times, but pedestrians who start crossing at the end of the 'invitation to cross' can cross at a speed of 1.2m/s and get across the whole crossing in time.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1.2m/s.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1m/s.	N/A	
Footway Widths	Walking / Wheeling	SA11	Clear walking and wheeling spaces free of permanent obstructions and furniture, reducing risk of pedestrians walking in the carriageway.	Where the footway is next to the carriageway, there is: • <1m clear footway width on any footway • <1.5m clear footway width for over 6m • 1m-2m clear footway width with a Pedestrian Comfort Level of D-E Or there is no footway.	Where the footway is next to the carriageway, there is: • <2m clear footway width but pedestrian comfort is good (PCL of A-C) • 2m-3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is **not** next to the carriageway, the clear footway width is <1.5m.	Where the footway is next to the carriageway, there is: • 2m-3m clear footway width and pedestrian comfort is good (PCL of A-C). • >3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is **not** next to the carriageway, the clear footway width is 1.5m-3m.	>3m clear footway width and pedestrian comfort is good (PCL of A-C).	C	No footway on Horsefair Lane. Overgorwn vegetation on other footways
Effective Width next to Tram Lines	Cycling	SA12	Effective width next to tram line on a straight run or a curve	<2.4m from tramline edge to kerb on a straight run. Insufficient clearance on a curve.	2.4m from tramline edge to kerb.	>2.4m from tramline edge to kerb.	Physical protection is provided for cyclists.	N/A	
Crossing Angle of Tram/Train Rails	Cycling	SA13	Crossing angle (between cyclist desire line and tram or train rails).	Crossing angle less than 60 degrees.	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees (or between 60 and 80 degrees with track filler creating a smooth crossing for cyclists).	Crossing angle between 80 and 90 degrees with track filler creating a smooth crossing for cyclists.	N/A	
Cycling Surface and Maintenance Defects	Cycling	SA14	Cycling surface and maintenance defects: • sharp gradients (≥12.5%) • non cycle friendly ironworks • raised/sunken covers or gullies • potholes • loose/cracked surfaces • poor drainage or slip risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	1	Surface is adequate
Walking/Wheeling Surface and Maintenance Defects	Walking / Wheeling	SA15	Walking/wheeling surface and maintenance defects: • steep camber (horizontal gradient >2.5%) • steep longitudinal gradients (≥8% if under 1m, ≥5% if 1m or over) • missing dropped kerbs • non flush tables • misleading tactile information • loose/cracked surfaces • poor drainage or slip risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	1	Surface is adequate
Guard Railing	Walking / Wheeling / Cycling	SA16	Presence of guard railing	Guard railing used as standard without consideration of inherent safety risks.	Guard railing used to control behaviour in complex environments.	Minimal guard railing, used to address a clear safety issue such as a level difference.	No guard railing anywhere on the route.	1	Review guard railing at Watery Lane junction

B.2. WC3

				Safety Check				Existing	
Metric	Mode	#	Description	Critical Issue	Red	Amber	Green	Score	Comments / assumptions
				C	0	1	2		
SAFETY									
Conflict at Side Roads and Priority Junctions	Walking / Wheeling / Cycling	SA01	Pedestrian and cyclist conflict with motor traffic at side roads/priority junctions	>2,500vpd cut across main walking, wheeling or cycling streams.	<2,500vpd cut across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	<2,500vpd cut across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that offer greater protection for pedestrian and cycle movements (e.g. exit only, continuous footways, zebra/parallel crossings as appropriate to context).	C	Foley Road Crossing. Church Road junction Bury Bar Lane Junction
Conflict at Roundabouts and Signal Junctions	Walking / Wheeling / Cycling	SA02	Pedestrian and cyclist conflict with motor traffic at roundabouts and signal-controlled junctions	>2,500vpd cut across main walking, wheeling or cycling streams.	The principal pedestrian and/or cyclist movements are in conflict with motor traffic movements at roundabouts and/or signal controlled junctions.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junctions.	N/A	
Lane Widths	Cycling	SA03	Effect of lane widths on conflict between cyclists and motor traffic	Cyclists are mixed with traffic in lanes between 3.25m and 3.9m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is between 3.25m and 3.9m.	Cyclists are mixed with traffic in lanes less than 3.25m wide or over 3.9m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is under 3.25m or over 3.9m. Or cyclists are mixed with traffic on busy urban streets with no centre line. Or, there are speed cushions present.	Cyclists are in cycle lanes with light protection or stepped cycle tracks under 1.8m wide (single direction). Or, cyclists are in a protected bidirectional cycle facility under 2.5m wide. Or, cyclists are mixed with traffic on quiet urban streets with no centre line.	Cyclists are protected from motor traffic or off-road entirely.	0	Cycles mixed with traffic but acceptable lane widths. Review at Bury Bar Lane junction
Trip Hazards	Walking / Wheeling	SA04	Risk of pedestrians tripping due to hazards	There are level differences of greater than 13mm with no tactile information and colour contrast to help identify them.	Many trip hazards.	Few trip hazards.	No trip hazards, level clear surface.	C	Poor pedestrian facilties at corssings throughout town centre section. Poor un-bound surface on Class 4 highway leading to trip hazards.
Kerbside Activity	Cycling	SA05	Cyclist conflict with kerbside activity, including risk of 'dooring'	Cycle facility next to parking/loading facility, without a buffer of at least 0.5m. Or, an unprotected cycle lane is next to a frequently-used bus layby.	Frequent kerbside activity for cyclists to contend with. Conflict with cyclists is not well-managed.	Less frequent kerbside activity, and conflict with cyclists is well-managed.	Kerbside activity is well-managed with no or minimal conflict with cyclists.	C	On-street parking with no cycle facility and narrow lane widths - Bury Bar Lane
Provision of Crossings	Walking / Wheeling	SA06	Ability of pedestrians to cross the street safely on desire lines	On very busy streets (>8,000vpd) controlled crossings (including zebra crossings) are not present or more than 400m apart. On quieter streets (<8,000vpd), desire lines are blocked by parking and loading.	On very busy streets (>8,000vpd), controlled crossings (including zebra crossings) are provided every 200-400m. On quieter streets (<8,000vpd), loading/parking is formalised with gaps for pedestrians to cross.	On very busy streets (>8,000vpd), controlled crossings (including zebra crossings) are provided every 100-200m. On quieter streets (<8,000vpd), loading/parking is formalised with gaps for pedestrians to cross on desire lines.	On very busy streets (>8,000vpd), controlled crossings (including zebra crossings) are provided every 50-100m. On quieter streets (<8,000vpd), there are controlled crossings or only one lane of traffic to cross.	0	Uncontrolled parking Bury Bar Lane.
Standard of Crossings	Walking / Wheeling	SA07	Suitability of pedestrian crossings in context	On very busy streets (>8,000vpd), there are uncontrolled crossings of two or more lanes with no gaps in traffic. At signal junctions there are arms with dropped kerbs and tactile paving but no green pedestrian symbol.	On very busy streets (>8,000vpd), there are uncontrolled crossings or zebra/parallel crossings. On quieter streets (<8,000vpd), crossing points have no implied priority or there are no crossing points.	On very busy streets (>8,000vpd), signal crossings are provided for pedestrians. On quieter streets (<8,000vpd), crossing points have effective implied priority for pedestrians.	On very busy streets (>8,000vpd), signal crossings rest on green for pedestrians or have rapid response. On quieter streets (<8,000vpd), crossing points are controlled crossings.	C	No crossing of Foley Lane
Motor Traffic Speed	Walking / Wheeling / Cycling	SA08	85th percentile speed of motor traffic (where cyclists are not protected or pedestrians are crossing uncontrolled)	85th percentile speed is over 30mph.	85th percentile speed is over 25mph.	85th percentile speed is between 20mph and 25mph.	85th percentile speed is under 20mph. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	1	No speed data - assume c.25mph
Motor Traffic Volume	Walking / Wheeling / Cycling	SA09	Volume of motor traffic at the busiest hour (where cyclists are not protected or pedestrians cross uncontrolled)	>1,000 vehicles in the busiest hour. Or, over 5% of traffic is HGVs where there are over 500 vehicles in the busiest hour.	500-1,000 vehicles in the busiest hour. Or, 2-5% of traffic is HGVs where there are 200-499 vehicles in the busiest hour.	200-499 vehicles in the busiest hour. And, less than 2% of traffic is HGVs.	<200 vehicles in the busiest hour. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	0	No traffic data for most of route, but busiest street (Church Road) is c.500.,
Pedestrian Crossing Speed	Walking / Wheeling	SA10	Required crossing speed at signal crossings (risk of pedestrians coming into conflict with traffic).	Pedestrians who start crossing at the end of the 'invitation to cross' must cross at a speed of over 1.2m/s to get across the whole crossing in time.	There are no detectors to extend crossing times, but pedestrians who start crossing at the end of the 'invitation to cross' can cross at a speed of 1.2m/s and get across the whole crossing in time.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1.2m/s.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1m/s.	N/A	
Footway Widths	Walking / Wheeling	SA11	Clear walking and wheeling spaces free of permanent obstructions and furniture, reducing risk of pedestrians walking in the carriageway.	Where the footway is next to the carriageway, there is: • <1m clear footway width on any footway • <1.5m clear footway width for over 6m • 1m-2m clear footway width with a Pedestrian Comfort Level of D-E Or there is no footway.	Where the footway is next to the carriageway, there is: • <2m clear footway width but pedestrian comfort is good (PCL of A-C) • 2m-3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is **not** next to the carriageway, the clear footway width is <1.5m.	Where the footway is next to the carriageway, there is: • 2m-3m clear footway width and pedestrian comfort is good (PCL of A-C). • >3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is **not** next to the carriageway, the clear footway width is 1.5m-3m.	>3m clear footway width and pedestrian comfort is good (PCL of A-C).	C	Very constrained footway passing on street parking Bury Bar Lane
Effective Width next to Tram Lines	Cycling	SA12	Effective width next to tram line on a straight run or a curve	<2.4m from tramline edge to kerb on a straight run. Insufficient clearance on a curve.	2.4m from tramline edge to kerb.	>2.4m from tramline edge to kerb.	Physical protection is provided for cyclists.	N/A	
Crossing Angle of Tram/Train Rails	Cycling	SA13	Crossing angle (between cyclist desire line and tram or train rails).	Crossing angle less than 60 degrees.	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees (or between 60 and 80 degrees with track filler creating a smooth crossing for cyclists).	Crossing angle between 80 and 90 degrees with track filler creating a smooth crossing for cyclists.	N/A	
Cycling Surface and Maintenance Defects	Cycling	SA14	Cycling surface and maintenance defects: • sharp gradients (≥12.5%) • non cycle friendly ironworks • raised/sunken covers or gullies • potholes • loose/cracked surfaces • poor drainage or slip risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	C	Known drainage issue on Class 4 highway. Uneven surface
Walking/Wheeling Surface and Maintenance Defects	Walking / Wheeling	SA15	Walking/wheeling surface and maintenance defects: • steep camber (horizontal gradient >2.5%) • steep longitudinal gradients (≥8% if under 1m, ≥5% if 1m or over) • missing dropped kerbs • non flush tables • misleading tactile information • loose/cracked surfaces • poor drainage or slip risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	C	Known drainage issue on Class 4 highway. Uneven surface
Guard Railing	Walking / Wheeling / Cycling	SA16	Presence of guard railing	Guard railing used as standard without consideration of inherent safety risks.	Guard railing used to control behaviour in complex environments.	Minimal guard railing, used to address a clear safety issue such as a level difference.	No guard railing anywhere on the route.	0	Review need for guardrail at Bury Bar Lane / Foley Road

B.3. WC4

Active Travel England				Safety Check					
				Critical Issue	Red	Amber	Green	Existing	
Metric	Mode	#	Description	C	0	1	2	Score	Comments / assumptions
SAFETY									
Conflict at Side Roads and Priority Junctions	Walking / Wheeling / Cycling	SA01	Pedestrian and cyclist conflict with motor traffic at side roads/priority junctions	>2,500vpd cut across main walking, wheeling or cycling streams.	<2,500vpd cut across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	<2,500vpd cut across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that offer greater protection for pedestrian and cycle movements (e.g. exit only, continuous footways, zebra/parallel crossings as appropriate to context).	C	Onslow Road
Conflict at Roundabouts and Signal Junctions	Walking / Wheeling / Cycling	SA02	Pedestrian and cyclist conflict with motor traffic at roundabouts and signal-controlled junctions	>2,500vpd cut across main walking, wheeling or cycling streams.	The principal pedestrian and/or cyclist movements are in conflict with motor traffic movements at roundabouts and/or signal controlled junctions.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junctions.	N/A	
Lane Widths	Cycling	SA03	Effect of lane widths on conflict between cyclists and motor traffic	Cyclists are mixed with traffic in lanes between 3.25m and 3.9m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is between 3.25m and 3.9m.	Cyclists are mixed with traffic in lanes less than 3.25m wide or over 3.9m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is under 3.25m or over 3.9m. Or cyclists are mixed with traffic on busy urban streets with no centre line. Or, there are speed cushions present.	Cyclists are in cycle lanes with light protection or stepped cycle tracks under 1.8m wide (single direction). Or, cyclists are in a protected bidirectional cycle facility under 2.5m wide. Or, cyclists are mixed with traffic on quiet urban streets with no centre line.	Cyclists are protected from motor traffic or off-road entirely.	C	East of Cleeve Mill Estate
Trip Hazards	Walking / Wheeling	SA04	Risk of pedestrians tripping due to hazards	There are level differences of greater than 13mm with no tactile information and colour contrast to help identify them.	Many trip hazards.	Few trip hazards.	No trip hazards, level clear surface.	C	Poor surfacing and crossing quality throughout
Kerbside Activity	Cycling	SA05	Cyclist conflict with kerbside activity, including risk of 'dooring'	Cycle facility next to parking/loading facility, without a buffer of at least 0.5m. Or, an unprotected cycle lane is next to a frequently-used bus layby.	Frequent kerbside activity for cyclists to contend with. Conflict with cyclists is not well-managed.	Less frequent kerbside activity, and conflict with cyclists is well-managed.	Kerbside activity is well-managed with no or minimal conflict with cyclists.	C	Gloucester Street- on street parking with no cycle facilty
Provision of Crossings	Walking / Wheeling	SA06	Ability of pedestrians to cross the street safely on desire lines	On very busy streets (>8,000vpd) controlled crossings (including zebra crossings) are not present or more than 400m apart. On quieter streets (<8,000vpd), desire lines are blocked by parking and loading.	On very busy streets (>8,000vpd), controlled crossings (including zebra crossings) are provided every 200-400m. On quieter streets (<8,000vpd), loading/parking is formalised with gaps for pedestrians to cross.	On very busy streets (>8,000vpd), controlled crossings (including zebra crossings) are provided every 100-200m. On quieter streets (<8,000vpd), loading/parking is formalised with gaps for pedestrians to cross on desire lines.	On very busy streets (>8,000vpd), controlled crossings (including zebra crossings) are provided every 50-100m. On quieter streets (<8,000vpd), there are controlled crossings or only one lane of traffic to cross.	1	
Standard of Crossings	Walking / Wheeling	SA07	Suitability of pedestrian crossings in context	On very busy streets (>8,000vpd), there are uncontrolled crossings of two or more lanes with no gaps in traffic. At signal junctions there are arms with dropped kerbs and tactile paving but no green pedestrian symbol.	On very busy streets (>8,000vpd), there are uncontrolled crossings or zebra/parallel crossings. On quieter streets (<8,000vpd), crossing points have no implied priority or there are no crossing points.	On very busy streets (>8,000vpd), signal crossings are provided for pedestrians. On quieter streets (<8,000vpd), crossing points have effective implied priority for pedestrians.	On very busy streets (>8,000vpd), signal crossings rest on green for pedestrians or have rapid response. On quieter streets (<8,000vpd), crossing points are controlled crossings.	0	
Motor Traffic Speed	Walking / Wheeling / Cycling	SA08	85th percentile speed of motor traffic (where cyclists are not protected or pedestrians are crossing uncontrolled)	85th percentile speed is over 30mph.	85th percentile speed is over 25mph.	85th percentile speed is between 20mph and 25mph.	85th percentile speed is under 20mph. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	0	No speed data - assume c.30mph
Motor Traffic Volume	Walking / Wheeling / Cycling	SA09	Volume of motor traffic at the busiest hour (where cyclists are not protected or pedestrians cross uncontrolled)	>1,000 vehicles in the busiest hour. Or, over 5% of traffic is HGVs where there are over 500 vehicles in the busiest hour.	500-1,000 vehicles in the busiest hour. Or, 2-5% of traffic is HGVs where there are 200-499 vehicles in the busiest hour.	200-499 vehicles in the busiest hour. And, less than 2% of traffic is HGVs.	<200 vehicles in the busiest hour. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	0	No traffic data for most of route, but busiest street (Church Road) is c.500.,
Pedestrian Crossing Speed	Walking / Wheeling	SA10	Required crossing speed at signal crossings (risk of pedestrians coming into conflict with traffic).	Pedestrians who start crossing at the end of the 'invitation to cross' must cross at a speed of over 1.2m/s to get across the whole crossing in time.	There are no detectors to extend crossing times, but pedestrians who start crossing at the end of the 'invitation to cross' can cross at a speed of 1.2m/s and get across the whole crossing in time.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1.2m/s.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1m/s.	N/A	
Footway Widths	Walking / Wheeling	SA11	Clear walking and wheeling spaces free of permanent obstructions and furniture, reducing risk of pedestrians walking in the carriageway.	Where the footway is next to the carriageway, there is: • <1m clear footway width on any footway • <1.5m clear footway width for over 6m • 1m-2m clear footway width with a Pedestrian Comfort Level of D-E Or there is no footway.	Where the footway is next to the carriageway, there is: • <2m clear footway width but pedestrian comfort is good (PCL of A-C) • 2m-3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is **not** next to the carriageway, the clear footway width is <1.5m.	Where the footway is next to the carriageway, there is: • 2m-3m clear footway width and pedestrian comfort is good (PCL of A-C). • >3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is **not** next to the carriageway, the clear footway width is 1.5m-3m.	>3m clear footway width and pedestrian comfort is good (PCL of A-C).	C	No footway Gloucester Street at The Crofts
Effective Width next to Tram Lines	Cycling	SA12	Effective width next to tram line on a straight run or a curve	<2.4m from tramline edge to kerb on a straight run. Insufficient clearance on a curve.	2.4m from tramline edge to kerb.	>2.4m from tramline edge to kerb.	Physical protection is provided for cyclists.	N/A	
Crossing Angle of Tram/Train Rails	Cycling	SA13	Crossing angle (between cyclist desire line and tram or train rails).	Crossing angle less than 60 degrees.	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees (or between 60 and 80 degrees with track filler creating a smooth crossing for cyclists).	Crossing angle between 80 and 90 degrees with track filler creating a smooth crossing for cyclists.	N/A	
Cycling Surface and Maintenance Defects	Cycling	SA14	Cycling surface and maintenance defects: • sharp gradients (≥12.5%) • non cycle friendly ironworks • raised/sunken covers or gullies • potholes • loose/cracked surfaces • poor drainage or slip risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	0	Road surface uneven in places
Walking/Wheeling Surface and Maintenance Defects	Walking / Wheeling	SA15	Walking/wheeling surface and maintenance defects: • steep camber (horizontal gradient >2.5%) • steep longitudinal gradients (≥8% if under 1m, ≥5% if 1m or over) • missing dropped kerbs • non flush tables • misleading tactile information • loose/cracked surfaces • poor drainage or slip risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	C	Uneven surface throughout
Guard Railing	Walking / Wheeling / Cycling	SA16	Presence of guard railing	Guard railing used as standard without consideration of inherent safety risks.	Guard railing used to control behaviour in complex environments.	Minimal guard railing, used to address a clear safety issue such as a level difference.	No guard railing anywhere on the route.	1	Guard railing only on raised footway on Gloucester Street

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