Aqueduct Street / Old Lancaster Lane junction – scope to narrow junction and improve route signage

Shelley Road / Lancaster Lane – Signing improvements and environmental enhancement to improve route attractiveness.

Pavement parking – This is a recurring issue where the routes goes through residential areas. Streetscape improvements are needed to formalise parking, complemented with civil parking enforcement.

Woodplumpton Road from Blackpool Road to Tom Benson Way – The carriageway is wide on Woodplumpton Road and there are a number of speed cameras. There is potential scope to reallocate road space to slow vehicles and create on road segregated cycle lanes.

Pavement parking – Consideration of issues of pavement parking and enforcement is needed in scheme design.

Side road priority - As part of any scheme on Woodplumpton Road side road priority for pedestrians and cyclists should be included with narrowing of junction Radii

Woodplumpton Road approach to Tom Benson Way – The road narrows as it approaches Tom Benson Way. This may present some challenges and some land acquisition may be necessary to complete the route

Woodplumpton Road / Tom Benson Way junction – No dedicated crossings are in place at Tom Benson Way. To ensure route coherence and give confidence to the most vulnerable users dedicated crossings should be provided, either toucan or tiger.

Guildwheel access at Woodplumpton Road / Tom Benson Way junction – Access barriers are in place to prevent cars and motorcycles accessing the route. These also cause problems for users of adapted bikes or mobility scooters. These should be removed and replaced with a bollard if necessary.

Lancaster Canal Route

Lancaster Canal access from Aqueduct Street – The Lancaster Canal is a major asset to the city yet it is easily missed with this access point being hidden by parked cars, neglected and only accessible by steps. Improvements are proposed as part of the City Deal programme and these should include landscaping to open up this gateway, highway improvements to prevent parking in front of the access and a ramped access point to the canal.

Lancaster Canal surfacing and lighting – Surfacing of the canal towpath is proposed as part of the City Deal programme. This should include investigating the potential for lighting the route making it suitable for year round commuter usage.


Lancaster Canal accessibility improvements – steps and barriers on the route prevent the canal being accessible to those with adapted bikes or using wheelchairs or mobility scooters. Ramps should replace steps where possible and motorcycle barriers removed.

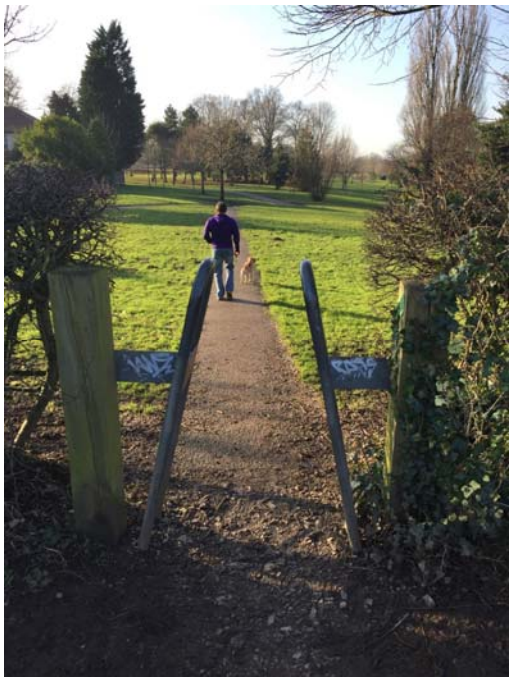

Lancaster Canal – environmental enhancements and maintenance – The canal can feel quite isolated and some may chose to avoid the route due to concerns over personal security. Frequent litter collection and maintenance is required and lighting either of the whole route or at strategic points.


Stepped access at Roebuck Street and Woodplumpton Road – Stepped access points prevent use by adapted cycles, wheelchairs or mobility scooters. Where possible these should be replaced with ramped access making the route accessible to all.

Hollins Grove / Lancaster Canal Access – There is no information at Hollins Grove that this is one of the main access points to the Lancaster Canal. Signage at Hollins Grove / Woodplumpton Road junction is needed and gateway feature and drop kerb needed to open up and promote access.

Hollins Grove / Lancaster Canal Access – surfacing is needed of this link to the Lancaster Canal making it suitable for cycles, wheelchairs and mobility scooters

Lancaster Canal crossing of Savick Brook – there is quite a steep drop down from the towpath to the Savick Brook. Some safety fencing is recommended to prevent any potential accidents.



Lancaster Canal access to Haslam Park – Motorcycle barriers should be removed as they hinder access to adapted bicycles and mobility scooters.

Route 7: North Guild Wheel


Hoyles Lane / Tabley Lane junction - Redesign junction to widen sub-standard width shared use path by creating chicane and shuttle working

Lightfoot Lane – Footway is narrow and requires aggressive vegetation clearance to expose full effective footway width. As housing growth continues in this area it is recommended that the speed limit is reduced to 20mph and complemented with traffic calming measures


Sandyforth Lane from Lightfoot Lane to Lightfoot Green Lane – Lane feels isolated, lighting should be installed to make it more suitable for year commuter cycle journeys.

Lightfoot Green Lane at Jacksons Quarry – Crossing is currently on a blind corner with some HGV traffic. Recommended to widen one facility to have a higher quality consistent width and move crossing away from corner.

Jacksons Quarry & Guildwheel access – Public realm enhancement to open up access and create a more obvious and pleasant approach to the Guild Wheel.

Path from Jacksons Quarry to Sandygate Lane – This section is isolated and quite overgrown. Maintenance and vegetation clearance should be undertaken to expose full effective width and forward visibility helping improve perceptions of personal safety.

Path from Sandygate Lane to Garstang Road A6 – The existing footway is narrow and bounded on both sides by fencing. It is recommended to investigate widening the path to 3m along this stretch and incorporate lighting to make the route suitable for year round commuter use.

D'Urton Lane from Garstang Road to Midgery Lane – This section of road has been a busy rat run and it is recommended that the traffic calming is reviewed throughout. Route continuity needs to be incorporated into the works on the A6 post completion of the Broughton bypass

Midgery Lane access – This access point is narrow and would be challenging for those on non-standard bicycles. Minor highways works are recommended to ensure the gap is sufficient width to allow a cycle of 1.2m wide to easily pass.

Midgery Lane – This is an important off road link through the Preston North Eastern Employment Area yet feels quite isolated. Lighting should be installed to make year round usage more attractive, tackling any concerns over personal safety.

Midgery Lane / Oliver Place junction – Parking enforcement needed and dedicated crossing needed either tiger crossing or narrowing with speed table chicane.

Midgery Lane / Pittman Way junction - dedicated crossing needed either tiger crossing or narrowing with speed table chicane.

Tom Benson Way from Cottam to Preston North Eastern Employment Area

Tom Benson Way / Tag Lane Junction – Need formalised controlled crossing for pedestrians / cyclists. Currently informal at busiest locations where junctions flair to dual approaches / exits.

Tom Benson Way from Tag Lane to Wychnor - Convert verge to dedicated 2 way off-road cycle track (may be some challenges around the Maples & Lightfoot Green Lane).

Tom Benson Way at the Maples - Two way cycle track proposed, the Maples is a challenging location where some localised narrowing may be necessary.

Tom Benson Way at Wychnor junction - Dependent on which side cycle track, junction may require tightening and provision of dedicated pedestrian / cycle crossing. Localised speed reduction may be necessary if junction requires narrowing.

Lightfoot Lane rail bridge – Bridge is narrow but likely conflict between pedestrians and cyclists is low. Recommend conversion to shared use with 'Please consider other path user' signage.

Eastway – Continuation of proposed 2 way cycle track using wide verge to link Cottam to Preston North Eastern Employment area.

Eastway A6 underpass – Some carriageway realignment may be necessary to create sufficient width for 2 way cycle track

Route 8: Penwortham to Preston

Fishergate Hill / Bow Lane junction – Signalised pedestrian crossing facilities are not incorporated into the Bow Lane arm of the junction. It is recommended that they are included when the installation is due for replacement.

Fishergate Hill – The outbound carriageway on Fishergate Hill is 2 lanes. Carriageway space could be repurposed to create dedicated on road segregated cycle lanes

Fishergate Hill – The surface is failing in parts causing a potential hazard to cyclists, particularly as they are likely to be travelling at speed travelling downhill. A maintenance inspection is needed and resurfacing as appropriate.

Fishergate Hill / Strand Road junction – Although there are toucan crossings on all arms the approach paths don't always cater for the desire line of pedestrians and cyclists. These should be reviewed and surfacing of desire line paths carried out.

Liverpool Road / River Ribble Bridge - Provision of 2 way cycle track or dependent on capacity reduction by Penwortham bypass potentially reduce capacity to single lane and repurpose space to create dedicated on carriageway segregated lanes.

Liverpool Road / River Ribble Bridge - Provision of 2 way cycle track or dependent on capacity reduction by Penwortham bypass potentially reduce capacity to single lane and repurpose space to create dedicated on carriageway segregated lanes.

Liverpool Road / Leyland Road (A59) Junction – Pedestrians have 4 phases to cross at this junction. With traffic reduction from Penwortham bypass investigate scope to rationalise this junction reducing the number of phases for pedestrians and upgrading it to be suitable for pedestrians and cyclists.

Liverpool Road / Cop Lane junction – This is a busy signalised side road with no dedicated pedestrian facilities limiting access to local the bus stop. A pedestrian phase should be added to this arm of the junction.

Liverpool Road from Hill Road to Howick Moor Lane – With capacity reduction due to Penwortham bypass, repurpose road space to create segregated on road lanes. Reduce speed through local centre to 20mph.

Liverpool Road from Hill Road to Howick Moor Lane – With capacity reduction due to Penwortham bypass, repurpose road space to create segregated on road lanes. Reduce speed through local centre to 20mph.

Liverpool Road from Hill Road to Howick Moor Lane – With capacity reduction due to Penwortham bypass, repurpose road space to create segregated on road lanes. Parking protected lanes may be possible for some sections of this route. Reduce speed through local centre to 20mph.

Liverpool Road from Hill Road to Howick Moor Lane – Pavement parking at the local centre and outside residential properties is an issue. The scheme design & enforcement will need to take account of this.

Liverpool Road from Hill Road to Howick Moor Lane – Existing on road advisory lanes should be upgraded to segregated facilities. This can be achieved by repurposing the central hatched area and reducing the number of right turn filter lanes. These should no longer be necessary with traffic reduction as a result of the Penwortham bypass.

Howick Moor Lane to Hutton – Existing segregated paths are in place but they have been neglected with debris and detritus covering them. This makes them difficult and potentially slippery and dangerous to use. A regular maintenance regime is needed to keep them clear.

Liverpool Road / Lindle Lane Junction – The current arrangement provides limited width for cyclists to wait and is on a route used regularly by students. This junction should be upgraded providing a priority crossing for pedestrians and cyclists.

Liverpool Road / Longton bypass junction – No formal crossing facilities exist on this fast and busy section of highway. Dedicated crossing should be provided with the 50mph speed limit being moved beyond the junction.

Liverpool Road through Hutton – Reduce speed limit to 20mph with calming, focused particularly around Hutton CofE Grammar School. Parking restrictions should also be extended and enforced in vicinity school.

Liverpool Road / Moor Lane Junction – Tighten junction radii with side road pedestrian priority improving access to local shopping facilities

Moor Lane – Although the road is relatively quiet there are currently no footways and evidence of walking on the verges. A 2m minimum width footway should be provided along the length of Moor Lane.

Liverpool Road between Hutton and Longton – Scope to remove road centre line and introduce on road advisory lanes. Widen footway where possible to create consistent width along length of route.

River Ribble alternative route to Penwortham

Avenham Park – Route needs more clearly defining through Park with clearer dedicated signage & some minor path widening and opening up to improve wayfinding.

Riverside Road Leyland Road junction - Local streetscape enhancement scheme to improve priority for pedestrians / cyclists and wayfinding. This is a historic bridge and should be a gateway to the city.

Leyland Road – a formalised / dedicated crossing should be installed at this location.


Path from Leyland Road to Golden Way – Path feels isolated and is in poor condition in parts. Recommended to light entire path and undertake maintenance work. Where resurfacing is needed path should be reinstated at 3m and unsegregated.


Path parallel with Golden Way and Hurst Grange - Path needs resurfacing to Cop Lane and lighting along entire length. Needs widening to 3m along section by school playing fields

Bridge over Golden Way to Kingsfold – Staggered barriers should be removed and bridge barriers raised to 1.4m making it suitable for shared use. As bridge is narrow signage should state 'Please consider other path users'.


Cop Lane signalised junction – Central pen is too narrow making it difficult to negotiate by wheel chairs or mobility scooters. It is recommended that this is upgraded to create a wider central pen improving accessibility.

Cromwell Avenue path – localised landscaping improvements and lighting to open up access to this path and improve perceptions of personal safety.

Blackthorne Drive Close to Acorn Close – A formalised tiger / toucan crossing is recommended to link these two shared paths.


Howick Moor Lane path – Path needs some clearance of detritus and cutting back to expose full effective width. Lighting is recommended to improve perceptions of personal safety and barriers should be removed to make path accessible for all. There are a number of links off the path that could be surfaced to improve its accessibility

Howick Moor Lane / Liverpool Road junction – minor surfacing improvements to aid cyclists turning into Howick Moor Lane from Liverpool Road. Current arrangement only designed for straight on movements.

Route 9: Bamber Bridge to Preston

Fishergate / Chapel Street junction – The historic Winkley Square, Avenham Park and River Ribble are just a stones throw away yet there is no clue on the busy Fishergate. A gateway feature should be put in place to entice people to explore and promote walking and cycling opportunities.

Avenham Park – Signage has been designed to be blend in to the environment. It is however unclear and easy to miss. This should be complemented with more conventional fingerposts at strategic junctions.

Avenham Park – Staggered barriers prevent access by non-standard bicycles, wheelchairs and mobility scooters. These should be removed making the route more accessible.

Old Railway path / Tram Way – Path requires regular maintenance to keep surface clear of detritus and cutting back to keep it feeling open. Lighting should be installed along this route or the old Tram Way creating a route suitable for year round usage from Preston to Bamber Bridge and City Deal developments.

Old Railway path / Old Tramway linking path – Surfacing would improve the link between the old railway and old tramway routes.

Preston Junction Nature Reserve – There are a number of barriers on the route preventing use for non standard bicycles, children's trailers, wheelchairs and mobility scooters. These should be removed wherever possible. Removing the barriers will make the area more accessible and routes more convenient and easier to use.

Tardy Gate junction with old railway path – Lighting and public realm improvements will make access points more attractive and the route suitable for year round commuter usage.

New development east of Watering Pool Lane – There are a number of desire line paths that could be formalised to improve access to the main route.

Todd Lane North – Barriers should be removed and replaced with bollards. Narrow carriageway with chicane to aid access too and crossing of road for old railway path.

Brownedge Road approach – Barriers should be removed or replaced with a bollard ensuring that sufficient width is available for mobility scooters and adapted bicycles to pass.

Brownedge Road junction – A desire line path has developed that should be formalised linking to the Brownedge Road junction.

Brownedge Road roundabout - Crossing for pedestrians and cyclists is currently informal and at the roundabout with dual lane approaches and exits. A formal crossing toucan / tiger should be provided away from the junction where movements are less complex.

Brownedge Road roundabout – There is a long straight approach to the roundabout and sufficient width on either side to extend existing paths. A new formal crossing toucan / tiger could be provided away from the busy roundabout.

Brownedge Road underpass approach junction – there is scope to reduce the junction radii slowing vehicles exiting the main road onto this quiet link. A drop kerb and widened shared path could approach the new proposed crossing.

A6 underpass – The gap between the bollards does not allow sufficient width for adapted bikes to pass. The gap should be increased to allow a bicycle of width 1.2m wide to easily pass.

Bamber Bridge railway underpass – this section of the route feels narrow and isolated. Although it is challenging to improve the actual height of the route some landscaping and environmental improvements are recommended to open up visibility as much as possible.

Brownedge Road – Junction narrowing and gateway to 20mph to reinforce speed limit through this section.

Brownedge Road to Station Road – On and off road improvements to reinforce 20mph limit along this stretch of road.

Brownedge Road to Station Road - On and off road improvements to reinforce 20mph limit along this stretch of road.

Path parallel with railway line - Surface, light and sign new link and upgrade access into Edward Street.

Route 10: Leyland to Preston

Leyland to Preston via Cuerden

Wheelton Lane - Side road priority of shared use path across junctions should be added to provide route continuity. Where possible path should be widened to guidance width (3m) and move lamp columns to back of footway.

Centurion Way – A dedicated crossing is needed for pedestrians / cyclists of Centurion Way to Wheelton Way to create a coherent route. On road segregated lanes are also recommended.

Mill Lane to Centurion Way - Surface and light track from Centurion Way to Mill Lane and up to employment site alongside River Lostock.


Stanfield Lane from junction of Centurion Way to Cuerden development site - Scope for widening of western footway to create 2 way off road cycle track to link Leyland to the Cuerden development site. Some negotiation with private land owners likely.

Farington Road A582 / Todd Lane south junction – This junction is wide with fast moving traffic giving little warning of turning onto Todd Lane. The radii should be tightened to reduce vehicle speeds as they turn off onto the residential road network.


Todd Lane South – It is recommended that the road centre line and install advisory cycle lanes with associated highway calming measures.

Leyland to Preston via Tardy Gate

Leigh Brow Bridge - Environmental enhancement and lighting to create more open area improving perceptions of safety and access to the main spine route

Wateringpool Lane / Brownedge Road roundabout – Scope to tighten junction approach radii, slowing traffic and making the roundabout easier to negotiate by cyclists and pedestrians

Coote Lane / Leyland Road / Brownedge Road junction – This is a busy local area centre which must be negotiated as part of the route. It is recommended that junctions are narrowed where possible and signing improved. There is scope for a wider local centre enhancement scheme. Walking and cycling provision needs to be incorporated into this work.

Coote Lane – Footways are narrow on Coote Lane as it approaches Leyland Road. The pedestrian environment is made more challenging as pavement parking is also an issue and side road junctions are wide. Side road junctions should be narrowed with pedestrian priority incorporated and parking enforcement is necessary.

Croston Road / School Lane junction – This is a wide junction at a school access. The junction should be narrowed reducing vehicle turning speeds and making it easier to negotiate by pedestrians and cyclists.

Croston Road / Farington Road (A582) roundabout – This is a busy location and it is unclear about how cyclists should traverse it. Provision of dedicated pedestrian cycle crossings and improvements to make route more intuitive.

Croston Road South – Scope to remove road centre line and install advisory cycle lanes. This will be dependent on an assessment of traffic volumes. The speed limit should be reduced to a consistent 30mph along this road.

Route 11: Chorley to Preston

Chorley to Bamber Bridge via Buckshaw Village and Wigan Road

Ackhurst Drive – Dedicated pedestrian / cycle crossing needed of Ackhurst Drive to link to new proposed Ackhurst Road link to Astley Park. Existing path needs surface improvements and lamp columns moving to rear of path.

Ackhurst Road – Widen existing footway to create shared use link to Astley Park access.

Southport Road at Astley Park access - A dedicated pedestrian / cycle crossing is needed as there is currently no facility across this busy road linking into Astley Park and the local network.


Astley Park access to Chancery Road at Hall Gate - When path needs resurfacing, widen to 3m and reinstate as shared unsegregated. Signage is confusing and cyclists dismount sign should be replaced with 'Please consider other path users'.


Astley Village shops, Chancery Road - Minor path widening along desire line with some signing improvements. Dedicated ped/cyc crossing (tiger or toucan) to cater for desire line from bus stops and access to Buckshaw Primary School**.**


Chancery Road - There is an existing shared segregated path. This is substandard in width and users must give way regularly at side roads. The path should be upgraded to 3m unsegregated where possible with side road priority crossings along its entire length.

Chancery Road - There is an existing shared segregated path. This is substandard in width and users must give way regularly at side roads. The path should be upgraded to 3m unsegregated where possible with side road priority crossings along its entire length. Any barriers such illustrated above should be removed and signage placed in verge.

Chancery Road / Euxton Lane roundabout – This is a busy junction with wide dual lane approaches, no dedicated facilities for pedestrians and cyclists and poor visibility. Dedicated ped/cyc crossings (tiger or toucan) on all arms. Roundabout has poor visibility and difficult to cross at peak times.

West Way from Balshaw Lane to Euxton Lane – There is a wide verge alongside the carriageway. It is recommended that a 2 way cycle track is delivered in this verge.


Euxton Lane, Chorley – The existing cycle track is in poor condition in parts (south sides) and needs resurfacing. Works should add continuous verge separation from highway where possible and side road priority.

Buckshaw Village Central Avenue – Some signing and lining needs review to create more coherent routes.


Buckshaw Village Central Avenue – There is scope to provide a few dedicated links from the main village to the Central Avenue shared use path.


A49 Wigan Road from Dawson Lane to Lancaster Lane - Revive previous LCC scheme on western verge and deliver continuous cycle track along this route. May be some scope to work within field boundary on west side. May be challenge to deliver a facility to recommended guidance width although frequency of interactions between pedestrians / cyclists likely to be low.


A49 Wigan Road – HGV's make cycling unpleasant on the A49. A dedicated off road facility is recommended to separate cyclists from heavy traffic.


Lancaster Lane / A49 Wigan Road junction – Advisory and direction signing is unclear so difficult to identify which sections of path are shared use. Needs review to help route coherence and wayfinding.

A49 Wigan Road from Lancaster Lane to Rowan Manor - Deliver continous cycle track. Path is substandard width and should be widened where possible to conform to guidance. Side road priority treatments to create coherent.

A49 Wigan Road from Lancaster Lane to Rowan Manor - Side road priority treatments should be retrofitted to create a coherent network that doesn't require constant stopping.

Rowan Manor development roundabout - Dedicated pedestrian / cycle tiger or toucan crossings should be incorporated to create coherent / safe route.




A49 Wigan Road from Rowan Manor to A6 - Deliver continuous 2 way off road cycle track along this route. May require some land acquisition and likely to be sub standard width for sections although likely user conflict low.

Chorley to Bamber Bridge via A6

Park Road A581 from Union St to A6 Preston Street – Scope to upgrade existing on road advisory lanes to light or fully segregated.

Preston Street from Park Rd junction to Euxton Lane A6, Chorley - Create dedicated on carriageway light segregated lanes by removal of central hatching and reallocation of carriageway space. Alternative to find previous LCC Cycle Safety scheme submitted to DfT (around 2013).

A6 Preston St from Euxton Lane roundabout to Four Oaks Rd roundabout at Walton Summit - Reduce to consistent narrow vehicle running lanes & remove central hatching along entire length & create dedicated on carriageway light segregated lanes in either direction. Some junction capacity modelling will be needed.


A6 Preston St from Euxton Lane roundabout to Four Oaks Rd roundabout at Walton Summit - Reduce to consistent narrow vehicle running lanes & remove central hatching along entire length & create dedicated on carriageway light segregated lanes in either direction. Exiting facilities are piecemeal and frequently have vehicles parked in them.

A6 Preston St from Euxton Lane roundabout to Four Oaks Rd roundabout at Walton Summit - Reduce to consistent narrow vehicle running lanes & remove central hatching along entire length & create dedicated on carriageway light segregated lanes in either direction.

A6 / Clayton Brook Rd roundabout - Reduce size of junction slowing vehicle speeds and making it easier to negotiate for peds/cyclists.


Walton Summit approach – scope to take facilities off road creating dedicated 2 way off cycle track.


A6 / M6 junction – Pedestrians and cyclists must currently seek gaps in traffic on this busy junction. Dedicated controlled facilities should be provided to create a coherent route.

Cuerden Valley Park


Cuerden Valley Park, Wigan Road car park – Cyclists currently have to access the Valley Park through the car park access. There is a pedestrian access prior to the car park which could be upgraded to shared use separating cyclists from sharing with vehicles.


Cuerden Valley Park access from Wigan Road car park & Lancaster Lane – Barriers mean those with non-standard bikes or tag-alongs or children's trailers etc. cannot access the route. This is also challenging for wheelchair / mobility scooters.

Cuerden Valley Park – Lancaster Road crossing – Route coherence isn't clear at this point. Signage needs review and provision of a dedicated toucan or tiger crossing to connect the valley park routes.


Cuerden Valley Park – The route is very rural and can feel isolated in parts. Access improvements are recommended but it isn't suitable as a strategic route to be promoted for everyday, year round cycling.

Dawson Lane crossing at Clayton Hall Quarry – Crossing is challenging on fast corner. Investigate options for improving crossing with potential for a dedicated pedestrian / cycle facility.

Old Worden Avenue – Side road priority should be installed to improve route continuity. This applies across the Buckshaw Village network. Some of the signing is incorrect indicating shared segregated when route is un segregated.

Route 12: Bamber Bridge to Samlesbury

Bamber Bridge to Samlesbury

Station Road B6258/ Church Road junction – Gateway treatment to Bamber Bridge making clear that entering 20mph area and to expect higher volumes of pedestrians / cyclists.

Station Road B6258 from Church Road to School Lane – Permanent 20mph through town centre with streetscape enhancements to reinforce lower speed limit such as narrowing of junction radii and side road priority treatments.

Station Road B6258 at School Lane (Pear Tree PH) - Gateway treatment to Bamber Bridge making clear that entering 20mph area and to expect higher volumes of pedestrians / cyclists.


School Lane roundabout (Pear Tree PH) to Holland House Road roundabout – Wide carriageway with scope to reallocate road space to create dedicated on carriageway light segregated cycle lanes.


Holland House Road roundabout to Hennel Lane roundabout – Removal of central hatching and reallocation of road space to create dedicated on carriageway light segregated cycle lanes (Up hill most important).


Victoria Road from Winery Lane to Grove Road – Shared use path is narrow and should be widened where feasible with side road priority. This is likely to require narrowing carriageway lanes to absolute minimum 3.25m.

London Road / Grove Road / Ashbridge Nursery junction - Tighten junction and improve surface and camber for cyclists. Investigate scope to rationalise to one junction making it simpler for ped/cyc to negotiate.

Guild Wheel access from London Road at car park – some surfacing works needed to prevent puddling and removal of staggered barriers to improve accessibility of trail.

Path from Mete House Farm to River Ribble – Some surfacing works needed. Regular clearance of debris needed. Challenging location as operational farm track.


Path from London Road Bridge along River Ribble Bridge to A59 River Ribble road bridge - Investigate scope for lighting of path. May be some challenges due to passing an operational farm, flooding and habitat concerns. A regular maintenance regime to keep the path clear of detritus is also necessary.

A59 River Ribble Bridge – Barriers should be removed / rationalised to make accessible to non-standard bikes, wheelchairs and mobility scooters.

Appendix D. Photographs of Example Interventions

Parking protected cycle lanes

Manchester, Oxford Road : Where space permits, parking and segregated cycle lanes can work together. Designers should use parking to protect cyclists from traffic.
Image source: Zsolt Schuller

Side road cycle priority

Bracknell: Set back priority allow drivers to yield to the cycle track and road in two separate stages with humped crossing.
Image source: www.cycling-embassy.org.uk/blog/2015/03/19/a-question-of-priority

London Cycling Superhighway 7: Embeding cycle track within continuous footway treatment
Image source: www.wandsworthlivingstreets.org.uk

Side road junction narrowing & entry treatment

Shrewsbury: Continuous footway across car park access Image source: Phil Jones

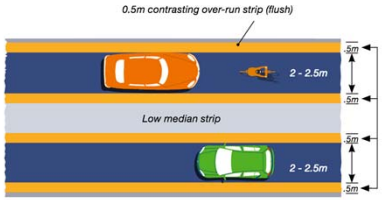
London: To slow vehicle turning speeds and improve the environment for pedestrians speed table / entry treatment should be considered
Image source: https://consultations.tfl.gov.uk/roads/stamford-hill-clapton-common/

London, Clapham: Continuous footway across side road
Image source: Phil Jones

Traffic calming

Figure 3.14 **Layout of car parking**

Figure 3.11 **Visual narrowing**



As well as more traditional calming measures such as speed humps or cushions, there are other ways to reduce traffic speeds such as the layout of parking or visual narrowings
Source: http://www.sustrans.org.uk/sites/default/files/images/files/Route-Design-Resources/4_Streets_and_roads_05_03_15.pdf

Traffic calming

Wiltshire: Speed control table with crossing
Image source: Wiltshire County Council

Flat topped speed table at four arm junction. Reduces vehicle speeds and provides level
crossing for pedestrians.

Image source:
http://therantyhighwayman.blogspot.co.uk

Gateway feature – Bristol to Bath Cycle Path

Image source: Pinterest https://uk.pinterest.com/codsteaks/

Designed, built and installed by Cod Steaks (www.codsteaks.com) the Sustran's cycle path gateway for **Bristol** uses recycled steel girders as a means of celebrating the popular green highway between Bristol and Bath

Parallel crossings*

Trial parallel crossing, Bexley
Image source: Phil Jones

London, Hackney, Cycle Network route 9
Image source:
http://lcc.org.uk/articles/first-tiger-crossing-comes-to-london-cyclists

Changes to the TSRGD in 2016 authorised Local Authorities to deliver parallel zebra crossings. The blogger 'The Ranty Highwayman' has written a useful piece on Parallel crossings including links to guidance - http://therantyhighwayman.blogspot.co.uk/2017/04/drawing-parallels.html

* Also known as 'Cycling Zebra's or 'Tiger crossings'

Designing for all

Image source.www.cyclinguk.org

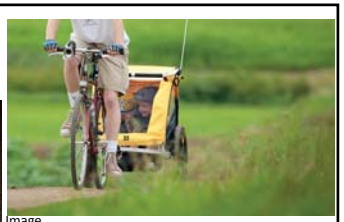


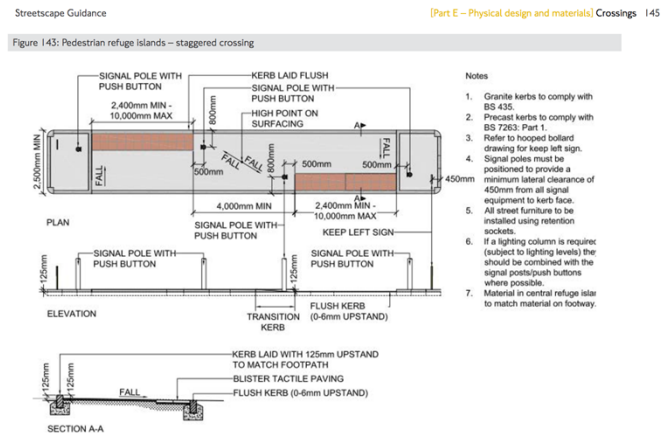
Image source:http://www.bikesandtrailers.com/children/

Image source: www.guardian-series.co.uk

Designers should take account of the needs of all within society and ensure that routes are barrier free to give everyone the opportunity to explore by cycle. This article outlines the range of disability cycles that suit people with a variety of learning and physical disabilities, as well as health issues - http://www.cyclinguk.org/article/cycling-guide/guide-to-adapted-cycles

Interim Advice Note 195/16 Cycle Traffic and the Strategic Road Network sets out the design requirements for cycle traffic, including he space profile for the 'cycle design vehicle' http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian195.pdf

Improved pedestrian crossing facilities



London's Streetscape guidance is a good starting place when trying to design improved facilities For pedestrians and user requiring mobility aids

- http://content.tfl.gov.uk/streetscape-guidance.pdf

Light segregation

London, Royal Holloway Street: Light segregation using a mixture of planters and 'Armadillos'
Image source: anon

Manchester, Royal Holloway Street: Light segregation using a mixture of planters and 'Armadillos'
Image source: anon

Light segregation

Southampton: Light segregation with wands and side road priority at petrol station exit
Image source: Phil Jones

Light Segregation

London, CS3:
Wand orcas
Image source: Brian Deegan

Light segregation measures




There are no current standards for ligh segregation. The market is evolving rapidly with TfL and the Current Cycling Ambition Grant (CAG) cities leading the way

Image source: John Dales

Light segregation

London, Portsmouth Rd, Kingston: Segregated lanes using bolt down kerbing

Image source: Brian Deegan

London, Greenwich: Orca wand hybrid

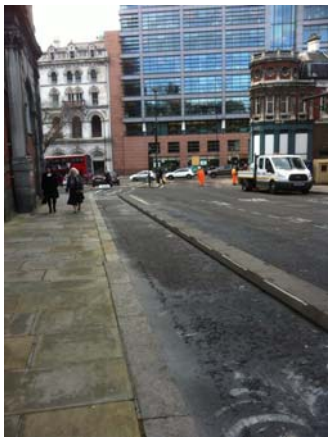
Image source: Brian Deegan

Light Segregation

Broughton cycleway, Salford, Manchester

Image source: Dominic Smith at TfGM

Kerb protected cycle contra-flow



Segregtated contra-flow using bolt down kerbing

Image source: Brian Deegan

Filters

London, Hackney:

Image source: Brian Deegan

London, Central Grid link in the City:

Image source: Brian Deegan

Barrier removal

Replacing gates or barriers with bollards
should be considered when some form
Of access restraint is required.

Image source: Anon

Access controls can be an interesting feature that draws attention to a route

Image & text
Source: Sustrans
http://www.sustrans.org.uk/sites/default/files/file_content_type/access_control_guide_jan_2012.pdf

Barrier removal

Some form of barrier may considered necessary where for example a cycle route crosses a busy carriageway. This may be to indicate to younger riders with families the need to slow or stop. Where this is necessary designs should leave sufficient gap for adapted bikes, mobility scooters to easily pass.

Image source:
http://www.sustrans.org.uk/sites/default/files/file_content_type/access_control_guide_jan_2012.pdf

Removal of road centre lines

Exeter, Silverton Road: To slow vehicle turning speeds and improve the environment for pedestrians speed table / entry treatment should be considered.

Image source: Google

The Avenues, Norwich: To slow vehicle turning speeds and improve the environment for pedestrians speed table / entry treatments
Should be considered.

Image source: Google

Junctions

London, Oval. Holding the left so cyclists have separation in time and space

Image source: Brian Deegan

London, Bow. Low level cycle signals

Image source: http://diamondgeezer.blogspot.co.uk/2014_01_01_diamondgeezer_archive.html

Junctions

Artists Impression, Birmingham, Belgrave Interchange (A38)
on city centre to Selly Oak proposed cycle route - Cycle lane continues through busy interchange

Source Image: http://www.bhamcyclerevolution.org.uk/page/SellyOak_route

Opportunities – design for desire lines

London, junction of Globe St / Gt Dover St
Innovative design allows cyclists and pedestrians to cross on their desire lines

Source: Anon

Junctions

Brighton, Lewis Road: Holding the left so cyclists have separation in time and space

Image source: https://www.gov.uk/government/case-studies/continuous-cycle-lanes-on-main-radial-route-lewes-road-brighton

York, Micklegate: Early release for cyclists at traffic signals

Image source: https://www.gov.uk/government/case-studies/early-release-for-cyclists-at-traffic-signals-micklegate-york

Quiet Lanes

West Berkshire, Bucklebury
Image source: www.geograph.org.uk

West Berkshire, Devon, Powderham

Image source: Zsolt Schuller

Quiet Lanes are minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles. The aim of Quiet Lanes is to maintain the character of minor rural roads by seeking to contain rising traffic growth.

Horizontal Separation between Cycle Track and carriageway

Table 2.3.3 Minimum Horizontal Separation between Carriageway and Cycle Tracks

Speed Limit (mph)	Desirable Minimum Horizontal Separation (m)	Absolute Minimum Horizontal Separation (m)
30	0.5	N/A
40	1.0	0.5
50	2.0 (including any hard strip)	1.5 (including any hard strip)
60	2.5 (including any hard strip)	2.0 (including any hard strip)
70	3.5 (including any hard strip)	3.0 (including any hard strip)

Horizontal separation helps protect cyclists from the draught created by passing motor traffic and from debris thrown up from the carriageway.

The minimum width of the horizontal separation between the carriageway and the closest edge of the riding surface of a cycle track, shall be determined using the values in the table above.

Source: Data taken from p.23 of IAN 195/16 - http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian195.pdf

Appendix E. Secondary Route Interventions

Ref.	Route	Linkages	Synergies	District	Rationale	Summary concepts	Primary Schools	Secondary/Tertiary	Employment	Housing	Additional info	AQMA	Collisions	IMD
S1	Broughton to Barton and Bilsborrow	R5	C	Preston & Wyre	Connecting communities to the north of Preston to the city cycling network. Improve access to Broughton Business & Enteprise College	• Continuation of upgrade to on road segregated lanes from Broughton to Barton. Scope to consider 2 way off road verge protected cycle track outside of built up areas.	**3** St Mary & St Andrew's Catholic Primary, Barton St Lawrence Cof E Primary, Bilsborrow John Cross Primary	**1**: Broughton High School				0	2	0
S2	Grimsargh to Goosnargh	R4	W & C	Preston	Connecting existing communities and new employment / mixed use development to city cycling network	• Scope to create off road cycle track along Whittingham Lane, would land owner negotiation as requires construction in field boundary • At Haighton Green Lane new route needed cross fields to link to Whittingham and Grimsargh • Could look at upgrading FP6 or potentially investigate old Whittimgham Hospital Railway.	**1:** Goosnargh Oliverson's CofE Primary		Local Plan: Employment & mixed use (EP1.1 & HS1.15) allocation		Whittingham Hospital Railway - https://en.wikipedia.org/wiki/Whittingham_Hospital_Railway	0	1	0
S3	Eastern Guildwheel Midgery Lane to River Ribble (A59)	Links R4,R4, R2 & R12	W & C	Preston	Part of the existing popular Guildwheel route. Currently predominantly a leisure route with scope to improve opportunities for communiting journeys	• Challenging section to make more accessible and suitable for everyday commuter use due to rural nature, gradients and surfacing • Scope to improve wayfinding, gateway features and crossings • May be some opportunity to light the Longsands section of route liking into Migery Lane • Dedicated pedestrian / cycle crossings should be provided B6242 roundabouts to improve route continuity.		Redscar Business Park				0	1	2
S4	From Skeffington Road via Cemetery Road, Miller Road, Pope Lane to Redscar	S3	C	Preston	Connecting Primary Route 3, 4 to the Guildwheel and employment at Red Scar. Travels through an area of identified deprivation	• Pope Lane already has traffic calming and 20mph although wide and scope for narrowing with streetscape improvements • Calming could do with continuation on Pope Lane end of Miller Lane • Miller Lane / Blackpool Rd junction needs narrowing (suggested as part of route R3) • Streetscape enhancement and enforcement of pavement parking needed as approach city centre • Beyond M6 scope for new direct connection into Red Scar with new northbound path west of M6 crossing with lighting.	2: Preston St Joseph's, Moor Nook Community		Red Scar Business Park			0	2	2
S5	Southern Guildwheel from London Road Bridge to Miller Park	Links R12 & R9	W & C	Preston	Connecting Primary Route R9 to R2 and R12 this is an existing stretch of the popular Guildwheel route used for leisure commuter and education journeys	• Access to the Guildwheel at Ashworth Grove / The Boulevard is confusing and it is easy to miss the access to the tree lined path • Widening access, a clear drop kerb and wayfinding improvements should be undertaken • Scope to extend path on green space keeping it off-road and linking directly to London Road bridge • Path along Boulevard is narrow but little scope to widen due to wall and trees bounding either side • Lighting should be extending beyond the Boulevard to link in with heritage lighting in Avenham and Miller Park.	1: Preston Christ the King High School	1: Preston Christ the King High School				0	0	1
S6	Southern Guildwheel from Old Penwortham Bridge to Liverpool Road	Links R8 & R8	W & C	Preston	Connecting the two parts of Primary R8 and R1 this route also forms part of the popular Guildwheel route.	• Scope to improve gateway to old Penwortham Bridge with feature to highlight it more (also mentioned in R8). At old Penwortham bridge scope to move bus shelter, widen drop kerb access to shared use path and make clearer that this is the designated route. Drop kerb access and short linking paths to the main route should be added opposite all side roads along Broadgate making path more accessible. Widening of gateway access to path at Liverpool Road / Broadgate junction and widening of shared path approach width to junction.						0	1	0
S7	Preston Marina - upgrade of northern path	R1	W & C	Preston	Opening up access to existing employment and leisure sites	• Scope to upgrade existing path around northern boundary of Marina to shared use. Mostly minor works with some drop kerbs, ramping and smoothing of cobbled sections. Some parking realignment may be necessary on Mariners Way to create additional width • Potential scope to investigate similar upgrade to shared use along southern side of Marina improving residential access to cycle network • This would link to a proposed 2 way cycle track along Channel Way to West Strand and/or along Port Way to Strand Road. Dedicated ped/cyc crossings would be needed at the Port Way / Mariners Way roundabout.			EP1.9, EP5		Marked on current cycle map as shared use but no signs to indicate this on the ground	0	2	0
S8	West Strand and Fylde Road	Links R1 & R8	C	Preston	Linking the Maudlands area with the River Ribble, the Guildwheel and out to Penwortham. This route connects Primary routes 6 and 8	• Water Lane from Tulketh Brow to West Strand is very busy and options appear limited. There may be some scope to on the north side of the carriageway to reallocate some space from highway and existing planting to create an off-road shared facility through the pedestrian railway way arch linking into the network at Aqueduct St. • West strand has existing substandard width outbound advisory lanes alongside busy dual carriageway and inbound shared use path that is substandard width in parts. This has lampposts in the middle, narrow sections and barriers at lightly used rail crossing. Recommend reallocating road space currently used for central hatching and on road advisory lane to widen outbound footway to create shared use path • The existing inbound shared use path should be widened where possible, lampposts and signage moved to rear of footway, barriers at rail crossing improved to only be in place when train is operating and pedestrian / cycle priority crossings at minor entrances.			The Preston Alstrom plant, Wellfield Road business park			0	2	0
S9	Salmesbury to Mellor Brook	R2	C	Ribble Valley	Better connecting outlying village at Mellor Brook to strategic cycling network and Salmesbury Enteprise Zone	• Widen and surface existing shared use path link from end of R2 Salmesbury Enteprise Zone access on Myerscough Smithy Road to off-road link into village • Open up access / gateway at village end to better promote link • Provide lighting making it suitable for year round commuter use.			Salmesbury EZ expansion			0	0	0
S10	Pedders Lane to Lancaster Canal	Links R1, R3 and R6	W & C	Preston	Providing a link betweent the Tanerton and Cadley residential areas of Preston through Haslam Park to employment sites at Preston Marina. The route also links Primary routes R6, R3 and R1	• Review of the existing park alignments through Haslam Park, realigning / upgrading and light as appropriate to shared use (3m) to better cater for everyday journeys in the city • Public realm enhancement at Haslams Park Cottam Lane entrance with lighting of railway underpass to improve perceptions of personal safety • Peddars Lane / Blackpool Road junction tightening and improvements incorporated into R3 proposals • Scope for continuous off road cycle track alongside Ashton Park boundary on Pedders Way • Upgrade of crossing Pedders Way / A583 to incorporate protected space for crossing cyclists • Also scope on Pedders Way South of A583 for off-road track linking to Mariners Way.			Preston Marina			0	2	1
S11	River Ribble Trail - north bank alternative route to Freckleton	R1	W & C	Fylde / Preston	The England Coast Path is a new National Trail (scheduled for completion by 2020). The project is being led by Natural England and made possible because of a new right of access giving everyone the legal right to explore the English coast for the very first time. As LCC develop their stretch of path there may be scope to investigate making certain parts shared pedestrian / cycle routes which could be used to encourage leisure and commuter use. A route from Preston to Freckleton could be feasible with scope for a project connecting to Lytham St Annes. Although this would be a costly and challenging project the economic returns through visitor spend provide major benefits to the local economy. Although predominantly a leisure project this would also offer an off road pleasant alternative for commuters travelling from Preston to Warton Enteprise Zone.	• As part of the England Coast Path National Trail route development it is recommended that the section from Lytham St Annes to Preston should be considered for a high quality shared use trail. A detailed route environmental assessment and feasibility study should be carried out. This should include breaking the route into potential sections eg. 1) Nelson Road Preston to Blackpool Road (A583) via Savick Brook 2) Savick Brook to Freckleton 3) Freckleton to Lytham St Annes.			Warton Enteprise Zone		In 2015 Devon County Council commissioned an Economic Impact report into the value of it's leisure trail network. The study looked at three trails and showed they annual visitor spend on these trails was in excess of £13m. A summary of the report is in appendix I	0	2	0
S12	Savick Brook from River Ribble Trail to Blackpool Road A583	R1	W & C	Preston	The England Coast Path is a new National Trail (scheduled for completion by 2020). The project is being led by Natural England and made possible because of a new right of access giving everyone the legal right to explore the English oast for the very first time. As LCC develop their stretch of path there may be scope to investigate making certain parts shared pedestrian / cycle routes which could be used to encourage leisure and commuter use. This link along the Savick Brook would link up with the western Guildwheel and also the Kirkham and Clifton proposed cycle improvements.	• As part of the England Coast Path National Trail route development it is recommended that this section along the Savick Brook connecting to Blackpool Road (A583) be considered for a high quality shared use trail. A detailed route environmental assessment and feasibility study should be carried out.						0	2	0
S13	Kirkham to Frekleton	R1	W & C	Fylde	Connecting the town of Kirkham - 7,194 (2011) to Freckleton and the Warton Enteprise Zone employment growth site. This was highlighted through the PCT as a route where cycling growth could be expected	• Junction of Freckleton Street / Kirkham bypass and Kirkham Road / A584 need remodelling, making it easier to negotiate for pedestrians and cyclists as existing alignment wide and challenging to cross • Scope on large parts of Freckleton Road and Kirkham Road to provide 2 way off road cycle track • Some areas of residential at Lower Lane junction and on approach to Freckleton. Speed limit should be reduced in these locations and associated traffic calming.	**4:** Kirkham Primary School, Kirkham St Michael's Cof E, Strike Lane Primary, Freckleton CR Primary	**1:** Kirkham Carr Hill High School	Warton Enteprise Zone			0	2	0
S14	Kirkham & Wisham Station to Clifton and Preston	R1	W & C	Fylde	Connecting the town of Kirkham - 7,194 (2011) to Preston was highlighted through the PCT as a route where cycling growth could be expected	• Throughout urban area of Kirkham streetscape enhancements to reinforce 20mph speed limits through town centre. Reduce carriageway width where possible, side road junction narrowing and pedestrian priority. Potential for overall enhancement in Kirkham town centre. • Tightening of B5192 / B5259 junction, are dual approaches needed? Increase size of pedestrian refuge to aid users with pushchairs or in wheelchairs etc. Single lane approach would make easier to negotiate for right turning cyclists. If not feasible then alternative safe provision needed to help right turns • Tightening of B5192 / Freckleton Road roundabout to aid pedestrian / cycle crossing • From Carrwood Drive to Kirkham bypass (A583) reduce speed limit to 30/40mph, scope for reallocation of road space and provision of on road segregated cycle lanes. May require some land acquisition • At junction of B5192/Kirkham Bypass dedicated cycle crossing needed to aid right turning cyclists • From B5192 scope to either reallocate road space and create on road segregated lanes or preference for 2 way off road cycle track with verge protection • At junction of Preston New Road / A583 dedicated crossing needed to access the Warton EZ cycle track.	**3:** Kirkham Primary School, Kirkham St Michael's CofE, Newton Bluecoat CofE	**1:** Kirkham Carr Hill High School			Links to Kirkham and Wisham Station	0	2	0
S15	North & Western Guildwheel - Cottam	R1 & R6	W & C	Preston	The Guildwheel is a popular leisure route. The western section of the Guildwheel is also a useful route to those connecting to employment at Warton Enteprise Zone.	• From Blackpool Road section along Lancaster Link Canal feels quite isolated. Investigate scope for lighting. Crosses operational farm access with mud and puddling. Ensure regular clearance and inspections • Opportunities for improvements with priority crossings at Ashton & Lea Golf Club access, Cottam Way & Merry Trees Lane • Continuity/wayfinding improvements would be helpful at Ainsdale Drive & Lea Road at the Savick Way bus circulatory and around Valentines Lane by Cottam Primary • Barrier review to ensure path is accessible to those using non-standard cycles, wheelchairs or mobility scooters • There are also sections of path shared with pedestrians that are sub 2m with some tight corners that should be widened and improved.	2: Ashton, Cottam	1: UCLAN Sports Arena	Warton Enteprise Zone, UCLAN sports campus	Cottam North West Preston residential development		0	1	1
S16	Tag Lane along Sharoe Brook, Walker Lane St Vincents Road, Sharoe Green Lane, Sherwood Way	Links R6, R5 and R7	W & C	Preston	Alternative east/west route linking communities along Tag Lane with employment at Hospital and Preston College (important after closure of Tulketh Community College).	• Revive existing scheme to link Tag Lane to Walker Lane / Boys Lane along Sharoe Brook south of old Tulketh Community College, ensure includes lighting due to islolated nature of route • Walker Lane feels like an isolated rural lane. Lighting may be unpopular but it would improve perceptions of personal safety. There is scope to use 'Quiet lanes' legislation to install signing and minor calming works to ensure speeds are low and motorists are aware of the likely presence of pedestrians and cyclists on the sections open to motor vehicles • Scope to upgrade the existing path off Walker Lane alongside Sharoe Brook linking in with community proposals for Conway Park connected back to Conway Drive. Here the route should follow Brooklands before crossing to Green Drive to avoid a narrow busy section of Sharoe Green Lane • On the Boys Lane section the Boys Lane / Blackbull Lane junction and Kings Drive / Garstang Rd to St Vincents Rd need narrowing and could have improved provision for cycles crossing • Scope for some improved provision on St Vincents Rd with dedicated ped/cyc access points to sites • On Sharoe Green Lane there is some scope for a 2 way off road cycle track from Kingsfold to the main hospital access. Further study would be needed to identify if any conflict with pedestrians as large concentration of education journeys • Sherwood Drive has wide verges and scope for a 2 way off road cycle track. Frequent side roads would need narrowing and priority treatment • Also scope to upgrade path along north side of Masons Wood linking to Eastway and North Preston Employment Area to shared use.	2: Sherwood, St Clare's Catholic,	4: Preston College, Corpus Christi Catholic High, Archbishop Temple CofE High, Fulwood Our Lady's High	Preston Hospital, Preston North East Employment Area		Proposals exist to uprade Conway Park and the routes too and through the open space. A copy of the detail of these proposals is in Appendix J	0	2	0

S17	Penwortham Loop along South bank of River Ribble	Links R8 & R9	W & C	South Ribble	The Penwortham Loop is an aspiration of South Ribble District Council. It pieces together a number of sections of existing route with some new infrastructure recommendations. The loop would predominantly be a leisure facility but specific sections would be useful for utility journeys. It travels through a number of new residential and mixed use developments.	• The main new sections of route needed would be from Leyland Road near to the Old Penwortham Bridge going down stream along the south bank of the River Ribble on Holme Road and Howick Cross Lane. After this the route largely uses quiet roads and existing sections of the cycling network apart from at Pickerings Farm where pedestiran / cycle facilities should be included along the main vehiclular route through the Kingsforld development, linking up to the Cawsey extension via the Vernon Carus and Lostock Hall gasworks developments. This will link to the old railway trail (R9) • Recommendations include a surface assessment of the existing track along the River Ribble from the old Railway line to Penwortham old Bridge. This should be upgraded as necessary to make it suitable for wheelchairs, mobility scooters and barriers removed where possible. Leyland Road requires some reallocation of road space to create an off road cycle track (3m) from Penwortham Old Bridge to Holme Road (3m) • A surface assessment of Holme Road and Howick Cross Lane is necessary making sure it is accessible for all and barriers removed. Some surfacing looks necessary from Penwortham Golf Club to Howick Cross Lane • An at grade signalised pedestrian / cycle crossing is needed at the Holme Road / Liverpool Road junction to ensure route continuity • The on road section of Howick Cross Lane is 20mph but could do with some 'Quiet lanes' signage to make motorists aware of the likely presence of pedestrians and cyclists • A new crossing facility is needed linking from Howick Cross Lane to Howick Moor Lane. • From Bank top Road to Pope Lane Footpath 63 and Bridle Way 40 will need upgrading and sufacing to be suitable for shared use.		1: Penwortham All Hallows Catholic High	Mixed - Pickerings Farm (north)	Land off the Cawsey (KK), Land off Claytongate (CC), Lostock Hall Gasworks (K), Vernon Carus Factory (H), Gas Holders Site (DD), Wateringpool Lane (GG)		0	1	0
S18	Penwortham (Hurst Grange Park) to Old Railway Link	Links R8 & R9	W & C	South Ribble	Providing an east west link across South Ribble from Penwortham to Primary route 9 which is the spine of the local network	• Some path widening to shared use (3m) and to improve wayfinding around Abbots Meadow, linking to Hills Road South • Shared use path along Hill Road South from Abbot Meadow to Marshalls Brow • Tiger crossing into Pear Tree Park / Middleforth Green • New stretch of shared path on Leyland Road and crossing to link into Factory Lane • Lighting of Factory Lane to improve perceptions of personal safety and ensure continuous footway from Vernon Carus Factory development.	1: Penwortham Middleforth CofE		Links to City Deal employment growth at Cuerden	Vernon Carus Factory, Lostock Hall Gasworks. Gas Holders site, Watering Pool Lane		0	1	0
S19	Leyland Road to Old Railway Link	R9	W & C	South Ribble	Upgrading of an existing link making it more suitable for year round everyday commuter journeys. Existing route linking Penwortham to Primary route 9 which is the spine of the local network.	• Access to path easily missed from Leyland Road. Landscaping/streetscape improvements to highlight gateway with corresponding on highway calming measures at access. Scope for chincane speed table • Path maintenance regime, landscaping and lighting to correspond with that recommended for Primary Route R9 to open up route and improve perceptions of personal safety • Improvements to tie in with Vernon Carus Factory redevelopment.	1: St Mary Magdalen's Catholic		Links to City Deal employment growth at Cuerden	Vernon Carus Factory, Lostock Hall Gasworks. Gas Holders site, Watering Pool Lane		0	1	0
S20	Old Tramway from Preston Junction to Bamber Bridge North	R9	W & C	South Ribble	Upgrading of an existing link making it more suitable for year round everyday commuter journeys. Existing route linking Penwortham to Primary route 9 which is the spine of the local network.	• Lighting of this stretch of path would make it suitable for year round everyday usage, combined with landscaping to open up the route and regular landscaping improving percentions of personal safety • Major scheme with bridge required across A6 to connect in to Bamber Bridge north. Without this route must use existing Hennel Lane link (S25).	1: Walton-le-dale Primary		Improves link from Bamber Bridge north to Preston city centre	Vernon Carus Factory, Lostock Hall Gasworks. Gas Holders site, Watering Pool Lane		0	1	0
S21	River Ribble south bank from Walton-le-dale to old railway link	Links R9 & R12	W & C	South Ribble	This route is marked as an existing link and connects the community of Walton-le-dale with the city via an off road link along the south bank of the River Ribble. The route has scope to be attractive as both a leisure and commuter connection linking to the city centre and Preston Staiton	• At the Walton-le-dale end the route crosses through farm land on tracks shared with grazing cattle. The quality of the surface is poor and during wet winter months becomes muddy and impassable unless on a off road bike. The path then continues along the banks of the Ribble and is also muddy due to flooding. Options should be investigated to surface the path and improve the locations where puddling occurs. Surface choice must be able to cope with flooding • The route feels isolated although lighting is unlikely to be suitable • Where the route joins with the old tramway and railway track landscaping and improvements to the ramps is needed to make the route more accessible and improve perceptions of personal safety.						0	0	0
S22	Penwortham to Walton-le-dale via the Cawsey	R9	W & C	South Ribble	An east west linking route from new development at Vernon Carus and Lostock Hall Gasworks to Walton-le-dale	• 2 way off road cycle track along either / both sides of Carrwood Road with side road priority from new link to Millwood Road • Dedicated pedestrian/cycle crossing facilities at the Carrwood Road / Valley View roundabout • Continue 2 way off road cycle track along Millwood Road to junction with Hennel Lane. At end of Hennel Lane to bridge - landscaping and streetscape improvements with lighting to open up access to bridge, improving perceptions of personal safety • Raise bridge parapets to 1.4m to be suitable for shared use.				Vernon Carus Factory, Lostock Hall Gasworks. Gas Holders site, Watering Pool Lane		0	1	0
S23	Hennell Lane from old ralway link to Hennell Lane	R9	W & C	South Ribble	An east west link from Lostock Hall to Walton-le-dale	• An existing signed route with good quality surface. Scope for some landscape enhancement and potential for lighting to make it suitable for year round commuter use • At end of Hennel Lane to Bridge landscaping and streetscape improvements with lighting to open up access to bridge, improving perceptions of personal safety • Raise bridge parapets to 1.4m to be suitable for shared use • Staggered barriers should be removed or widened to make route more accessible • At Hennell Lane /Hennell Lane (B6230) junction scope to narrow junction radii and provide facility to cross onto cycle track proposal for R12.				Vernon Carus Factory, Lostock Hall Gasworks. Gas Holders site, Watering Pool Lane		0	1	0
S24	River Lostock from Farington Road to Schleswig Way	R10	W & C	South Ribble	Section of the proposed Leyland Loop this section could provide an off road alternative to Croston Road between Leyland and Lostock Hall and also to a number of the City Deal employment sites	• A number of well trodden desire line paths appear to exist along the banks of the river Lostock . Scope to link in with the new cycling lanes proposed along the A582 Farington Road • Travelling north to south some land negotiation will be needed with land owners and structures to cross the River may be needed. If this isn't feasible then scope to link into existing facilities on Centurion Way • The path would ideally have lighting to help improve feelings of personal safety and encourage year round commuter usage • At Mill Lane the path links with the path proposed for upgrade in Primary Route 10 • South from Mill lane the route travels along a narrow path before connecting up with existing cycle facilities. This would need 'please consider other path user' signs as there is little scope to widen.			Lancashire Business Park (Farington), Tomlinson Road Industrial Estate, Braconash Road Inudstrial Estate, Farington Hall Estate, North of Lancashire Business Park			0	1	0
S25	Midge Hall to Churchhill Way	R10	W & C	South Ribble	Connecting the major employment and residential development within Leyland into the local and strategic network and to the town centre.	• The initial stretch of Longmeanygate heading west from the Flensburg Way roundabout is shut to through traffic. Minor works to raise awareness of cyclists as a few industrial units • Beyond the closure on Longmeanygate there is scope for a 2 way off road cycle track. This should continue to Midge Hall Lane where a new link through Fields should be built to link into the Moss Side development. This route should have lighting if possible • At the closure of Longmeanygate an off road cycle track should also be delivered along Reiver Rd with the potential to extend it onto Titan Way • Comet Rd has a number of big employers and there is some scope for an off road cycle track along the north side. This would require negotiation with the landowner • At Fielsburg Way roundabout dedicated pedestrian / cycle crossing facilities are needed on all arms • Travelling into town on Longmeanygate & Golden Hill Lane is relatively narrow and busy with little scope for dedicated provision. Streetscape enhancements with further traffic calming, tightening side road junctions is recommended. On the stretch with on road advisory lanes there may be some scope to widen the width of these cycle lanes. Roundabouts could also have tighter radii (2) and the Leyland Road / Golden Hill Lane junction should have pedestrian phases added to all arms to aid access to local facilities • Pedestrian crossing facilities should also be added to the School Lane Junction to accomodate north / south movements • From Wheelton Way substandard width shared segregated facility. Could do with widening (scope in parts) and reinstate unsegregated • Junction narrowing and side road priority at Pearfield and Churchill Way car park • Upgrade crossing at Hough Lane to toucan to link in to retail park and extend shared path to Hough Lane with clear drop kerb access.			Aston Moss, Moss Side, Talbot Road Industrial Estate, Tomlinson Road Industrial Estate	Moss Side Test Track (SR160),		0	2	1
S26	Worden Park		W & C	South Ribble	Provides a link around the southern boundary of Leyland linking employment, residential and education sites. Also forms part of proposed Leyland Loop.	• Path surface appears in good condition alongside River Lostock • Gates at Longmeanygate and Dunkirk Lane and access control barriers at Cocker Lane should be removed/improved to improve accessibility to the park for those on adapted bikes or with wheelchairs / mobility scooters • The crossing from Cocker Lane is uncontrolled with a narrow central island on a 50mph stretch of road. This should be upgraded to a toucan at Cocker Lane to access the path and routes to the town centre • The diagonal path from from the Flensburg Way roundabout should be upgraded to an additional shared use link on to this route • The crossing of Schleswig Way / Dunkirk Lane should be upgraded to include pedestrian / cycle phase or a dedicated inline tiger crossing of Dunkirk Way installed • At the Schleswig Way / Slater Lane crossing this should also be upgraded to include dedicated pedestrian / cycle phases on the north / south and east / west arms. On Leyland Lane between Springfield Road and Shaw Brook Road some localised traffic calming • Lighting should be considered on Shaw Brook Road / The Avenue through Worden Park to improve perceptions of safety and make it suitable for year round journeys to Runshaw College • May be scope on Langdale Rd to remove road centre line and install advisory cycle lanes.	2: Leyland Seven Stars, Leyland St Annes	1: Balshaw's CofE High, Runshaw College,	Moss Side Employment Area	Land between Altcar Lane / Shaw Brook Road (P), Rear of Dunkirk Mill (U), Dunkirk Mill (G),		0	1	1
S27	Broadfield Drive from Golden Hill Lane to W Paddock	R10	C	South Ribble	Local route to Civic Centre, local leisure centre and supermarket.	• Reduce speed limit to 20mph, scope to remove centre line and mark on road advisory lanes • Junction narrowing with pedestrian / cycle priority • On street parking at northern end would need review • Link through from Woodlea Road to Fox Lane widened and upgraded to shared use.	2: Woodlea Junior School, Leyland St Andrews Primary	1:Worden Academy	New employment - West Paddock (SR155)			0	2	1
S28	Leyland to Croston		W & C	South Ribble / Chorley	Improving connections from the village of Croston to Leyland through new development and connecting in a number of schools. This route also forms part of Regional cycle route 91	• On Fox Lane from link through to Woodlea to Royal Avenue the carriageway is wide and there is scope to reallocate carriageway space and provide on road light segregated lanes. Alternative would be to widen footway and create off road cycle track but there are a number of residential access points • At Queensway construct new pedestrian / cycle bridge over Shaw Brook linking to Shaw Brook Road and housing development between Altcar Lane & Shaw Brook Road (P). This will provide a traffic free link to the Childrens centre and High school • Through housing development upgrade footpaths to shared use – (FP20 & FP46) linking to Altcar Lane and leyland Lane • Leyland Lane is national speed limit road. Recommend avoiding this stretch of road by upgrading footpaths to surfaced (FP17, FP10) to link to Holker Road with crossing of Leyland Lane • Holker Lane currently national speed limit single carriageway road. Could reduce speed limit to 30mph and include signage to raise awareness of cyclists or use 'Quiet Lanes legistlation • On Ulnes Walton Lane could remove road centre line and reduce speed limit to 30mph • On Southport Road speed limit should stay at consistent 30mph if designated as cycle route. Could be scope to remove road centre line and have advisory cycle lanes from Ulnes Walton Lane to Croston boundary or beyond to Croston Station • Scope along much of rural sections of route to work with land owners develop off road alternative.	2: Woodlea Junior School, Leyland St Andrews Primary	2: Leyland St Mary's Catholic High, Bishop Rawstorne Cof E Language Academy		Land between Altcar Lane /Shaw Brook Road (D1), Croston Timber Works Goods Yard (HS1.48), Land adjacent 32 Moor Road (HS1.47)	Links to Croston Station. Outside of Leyland boundary likely to be mostly for leisure use although potential for some more confident commuters	0	2	1
S29	A49 Euxton to Dawson Lane	R11	W & C	Chorley	Linkages within Euxton to the strategic network and to better accomdate local walking and cycling journeys, particularly to the station.	• Euxton faces a number of challenges. Wigan Road (A49) through Euxton has limited width and high volumes of traffic. There is however no current other north / south alternative route in the village. The railway presents a second challenge as it acts as a barrier to east west movements making options limited for improvements. A detailed study is recommended looking at overall permeability and connections for walking and cycling • At present recommendations would be to extend the 30mph limit on the A49 to prior to the Preston Road / Back Lane junction and then reduce the speed limit further through the village to 20mph with associated streetscape calming improvements to reinforce the fact the route is going through a residential area • At the existing narrow road tunnel under the railway there may be scope to add a pedestrian phase into the signals to give them safe passage under the railway bridge • The existing shared use path from the Brookoak Way development appears overgrown and should be maintained to expose it's full effective width as far as Dawsons Lane.	2: Euxton St Mary's Catholic, Euxton CofE		Matrix Park	Land at end of Dunrobin Drive (HS1.40), 37-41 Wigan Road (HS1.41), Former Royal Ordnance Site (HS1.21), Group One of Central Avenue, Buckshaw Village	Links to Euxton Station	0	2	0
S30	Buckshaw Parkway to Euxton	R11	W & C	Chorley	Connecting the village of Euxton into the local network, particularly access to Buckshaw Village, Buckshaw Parkway Station and Runshaw College	• Existing facilities on Euxton Road as far as Pear Tree Lane just require some lamp columns/signage moving from paths • Scope to extend shared use further down towards railway but would require some cutting into bank and still require dismount on narrow section under rail bridge. Would require cutting into bank and retention • Alternative is Pear Tree Lane / School Lane as far as Orchard Close scope for off-road 2 way cycle track or path through housing development site at Sylvesters Farm. Remainder of School Lane is already 20mph, may need calming to reinforce as likely to be a rat run. Is there scope for filtering with vehicular closure near Orchard Close? • Tighten junction of School Lane / Wigan Road and upgrade crossing to toucans to aid access to primary schools.	2: Euxton St Mary's Catholic, Euxton CofE	1: Runshaw College		Land at Sylvesters Farm (HS1.39)	Improves links to Buckshaw Parkway Station	0	1	0
S31	Cuerden Valley Park from A49 Wigan Road to Buckshaw Village	R11	W & C	Chorley / South Ribble	The Cureden Valley Park is a vital leisure resource and natural asset, particularly with the scale of development proposed in the City Deal and Chorley areas. It is important that efforts are made to make parks and open spaces as accessible and attractive as possible to help achieve objectives of a happy and healthy population. Confident cycle commuters could be encouraged to use routes through the park more with some minor changes.	• Barriers exist at access points to prevent motorised vehicles accessing the park. These however also make access inconvinient / impossible for those who may be using an adapted bike eg. with a trailer or a trike suitable for less able users. They also make access difficult for mobiity scooters or tramper buggies. These barriers should be reviewed and removed wherever possible leaving sufficent gaps for non standard cycles to maneaouve (2.8m long and 1.2m wide - p.12 http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian195.pdf) • Dedicated pedestrian / cycle crossings should be provided at key locations to help less confident users such as children access the park. Locations include Dawsons Lane and Town Brow / Sheep Hill Lane • Signing should also be reviewed to aid wayfinding, particularly at Town Brow • In Buckshaw Village on Old Worden Road side priority should be put in place to ensure route continuity • An improved shared access path in to the car park at Wigan Road (nr M65) would allow the seperation between cars and NMUs.			Cuerden Strategic Employment Site	Buckshaw Village development		0	1	0
S32	Chorley to Euxton	R11	W & C	Chorley	Connecting the town of Chorley to the village of Euxton as well as a number of education sites on route.	• Southport Road and Balshaw lane, reduce speed limit to consistent 30mph with 20 in residential areas or at schools/colleges. • Reallocate road space from central hatching to widen footways on Lancashire college approach and reinforce reduced speed limit. This should incorporate narrowing of side road junction radii and pedestrian priority along route. • Scope for shared use path sections 1) from West Way roundabout to Parklands High School (may require some school land) and 2) from West Way to existing facility in Euxton along frontage of Euxton Skate Park and past Balshaw Lane Primary • Existing shared segregated facility on Balshaw Lane should be widened and upgraded where possible, particularly at railway bridge to provide consistent route from Euxton to Chorley.	1: Euxton Balshaw Lane Primary	2: Lancashire College, Parklands High School			Improves links to Euxton Station	0	2	1
S33	Chancery Road South to West Way	R11	W & C	Chorley	Upgrade existing route that forms part of the Chorley Loop in the Astley Village area of Chorley. Part of link between town centre and Euxton.	• Recommend tightening of side road junction radii and side road priority crossings along entire route widen where possible to 3m and replace as cycle track or shared unsegregated path.	1: Chorley Buckshaw					0	1	0

S34	Astley Park to Southport Road	R11	W & C	Chorley	Upgrading this existing link with lighting will make year round usage of the route possible for joureys to Lancashire College and Parklands High School.	· Lighting of this route to tie in with CBC proposals along main path through Astley Park.		2: Lancashire College, Parklands High School		Land at Southport Road (HS1.20)		0	0	0
S35	Chorley to Eccleston		C	Chorley	A route linking the village of Eccleston (pop 4263 at 2011 census) to Chorley via quiet lanes. Likely to be predominantly a leisure link	· Simplify and tighten junction of Gillibrand Walks and Letchworth Avenue · Upgrade zebra crossing of Collingwood Road from Letchworth Drive to Grosvenor Road to parallel cycle crossing and surface linking desire line paths · Remove barriers and vegetation clearance on pedestrian/cycle section of Grosvenor Road to make route more accessible · Upgrade Footpath (FP1) or deliver new off road shared path from Burgh Wood Way / Ackhurst Road (B5251) to Common Bank Lane and German Lane South of Common Bank Industrial Estate · Review of German Lane needed · Potential scope for short stretch of off road path through field to link German Lane and Back Lane avoiding Preston Road (A49) · Back Lane is relatively flat but national speed limit narrow rural lane. Only really suitable for confident cyclists and likely to be predominantly used by leisure cyclists. Scope to reduce speed limit to 30mph, introduce signage to warn motorists of cyclists or use 'Quiet lanes' legislation with gateway feature and calming · Red Lane is a narrow single track lane with passing places · Bradley Lane should have the same treatment as Back Lane and a consistent 30mph limit.				Land to the East of Carrington Centre (HS1.50), Park Mills, Beihton Road (HS1.12)	Should be signed a regional route. Likely to attract predominantly leisure trips.An alternative route via Delph Lane and Old Hall Lane and upgrading footpaths with some new stretches is highlighted in Chorley Local Plan as ST1.13 - See http://chorley.gov.uk/Documents/Planning/Examination%20news/Chorley%20Borough%20Map%201%20v1.pdf	0	1	1
S36	Leyland to Clayton Green	R11	W & C	Leyland / Chorley	Improving links from Leyland to the Cuerden Valley Park and onwards to Clayton - le - Woods.	· Extend existing shared use facility along Turpin Green Lane from Wigan Road to Bent Lane · At Bent Lane provide formal pedestrian / cycle crossing of Turpin Green Lane · In open space on Bent Lane upgrade path to shared use to link into bridge over railway · Provide cycle wheeling ramp over railway footbridge with longer term aspiration to upgrade to shared use structure. · Upgrade footpath (FP43) at rear of Lancashire Football club from Sandy Lane to Haydock Avenue to shared use · At Lancaster Lane / Wigan Road (A49) junction extend shared use route off road cycle track Lancaster Lane and Town Brow to Back Lane where route joins existing signed quiet road route from Cuerden Valley Park · Incorporate tightening of side road junction radii and side road pedestrian/cycle priority · Section along Leyland Road is challenging with a number of private accesses on this route and section of narrow carriageway. May require some land purchase or substandard stretch.	5: Leyland Methodist Infant & Junior, Lancaster Lane Community, Clayton-le-Woods CofE, Clayton-le-Woods Manor Road		Land to the East of Wigan Road, Mixed use development EP1.15	Land to the East of Wigan Road (HS1.31)		0	2	0
S37	Buckshaw Avenue	R11	W & C	Chorley	An existing link connecting new housing and employment in Buckshaw Village. Improvements recommended to continuity of route and linkages to Chorley.	· An existing high quality link with minor works to improve contiunity and linkages towards Chorley · Extend shared use path on south side of Buckshaw Avenue from to A6 junction for greater coherence with routes on both sides of the road · Complete link through to Alker Lane and Euxton Lane via existing railway Bridge. Ownership issues need resolving and works needed on Alker Lane to segregate pedestrians / cyclists from Network Rail depot traffic · Dedicated pedestrian / cycle crossing facilities at roundabouts on Buckshaw Avenue (2) · Junction tightening with side road priority at western end with side road pedestrian / cycle priority across Sharock Road and Ordnance Road.	Trinity CE/Methodist		Land North of Exuton Lane (EP1.5), Southern Commercial Area (EP1.13), Mixed EP1/HS1 Former Royal Ordnance Site (Group 1)	Buckshaw Village (HS1)	Buckshaw Parkway Station	0	1	0
S38	Carr Brook Linear Park	R11	W & C	Chorley	Highlighted as an existing off road link within most recent cycle map. Provides local link through residential areas but also offers a potential quiet alternative to the A6 in pleasant surronds and away from traffic, certainly for part of people within the Clayton Green area, although not as direct. Path also has lighting making it suitable for year round usage.	· The surfacing of the path through the park has recently been upgraded. There are however a number of barriers at access points and cyclists dismount signs making the park inaccessible / difficult for those with non-standard bicycles or mobility scooters etc. The cyclists dismount signs mean users have an interupted journey and would be likely to seek an alternative route · The recommendation is to remove barriers and replace cyclists dismount signs with 'Please consider other path user' signage · Scope to extend north with new 2 way cycle track along Clayton Brook Road and upgrading path at Tramway Terminus (see Chorley Local Plan Inset Map 6).	2; St Bede's Roman Catholic, Clayton-le-Woods Westood		Walton Summit Industrial Estate	A number of housing allocations in close proximity HS1.28, 29,30		0	1	2
S39	Buckshaw Village to Whittle-le-Woods	R11	C	Chorley	Improving local permeability between Whittle-le-woods and the new community at Buckshaw Village	· Formalise existing desire line link from Old Worden Avenue through to Dawsons Lane through open space to east of Buckshaw village Sports pitches (identified as HS1 housing allocation . Dawsons Lane is national speed limit road and only suitable for confident cyclists · Scope to reduce speed limit to 40 and signage to raise awareness of likely presence of cyclists as identified regional route 91.			Matrix Park	Buckshaw Village (inc. Group 4N) HS1 Housing Allocations (Greenbelt)		0	1	0
S40	Leeds and Liverpool Canal		W & C	Chorley	Cycle tourism can provide a major benefit to local economies and traffic free routes will attract families as well as cycling enthusiasts. This route is unlikley to be a major utility corrior but could be widely promoted as a local visitor attraction with benefits to communities on route.	· Site visit recommended to ascertain quality of current surface on route as well as access points and any barriers to making this a fully accessible route for non standard cycles, wheelchairs and mobility scooters.						0	1	2
S41	Whittle-le-Woods to Leeds and Liverpool Canal and Wheelton	R11	C	Chorley	Connection from Whittle-le-Woods to the Liverpool and Leeds Canal via quiet lanes forming part of the Lancashire cycleway	· Scope to tighten and simplify junction of Shaw Brow / School Brow and Chorley Old Road · Route is on national speed limit rural lanes that appear narrow and hilly · Signage to indicate likely presence of cyclists as on Lancashire regional route · Could investigate 'quiet lanes' legislation to discourage traffic and add calming. Housing and employment proposed in the area. May be viable to reduce speed limit to 30 along route.	St Chard's RC Primary School		West of M61 (BNE3)	Land East of Lucas Lane, Land West of Lucas Lane (HS1)	Hilly and only really suitable for confident cyclists	0	0	0
S42	Wheelton to Abbey Village		C	Chorley	Potential route connecting outlying villages to Whittle-le-woods and Chorley. Most scope to be part of the leisure network.	· Minimal works recommended. Some signing to likely raise awarenes of presence of cyclists. At Briers Brow route crosses 50mph A674. Some form of protected central island would assist cyclists and could reduce speed of turning vehicles.	3: Abbey Village, Withnell St Josephs, Brinsacall St Johns.				Hilly and only really suitable for confident cyclists. Alternative could be to look at a route along disused railway linke to Chorley (as mentioned in the Local Plan)	0	1	0
S43	Longton Bypass	R8	W & C	South Ribble	Existing 2 way cycle track and part of NCN62(connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire). There route is largely high quality following the Longton bypass. There is housing growth proposed between Much Hoole and Walmer Bridge.	· Localised widening of the existing 2 way off road cycle track at the designated parking areas on the Longton bypass. · Crossings at the Much Hoole / Longton bypass roundabout should be upgraded to provide dedicated toucan / tiger facilities as this is a busy and fast junction · Side road crossings of Longton bypass should be narrowed to reduce speeds of turning vehicles and crossing distances for pedestrians / cyclists · Scope for improving / upgrading crossings, improving central waiting space and providing dedicated toucan/tiger crossings of Longton bypass at Dob Lane, Gill Lane Drumacre Lane and Chapel Lane.	1: Little Hoole Primary School			Allocation at Walmer Bridge (Liverpool Rd / Jubilee Rd)		0	1	0
S44	Walton Summit Links	R12	W & C	South Ribble	Existing cycle routes stop at the edge of Walton Summit Industrial Estate. There are a large number of HGV movements in the area and these recommendations will extend safe off road / quiet road provision into the estate.	· Within estate wide verges with scope to extend shared use path / cycle track provision along length of Walton Summit Road, Fore Oaks Road and Cocker Road. Would need consistent entry treatments at access to units, narrowing and priority if possible. · Pavement parking is an issue on Walton Summit Road · Footpath through from Brindle Road to Fore Oaks Road needs upgrading to shared use with lighting · Upgrade paths through Withy Grove Park to 3m shared use with lighting, connecting Sergeant St with Brindle Road. Incorporate gateway features and signage from Bamber Bridge to highlight new route.			Walton Summit Industrial Estate	Developments off Brindle Road, Bamber Bridge(292 dwellings)	Connects Bamber Bridge Leisure Centre into the cycle network	1	1	0
S45	Bamber Bridge quiet route	R9	C	South Ribble	This is an alternative route to current R9 into the centre of Bamber Bridge and may represent a more attractive alternative	· Route could be largely be delivered through signing · A short stretch of path is needed from Regentsway to link to Meanygate · Contra-flow cycling would need authorisation on Carr St and Moon St.				Land off Brownedge road (Site Ref: T)	Links to Bamber Bridge Train Station	1	1	0
S46	Farington Moss to Cuerden Valley Park via Stoney Lane	Links R10 and R11	W & C	South Ribble / Chorley	Forming part of the Leyland loop this route links major development areas with Leyland and with the Cuerden Valley Park. The route links recommended primary routes 10 and 11.	· Link needed off Farington Road (A582) City Deal proposed cycle route to Fowler Lane · Fowler Lane needs signage to make motorists aware of presence of cyclists · At Fowler Lane / Stanfield Lane junction link in with Primary Route 10 crossing to Cuerden Strategic site and join with Stoney Lane. Audit surface of Stoney Lane. Bring to standard that suitable for walking, cycling and use by mobility scooters. Should be sealed surface suitable for commuter cycling Dedicated pedestrian / cycle crossing of A49 to access the Cuerden Valley Park · Shady Lane is 40mph country lane. Is there scope to close this to through traffic when the Clayton-le-woods development (Mixed use EP1.13) goes ahead or investigate scope for reducing speed limt and undertaking a 'quiet lanes' project.			Lancashire Business Park (Farington), Cuerden Strategic Site (C4/C5), Mixed use Land to East of Wigan Road (EP1.13)			0	1	0
S47	Winery Lane	R12	W & C	South Ribble	Completes an east / west link across South Ribble from Lower Penwortham to Walton-le-dale into the Capitol Centre.	· Surface assessment needed to identify relevant works · Puddling witnessed during site visit. Route within operational farm so has some waste and mud from livestock. Requires frequent cleansing · Surfacing needed of footpath (FP77) past sewage treatment works to link into old railway trail (Primary Route 9).				Vernon Carus Factory (Site H)		0	0	0
S48	North Road to city centre	R5	W & C	Preston	Link from Broughton and Fulwood areas of Preston to the east of the city centre via Primary Route 5	· Opportunity to continue segregated cycle lanes from Garstang Road (A6) along North Road · Requires reallocation of road space to create consistent width lanes for vehicles and provision of lanes · Alternative is provision of 2 way off road cycle track in wide verge on western footway linking into existing city centre network at the Ringway.			Preston city centre, Bus Station redevelopment, development to east of North Road			0	2	2
S49	Chorley to Adlington	R11	C	Chorley	Linking the town of Adlington with Chorley town cente. This route passes a number of schools and connects to Adlington Station.	· From Bolton Street outbound there is an existing shared use path recently installed from George St to Lyons Lane. This is substandard in width with shop and residential frontages meaning likely conflict with pedestrian movements. There is scope to remove central hatching and right turn lanes to either widen shared paths or potentially put in outbound parking protected cycle lane. Side road pedestrian/cycle priority should be incorporated into works · Bolton Street / Lyons Lane roundabout should incorporate upgraded dedicated pedestrian / cycle crossings to aid route continuity · From Lyons Lane to Princess St on the A6 there appears scope to continue the off road shared path provision. This will require verge and some reallocation of road space which may require reducing capacity to single carriageway operation · Beyond Princess St there are existing on road advisory lanes. Within Chorley on the A6 from Princes St to Yarrow Gate, vehicles Park in these lanes outside residential properties making the current provision ineffective. The carriageway is however wide with wide lanes and central hatching. Detailed measurements are necessary but there may be scope to reallocate space and provide parking protected cycle lanes · From Yarrow Gate outbound on the A6 to The Green on the A673 Chorley Road there appears scope to remove the central hatching , reduce vehicle running lane widths and provide segregated cycle lanes. Modelling would be needed to identify the impact on capacity, as right turn filter lanes would need to be removed. The speed limit should be reduced to 30mph and 20 through residential areas. With a reduced speed limit there would be scope to narrow side road junction radii · Beyond the Green on Chorley Road (A673) in Adlington scope is limited for continued dedicated provision for cycling. From the Asshawes there is considerable on street and pavement parking outside residential properties. Streetscape improvements should be undertaken to formalise parking and the speed limit should be reduced to 20mph with Gateway features and associated calming from the Green until approximately Shaws Drive. This should include tightening junction radii at Rawlinson Lane, Fairview Drive roundabout and Railway Rd junction with incorporation of dedicated pedestrian crossing facilities to improve local connectivity · Railway Rd junction has major scope to reclaim space and improve environment for pedestrians / cyclists · The 20mph limit and associated streetscape/calming should continue on Railway Road as far as Adlington Station.	3: Chorley Duke St, St George's Cof E, Adlington St Pauls CofE, Anderton County, Anderton St Joseph's Catholic	1: Albany Academy		Land adjacent to Bolton Road (HS1.24), Grove Farm (HS1.23), Former Lex Auto Logistics Site (HS1.3)	Links to Adlington Staiton	0	2	1

S50	Chorley to Coppull	R11	W & C	Chorley	Connecting the village of Coppull into Lancashire's strategic cycle network this link will predominantly provide for everyday commuter and education journeys.	• Limited scope for dedicated cycling facilites from Coppull gateway to Spendmore Lane. Reduce speed limit to 20mph along route extending to village centre. Streetscape enhancements with traffic calming to reinforce slow vehicle speeds, including on carriageway measures and tightening radii of side road junctions • Reduce Spendmore Lane / New Road roundabout approach radii to slow traffic and make easier to negotiate for cyclists • From Coppull boundary along New Road / Coppull Road to Lower Burgh Rad roundabout there is scope for 2 way off road cycle track. There is a wide carriageway so space could be reallocated or widen into verge although banked on either side so may require retaining structures. Some challenges where route crosses River Yarrow • Linking into the centre of Chorley there is an existing signed quiet road route (S60) • Moor Lane and Pall Mall are challenging roads to provide dedicated cycling facilities. There is considerable evidence of pavement parking. Streetscape enhancements with traffic calming, carriageway narrowing and reduced speed limit to 20mph along this residential and local retail corridor would improve the pedestrian / cycle environment.	1: Chorley All Saints	1: Chorley Southlands High School		Some housing growth in Coppull: HS1.33,34,35, 36,37,38	A number of alternative options exist through either via Birkacre Brow or Burgh Hall Road. These shouldn't be dismissed but are should be considered more as a leisure network or for more confident cyclists. Opening up gateways to Burgh Hall Road from Chorley should be considered. Downgrading Birkacre Brow to a Quiet Lane should also be considered, reducing speed limits and improving access	0	2	2
S51	Yarrow Valley Way, Lower Burgh and Myles Standish Way	R11	W & C	Chorley	Existing facility around boundary of Chorley town. Forms part of the Chorley Loop and connects a number of other routes within the Borough.	• Existing shared segregated route alongside Chorley 40mph ring road • Recommend maintenance audit of surface as appears poor in places. Reinstate as shared unsegregated and widen to 3m where possible • Investigate scope to reduce speed limit to 30mph where built up and tighten side roads with side road ped/cyc priority. At roundabouts (8 in total) improve crossings by increasing size of central refuge and install dedicated ped/cyc crossing facilites to improve route continuity. Move all lamp columns to back of path througout the route. Regular maintenance regime needed to expose full effective width. If no scope to reduce speed limit from 40mph then should aim for horizontal seperation (verge) between carriageway and cycle track • May be scope to deliver alternative routes along Lower Burgh Way as extensive CBC holdings of woodland and openspace • Spur links included to link Eaves Green Housing allocation. This requires continuation of off-road cycle track on Lower Burgh Way into the development. The existing carridge track appears in good condition but could do with improved priority crossings through the residential area.	3: St Marys Catholic, All Saints CofE, Gregory's Catholic	2: Lancashire College, Holy Cross Catholic High School, South Lands High School		Some housing growth: HS1.2, 10, 20,		0	2	0
S52	Collingwood Road to Coppull Road	R11	W & C	Chorley	Quiet road link through town to Southland High School	• Consistent 20mph on route needed • Streetscape enhancements to tighten junction radii along whole route to slow turning vehicles. • Formalised parking and enforcement needed to stop pavement parking • Tootell St and Collingwood Road are 20mph but need calming to reinforce speed limit.	1: Gillibrand	1: Chorley Southlands High School		Park Mills, Beihton Road (HS1.12)		0	1	2
S53	Hoggs Lane		W & C	Chorley	Provide a link from the Chorley Moor area to the Lancaster Canal	• Provide dedicated pedestrian cycle crossing of Bolton Road between Carr Lane and Hogg's Lane with short stretch of shared path from Carr Lane • Upgrade existing footpath (FP 46 link) to shared use path • Needs further investigation as to whether traffic calming necessary.	1: St Georges CofE	1: Albany Academy				0	1	1
S54	Eaves Lane to Preston Road & Botany Bay	R11	W & C	Chorley	A direct alternative to the A6 in the East of Chorley with connections to the Leeds and Liverpool Canal and Botany Bay development	•Route has continual residential frontages. Reduce speed limit to 20mph along length of Yarrow Road, Cowling Brow, Eaves Lane and Botany Bay Brow with gateway feature starting at M61 crossing into residential area. Investigate scope for wider streetscape / public realm scheme along this section to reinforce low speeds and create an improved environment. Scope to reallocate road space from central hatching, tighten junction radii and side road pedestrian priority treatment • Reduce size of junction at Brooke St, Lyons Lane and Harpers Lane roundabouts with narrower approaches to simplify and reduce speed of turning vehicles and improve pedestrian crossing facilities • Remove central hatching on M61 bridge to widen advisory lanes to protected lanes to link into improved crossing down to Leeds and Liverpool Canal with narrower approaches to Lock and Quay pub roundabout • On Harpers Lane continue 20mph and streetscape / public realm scheme.	5: Chorley Sacred Heart Catholic, Chorley St James CofE, Chorley Highfield, Chorley St Peters, Chorley St Josephs	1: Albany Academy	Botany Bay (EP1.2, 1.3)	Initial Textile Services, Harpers Lane (HS1.16), Land adjacent to Northgate (HS1.19), Land off Quarry Road (HS1.4)		0	2	2
S55	Cowling to Botany Bay	R11	W & C	Chorley	An alternative north south route through quiet residential streets in Chorley avoiding the busy A6 and connecting the east of the town.	• Quiet road route through residential area. Needs clear signage for wayfinding • At Brooke St , Lyons Lane, Stump Lane, Harpers Lane junction treatments/raised table as route crosses busier roads • Steeley Lane should have streetscape calming to ensure 20mph is adhered too and to clearly formalise parking • Rear Access to Chorley Station could do with enhancement scheme with associated traffic calming • Friday St streetscape enhancement to formalise parking, and make clear to vehicles entering and exiting car park to expect to see cyclists • Upgrade path along River Chor from Shakespeare Terrace to Drumhead Road to shared use with landscaping to open up access. May require structures. Investigate scope of lighting and links through from Linden Grove and Pine Grove • Off road cycle track along length of Drunhead Road and tightening and simplification of junction with A674 • Existing path along A965 appears narrow and overgrown. Investigate scope to widen where feasible, ensure aggressive vegetation clearance to expose full effective width and move sign columns cluttering path • Shared path to Botany Bay also appears sub-standard and would benefit from widening.	2: Chorley Sacred Heart Catholic, St Josephs Catholic		Lyons Lane Mill, Townley St (EP1.8), Botany Bay (EP1.2), Stump Lane (EP1.10),	Land off Quarry Rd (HS1.4), Lyons Lane Mill, Townley St (HS1.14), Railway Rd (HS1.15)	Links to Chorley Station. Not a particularly direct route but does connect through dense residential area.	0	2	2
S56	Worden Lane to Leyland town Centre		W & C	South Ribble	Providing an improved link from Leyland town centre to Worden Park and Runshaw College	• Reduce speed limit to 20mph along length of Worden Lane • Investigate scope to widen footways reducing carriageway width to absolute minimum.		1: Runshaw College				0	1	0
S57	Buckshaw to Leyland	R11	W & C	Leyland	Linking Buckshaw Village to Leyland town centre	• Challenging route with limited scope for improvements to provide coherent provision • Existing path from A49 / Heald House Rd junction is narrow and overgrown in parts. This should be maintained to expose full effective width and widened where possible. Reinstate as unsegregated shared use as substandard width for white line segregation • Tighten and simplify Canberra Road / Heald House Rd junction and begin full time 20mph area with gateway feature from Canberra Road to cover Balshaw's CofE High School frontage and continue through to town centre • Streetscape improvements from Canberra Road to town centre with calming to reinforce 20mph • Junction review at Church Road / St Andrews Way junction to reduce crossing phases for pedestrians and incorporate dedicated signals as well as aiding right turning cyclists • St Andrews Way has scope for off road cycle track on either side of carriageway to Towngate.		1: Leyland Buckshaw CofE	Leyland town centre, Matrix Park	Buckshaw Village development		0	2	0
S58	Between Flensberg Way and Croston Road	R10	W & C	South Ribble	Encouraging sustainable transport use to the mixed use development at the Heatherleigh Moss Lane site by providing a high quality pedestrian / cycle routes through the site	• Developer should deliver high quality segregated footway and cycle route links following desire lines throughout the site • At junctions ensure NMUs have dedicated crossings.			Mixed use - Heatherleigh / Moss Lane (SR185)			0	1	0
S59	Brockholes slips	R2	C	Preston / South Ribble	Providing this connection will link Route R2 to Salmesbury with the the Guildwheel at Brockholes Nature Reserve access.	• Deliver two short sections of access path to connect into these slip roads and then designate contra-flow cycle lane on both slips.			Salmesbury Enteprise Zone			0	1	1
S60	Western Penwortham link through Priory Park to Penwortham Loop		W & C	South Ribble	Will form a link from the North West Penwortham through to the proposed Penwortham Loop forming a useful off road leisure and everyday walking and cycling route.	• Designate existing footpath link from Holme Road to Tower View as shared use path • Remove barrier gate at Tower View and sign from local road network.						0	0	0
S61	Astley Road	R11	W & C	Chorley	Quiet road and path link that connects St Michaels Academy to the network	• A number of narrow residential paths link this route although some have tight staggered barriers making them inaccessible. These should be removed and paths widened where possible with landscaping and review of drop kerb • Built out with informal speed table crossings would improve continuity • On Astley Road School Travel Plan work should be undertaken with school to identify site specific improvements.	1: Chorley Buckshaw Primary	1: St Michael's CofE Academy				0	1	0
S62	New Longton to Liverpool Road	R8	W & C	South Ribble	Link from village of New Longton to the strategic cycle newtwork via th the existing Liverpool Road, Penwortham route	• Upgrade footpaths (FP47, FP21, FP20)to bridleway / shared use and undertake any relevant surfacing to make them suitable for year round everyday usage. Vegitation clearance to expose full effective width. Remove/ replace barriers with gateway feature to promote link and make route accessible • Reduce speed limit on Lindle Lane from Blackhurst Avenue to Liverpool Road to 30mph with appropriate on carriageway measures to inform vehicles of likely presence of pedestrians / cyclists • Potential scope to liaise with Ashbridge Independent school to provide an off-road route through their land. Would require 50m stretch of on carriageway route with chicane working for vehicles.	2: Howick CofE, New Longton CofE					0	1	0

Appendix F. Walking Route Audit Tool (WRAT)

ROUTE SUMMARY

Route Name	C1. Preston City Centre Cycle Routes
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Cycleway is well maintained, good condition and surrounded by attractive green space.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Overall good quality footways and cycleways, some surface improvements to the east of the ringway and in proximity to UCLAN and Cardinal Newman College required.	Maintenance of footway along ringway and in proximity to UCLAN and Cardinal Newman College required.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Improvements to natural surveillance/ CCTV/lighting along the eastern side of the ringway.	Increase CCTV provisions Eastern side of the ringway and throughout Avenham Park.
3. ATTRACTIVENESS - traffic noise and pollution	Cycleway has minimal traffic noise and pollution.	Levels of traffic noise and/or pollution could be improved along the cycleway.	Severe traffic pollution and/or severe traffic noise.	**2**	Heavy traffic flows along the ringway, relatively busy throughout the Town Centre along Church Street, Avenham Way and Friargate North.	Implement traffic calming measures throughout the Town Centre along Church Street, Avenham Way and Friargate North
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Over excessive usage of guardrail along the ringway and at junctions near Cardinal Newman College. Signage along the footway is a hinderance along the ringway.	Removal of guardrail at Cardinal Newman College and throughout the ringway to accommodate the creation of a cycle superhighway.
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Cycleroute level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or collisions. Some cycleway crossovers resulting in uneven surface and surface improvements required.	Large number of cycle crossovers resulting in uneven surface and poor condition.	**2**	Overall good, improvements required along Church Street, Manchester Road.	Improve surface quality and drop kerbing at junctions.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or cycling on roads. Cycleway widths generally in excess of 2m.	Cycleway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited cycleway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway widths in some along the Ringway (Ribbleton Lane to Queen Street) require widening to accommodate both cyclists and pedestrians.	Improve provisions to accommodate along Ringway.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Very minimal volumes of vehicles alongside slower speeds alongside the cycleway.	Vehicle usage alongside the cycleway is low and travelling at medium to slow speeds.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, cycle onto roads and/or results in crowding/delay.	**1**	Upgrade Queen Street/London Road crossing to accommodate cycling, upgrades required to Manchester Road/ Queen Street junction.	Upgrade to controlled crossings.
8. COMFORT - footway parking	No instances of vehicles parking on cycleways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and cycling on roads due to cycleway parking. Cycleway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Cycleway parking requires users to 'give and take' frequently, cycling on roads and/or results in crowding/delay.	**1**	Few issues along Manchester Road and Frenchwood Ave, however residential street.	Introduce measures were possible, particularly in proximity to Cardinal Newman College.
9. COMFORT - gradient	There are no slopes or small changes in gradient on cycleway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	Overall good gradient.	N/A
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into cycleway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Barriers at Preston outdoor Market slightly restrict cycling and pedestrian access, potential to remove or redesign.	Redesign Preston outdoor Market (Lancastergate) to accommodate better cycling access.
COMFORT				**8**		

C1. Preston City Centre Cycle

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Cycleways are provided to cater for cyclist desire lines (e.g. adjacent to road).	Cycleway provision could be improved to better cater for cyclist desire lines.	Cycleways are not provided to cater for cyclist desire lines.	**2**	Routes are direct and provide access to Preston Inner city centre, improvements could be made to crossing provisions to improve directness and waiting times.	Ensure routes interlink with existing and proposed routes providing access to Preston inner city centre.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings are not located along desire lines.	Crossings partially stopping cyclists away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Crossing provisions are direct and provide access to Preston Inner city centre, improvements could be made to crossing provisions to improve	Upgrade crossing provisions at Manchester Road/Queen Street.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Increase crssing provisions along ringway to accommodate cycling flows, most notably at HMP junction.	Introduce cyclops crossing at HMP junction.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s.	Staggered crossings add significantly to journey time. Likely to wait >10s.	**1**	Upgrade Queen Street/London Road crossing to accommodate cycling, upgrades required to Manchester Road/Queen Street junction.	Upgrade to controlled crossings to accommodate cycling flows.
15. DIRECTNESS - green man time	Cycle route can be accessed better than vehicles and provide a faster, more direct route.	Cyclists would arrive to key locaations within Preston marginally faster than if they were using a vehicle on the	The cycle route is slower alternative than using a vehicle.	**1**	Upgrade Queen Street/London Road crossing to reduce waiting times, upgrades also required at Manchester Road/Queen Street junction.	Upgrade to controlled crossings to accommodate cycling flows.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for cyclists creating severance issues for users.			**1**	Ensure safe cycle access at Bus Station and Railway Station.	Pedestrian/Cycling priority route at Butler Street and highlighted crossing to link ringway junction crossing nd Bus Staton/ Lancastergate.
DIRECTNESS				**7**		
17.SAFETY - traffic volume	Traffic volume low and within safe distance of cycleway.	Traffic volume moderate and a suitable distance away from cycleway	High traffic volume, with cyclists unable to keep their distance from traffic.	**1**	Corporation Street is a heavily congested area during peak times.	Introduce traffic calming measures along Corporation Street.
18.SAFETY - traffic speed	Traffic speeds low, or cyclists can keep distance from moderate traffic speeds.	Traffic speeds moderate and cyclists in close proximity.	High traffic speeds, with cyclists unable to keep their distance from traffic.	**1**	Church Street is a relatively congested area during peak times.	Further traffic calming measures along Church Street.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Visibility is relatively poor along Manchester Road and Church Street due to the on-street parking	Increase traffic calming measures, removal of on-street parking where appropriate.
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Cycle route is fully connected and links to key locations within Preston.	Routes are disjointed but are easy to navigate and lead to most key inner city locations.	Cycle routes are disjointed to each other and not easy to navigate.	**1**	Overall good.	N/A
COHERENCE				**1**		
			Total Score	**24**		

Criterion	Performance Scores
Attractiveness	5
Comfort	8
Directness	7
Safety	3
Coherence	1
Total	24

Comments	Cycling provisions along the inner city centre routes are poor and non-existant in some areas, surface quality and route directness to key site within the inner city centre are insufficent and require upgrading.
Actions	Introduce pedestrian/cycle friendly streets along Butler Street, Lancastergate, Church Street, Friargate North and Mnchester Road to improve cycling safety and movements. Upgrades to junction crossings at Queen Street/Lond Road and Queen Street/ Manchester Road are required to improve directness and safety. A cycle super highway along the ringway including junction upgrades will connect existing and proposed routes to the inner city centre.

ROUTE SUMMARY

Route Name	Preston: Fishergate Hill—Ribbleton Lane
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Footways mainly in good condition with some issues noted around the one-way system on Fishergate Hill and Church Street where surfacing improvements and dropped kerbs are required.	Maintenance of footway along Fishergate Hill and Church Street.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	No evidence of vandalism, high natural surveillance from retail areas. Less surveillance towards Fishergate Hill however residential properties are present.	N/A
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Traffic volume is relatively low in the retail section of Fishergate due to presence of highly pedestrianised areas and implementation of traffic calming, however vehicle activity is present. Vehicle activity is greatest along Fishergate Hill and Church Street, with the presence of the bus station which requires an upgrade.	Investigate opportunities to reduce traffic flows or introduce further traffic calming measures.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Overall attractive area within main retail area and highly pedestrianised environment, however improvements are required on approach to Fishergate, particularly along Church Street and Fishergate Hill.	Public realm improvements.
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Some defects noted with cracked paving along Fishergate Hill. Good quaity footways along Fishergate.	Improve footway provision along Fishergate Hill.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway widths along Fishergate Hill require widening to accommodate pedestrians.	Consider opportunities to improve footway width along Fishergate Hill.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Greater provision of crossing points on Fishergate Hill and Church Street are required, existing crossing after Bow Lane and the Lancashire County Council Offices requires improvement. Zebra crossing on Church Street, slightly east of Church Row requires improvement or relocation.	Implement controlled crossings where appropriate.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	No vehicle parking along Fishergate, however it is present along Fishergate Hill, proving to be a hinderance for pedestrians, as footway width is narrow. No footway parking along Church Street, as on-street parking provision exists.	Consider traffic management measures to reduce level of footway parking along Fishergate Hill.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Slight gradient.	N/A
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Comfort level is poor along Fishergate Hill with high vehicle traffic volume and speed, however Fishergate and Church Street overall is a relatively good pedestrian environment with suitable traffic calming measures within the retail section.	Overall public realm and improvements to crossing points along Fishergate Hill.
COMFORT				**6**		

1. Preston: Fishergate Hill—Ribbleton

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Pedestrian desire lines are met within Fisergate and Church Street however improvements are required to the quality of the existing provision along Fishergate Hill.	Upgrade crossing provisions to controlled crossings.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	The existing crossings follow the desire lines however increased crossing provision is required, particularly along Church Street and Fishergate Hill.	Upgrade crossing provision to controlled crossings and increase crossing provision along both Fishegate Hill and Church Street.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Crossings of road direct, however majority are unsignalised, so there maybe some delay. Signalised crossings again have a slight delay, particualry the crossing after Bow Lane along Fishergate Hill.	Upgrade crossing provisions to controlled crossings.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	Crossing provision is acceptable, however pedestrians along Fishergate were observed to not always utilise existing provision due to issues with pedestrian	Upgrade crossing provision along Fishergate Hill and increase crossing provision along both Church Street and Fishergate Hill. No interventions
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Crossings of road direct, however majority and unsignalised, so there maybe some delay.	Upgrade Bow Lane junction crossings to controlled crossings and implement controlled crossing at the council.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Fishergate one-way system is good for pedestrians as a method of traffic calming, however Church Street requires a more direct route for pedestrians crossing the carriageway and travelling towards	Implement contolled crossing to accommodate desire line to bus station.
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Traffic volume is relatively low due to the pedestrianisation of Fishergate, however vehicle activity could be reduced at Church Street and Fishergate Hill.	Investigate measures to reduce traffic volume/speeds.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Low traffic speeds along Fishergate due to existing traffic calming measures, however traffic speeds increase on Fishergate Hill and Church Street.	Investigate traffic calming measures along Fishergate Hill.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Overall good visibility, however visibility could be improved along Church Street due to on-street parking and along Fishergate Hill due to footway parking.	Investigate traffic management measures to reduce footway parking levels.
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Reasonably good coherence along Fishergate Hill and Church Street. Fishergate very good pedestrian environment linking the retail centre of Preston alongside suitable measures to maintain safety.	Scope to increase dropped kerbs and tactile paving at crossing points along Fishergate Hill and Church Street, potentially extend similar pedestrian priority measures like those on Fishergate along Church Street and Fishergate Hill.
COHERENCE				**1**		
			Total Score	**20**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	6
Safety	3
Coherence	1
Total	20

Comments	Pedestrian footpath quality along Fishergate Hill is poor, due to poor surface quality, presence of footway parking and lack of pedestrian crossing points. Church Street is slightly more attractive for pedestrians than Fishergate Hill, however the lack of pedestrian crossings, on-street parking, poor footpath quality and presence of buses make it less desirable for pedestrians than Fishergate.
Actions	Introduce pedestrian priority measures along Fishergate Hill and Church Street similar to Fishergate. Upgrade crossings appropriately along Fishergate Hill and Church Street, along with implementing traffic calming measures along Fishergate Hill to reduce footway parking, improving safety for pedestrians.

ROUTE SUMMARY

Route Name	Preston: UCLAN Corridor
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Street furniture is a hinderance, particularly along to Friargate, but footways are generally in a good condition. Issues noted along Fylde Road, Adelphi Street and Friargate North.	Improvements to resurfacing and dropped kerbs required along Fylde Road, Adelphi Street and Friargate North. Remove street cutter along Friargate North. Public realm improvements required.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Minor signs of vandalisim along Friargate North, Fylde Road and Adelphi Street, however overall area as good surveilence from residential and commercial buildings.	Opportunities to improve surveillance.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	High levels of traffic on all routes, with the exception of Friargate South which is completely pedestrianised.	Route would benefit from traffic calming measures throughout.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Relatively attractive area, as the area is the univestity district, a considerable amount of development is occuring along Fylde Road and Adelphi Street. Friargate Road overall is an attractive area, however improvements could be made north of Friargate to improve realm and interlink with university developments occuring in the area.	Public realm improvements along Friargate North and Adelphi Street, potential to completely pedestrianise Friargate North.
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Overall good condition, however some defects noted along Fylde Road outside the University Student Union. Friargate South has a predominantly cobbled surface which could pose trip hazards.	Student Union will be completely upgraded, would recommend to ensure developments are focussed on improving pedestrian priority measures throughout Fylde Road, North Friargate and Adelphi Street.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Overall good width, most notable areas for width widening is along Fylde Road, close to the University Student Union and along Friargate North. Corporation Street in some areas is narrow, particularly considering the volume of traffic.	Pedestrian priority measures throughout Fylde Road and North Friargate, ensure traffic calming measures along Corporation Street, appears to be potential to widen footway in some areas along Corporation Street.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	The pedestrian crossing along Fylde Road outside the Student Union needs widening. However, crossing width and staggering is good at the A59 crossings.	Upgrade and widen crossing to toucan crossing, potentially an informal crossing to match the pedestrian priority measures throughout the route.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Limited footway parking since the majority of vehicle parking was observed was on-street parking. However, on-street parking limited footway width in some areas proving to be a hindernace for pedestrians, this was most notable along North Friar-	Consider traffic management measures to reduce level of on-street parking along Fylde Road, pedestrian priority measures throughout North Friargate, Adelphi Street and Fylde Road will remove on-street parking.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Slight gradient along the routes.	N/A
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	High street clutter and narrow footways in proximity to UCLAN Student Union, which creates a hinderance to pedestrian movements. Street clutter and on-street parking reduces footway width along North Friargate.	Public realm improvements at UCLAN Student Union/Fylde road, down to Friargate.
COMFORT				**6**		

Preston: UCLAN Corridor

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Footway provision meet desire lines, however improvements are required, most notably along Fylde Road and Corporation Street. Wayfinding improvements required along Friargate South.	Upgrade crossings to toucan crossings along Friargate and Corporation Street. Upgrade wayfinding provision along Friargate South.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Existing crossings predominantly follow desire lines, however crossings need to be increased particularly along North Friargate and Corporation Street. Crossings along the A59 provide good direct access to the town centre.	Increase crossing provision along Fylde road and Corporation Street, alongside upgrading existing crossings to controlled crossing.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**2**	Crossing times overall are good and direct, improvements required along Fylde Road near the UCLAN campus and North Friargate roundbaout. A59 crossing delays are quick and in sync with traffic flow.	Increase number of crossing provisions along Fylde Road and Corporation Street, along with upgrading existing crossings to controlled crossings.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	Crossing of the A59 is good and pedestrians are unlikely to cross outside of controlled crossing, however improvements could be made at Marsh Lane crossing along Corporation Street.	Upgrade crossing to reduce staggerdness and improve green man time along Corporation Street, ensure distance and footpath width is appropriate.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	Green man time at A59 crossings are good. Other controlled crossings along Fylde Road and North Friargate roundabout could benefit from signals or less staggered crossings/delys.	Upgrade crossing to reduce staggerdness and improve green man time along Corporation Street, ensure distance and footpath width is appropriate.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	The narrow pedestrian pathways outside UCLAN Student Union and along Fylde Road make it undesireable for pedestrians. There is considerbale development in the area, plans show that a focus on pedestrianisation between UCLAN and Friargate North.	Public realm improvements throughout, pedestrian priority measures are most appropriate reducing traffic and encouraging pedestrian movements.
DIRECTNESS				**9**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	There is high traffic flow on all the routes, apart from Friargate South as that is completlely pedestrianised. Corporation Street is a heavily congested area during peak times, footways in some areas are narrow which negatively impacts on the pedestrian environment.	Pedestrian priority measures required throughout Fylde Road and North Friargate. Implement traffic calming measures along Corporation Street.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Traffic speeds are generally low due to the restrictions that are in place along the routes.	Investigate measures to reduce traffic volume/speeds, along Corporation Street and Fylde Road.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Visibility is overall good, however due to on-street parking along North Friargate visibility is obscured. Fylde Road on the approach to the UCLAN Student Union also suffers from on-street parking and poor visibility as a result of road layout.	Pedestrian priority measures would prohibit on-street parking along North Friargate and Fylde Road. Necessary to ensure traffic management measures reduce on-street parking along Adelphi Street and Corporation Street.
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Overall dropped kerbs and tactile paving is poor, particularly along Corporation Street, Fylde Road and North Friargate. On approaches to A59 junction, tactile paving is good, however this does not continue throughout the route.	Scope to increase dropped kerbs and tactile paving at crossing points along Corporation Street, Adelphi Street and Fylde Road. Pedestrian priority measures will ensure phasing and dropped kerbs are met along Friargate north and Fylde Road.
COHERENCE				**1**		
			Total Score	**23**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	9
Safety	3
Coherence	1
Total	23

Comments	High traffic flow along the route, particularly along Corporation Street. Crossing provision overall is poor and require upgrading to fit with pedestrian desire lines. Fylde Road (UCLAN) is narrow and requires public realm improvements, along with traffic calming measures that would benefit the pedestrian environment.
Actions	Introduce pedestrian priority measures along Fylde Road/Adelphi Roundabout/Adelphi Street and North Friargate, creating a shared space style street. This would involve increasing footway widths and quality, to benefit the pedestrian environment. Upgrade exiting crossings along Corporation Street and Adelphi Street, alongside implementing traffic calming measures.

ROUTE SUMMARY

Route Name	Preston: London Road to Fishergate
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Footways in relatively poor condition and require resurfacing, with many trip hazards and cracks present along Manchester Road and the residential streets which connect to London Road.	Trip hazards noted along Manchester Road and Frenchwood Avenue, with maintenance of footway required.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Predominantly residential area so plenty of surveillence, however some signs of vandalism and graffiti.	Consider increasing street lighting and CCTV to increase surveillance in the evening.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Predominantly residential area however limited speed restrictions and markings along the route.	Consider interventions to reduce traffic flows and speeds along Manchester Road.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Narrow footway and terraced housing in close proximity to the road limit the attractiveness of the route.	Public realm improvements required, particularly near Cardinal Newman college.
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Some defects noted with cracked paving along Manchester Road, footway crossings are also relatively uneven with poor road markings, most notably at Queen Street junction.	Surfacing improvements required along Manchester Road.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**0**	Footway widths are predominantly narrow, particulalry along Manchester road, which is exacerbated further by on-street parking.	Consider opportunities to reduce on-street parking levels to create an opportuntiy to widen the footway along Manchester Road. Widen footways at crossings and in proximity to Fishergate-Queen Street junctions.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheelchair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Crossings are narrow and deviate from desire lines, most notable at crossing provision at Queen Street junction. Also a significant lack of crossing provision along Manchester Road and outside Cardinal Newman College.	Upgrade Queen Street to a controlled crossing and implement additional controlled crossing on each arm of the Queen Street junction. Implement additional unsignalised crossings along Manchester Road.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**0**	Footway parking is a clear obstruction to pedestrians along Manchester Road and Frenchwood Avenue.	Consider opportunities to reduce on-street parking levels to create an opportuntiy to widen the footway along Manchester Road and Frenchwood Avenue.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Slight gradient along Manchester Road, footways are also uneven making it difficult for pedestrians to travel safely.	Improve surface quality of footways.
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**0**	Queen Street junction suffers from very poor footway provision. Street signage and guardrail litter around Cardinal Newman College. Bollards at street junctions along Manchester Road create a hinderance for pedestrians crossing the street, most notable at the Selborne Street crossing. Frenchwood Avenue more aesthetically pleasing with trees along the footway and housing set further back from the footway, however vegetation maintenance would increase footway width.	Improve junction quaity and footpath quality at Queen Street. Remove the guardrail at Queen Street junction and Cardinal Newman College, allowing pedestrians to access the college better, necessary to implement pedestrian priority public realm improvements outside the College.
COMFORT				**3**		

Preston: London Road to Fishergate

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Footways are poor overall, and require significant improvements along Manchester Road, particularly at Queen Street crossing.	Upgrade existing crossing at Queen Street junction to controlled crossing and implement controlled crossing on the opposing arm.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Existing crossings predominantly follow deisre lines, however crossings need to be increased particularly along Manchester Road and in proximity to Cardinal	Add unsignalised crossings along Manchester Road, implement pedestrian priority measures outside the College.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Overall, crossings are relatively direct, however improvements to quality of crossings to cater for all users is required, particularly at Cardinal Newman College and Queen Street junction, and Frenchwood Ave/ London Road crossing.	Increase dropped kerbs and upgrade crossing provision at Frenchwood Avenue/London Road Avenue to accommodate pedestrian movements.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	Crossings are direct and single phase, however crossing outside Cardinal Newman College requires improvement.	Potential implementation of controlled crossing at Cardinal Newman College.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**0**	Green man time at Queen Street crossing insufficent.	Upgrade to controlled crossing at Queen Street.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Improvements required at Queen Street, with overuse of guardrail and lack of crossing provision - along with insufficent green man time. Cardinal Newman College is also a confusing layout for pedestrians, with no clear signage and crossing points for accessing the college.	Consider implementing controlled crossings at the four arms of Queen Street/Manchester Road junction, removal of guardrail at the junction and along Manchester Road, implement public priority measures outside the College.
DIRECTNESS				**5**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Queen Street is a relatively busy route, increased crossing provision would improve pedestrian safety and comfort. Manchester Road has relatively high traffic flows, however close proximity of pedestrians to vehicles may negatively impact perception of safety. Traffic flows are particularly high during peak school	Implement pedestrian priority measures to reduce speeds and traffic flow along Manchester Road.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Traffic speeds moderate, however pedestrians are in close proximity to passing vehicles, particularly along Manchester Road.	Implement pedestrian priority measures to reduce speeds and traffic flow along Manchester Road.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**0**	On-street parking a clear issue down Manchester Road, Frenchwood Avenue and St Austins Place.	Consider opportunities to reduce on-street parking or introduce crossing points in locations of poor visibility.
SAFETY				**2**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**0**	Very poor signal phasing along Manchester Road, creates a hinderance for pedestrians.	Maintenance improvements throughout Manchester Road and Frenchwood Avenue, consider raised tables at junctions, and improve surfacing
COHERENCE				**0**		
			Total Score	**14**		

Criterion	Performance Scores
Attractiveness	4
Comfort	3
Directness	5
Safety	2
Coherence	0
Total	14

Comments	Footpath quality is overall poor, on-street parking along Manchester Road and Frenchwood Avenue is a clear issue, as it reduces footway width and pedestrian visibility. Crossing provisions are also poor, most notably at Queen Street junction. With the over excessive use of guardrail, confusing layout and on-street parking along Manchester Road, it makes accessing Cardinal Newman College confusing and difficult.
Actions	Create a pedestrian priority route from Queen Street to Cardinal Newman College along Manchester Road, increasing footway width and pedestrian movements. This would require traffic calming measures along Manchester Road, with surface and phasing required throughout Frenchwood Avenue. Upgrades to existing crossing provisions at Queen Street junction to toucan crosings also required.

ROUTE SUMMARY

Route Name	Preston: South-West corridor
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Avenham Park route footways are well maintained, however footwaysconnecting the rail station from the park are poor. Winkley Square footways are in good quality, footways along Avenham Lane and Queen Street could be improved.	Routes from Avenham Park to rail station require surface upgrades and vegetation removal. Surfacing improvement along Avenham Lane and Queen Street required.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Minor vandalism, Winkley Square benefits from high natural Surveilence. Avenahm Park is an attractive environment in daylight hours however there is a lack of natural surveillance. Avenham Lane and Queen Street had minor signs of vandalism.	Increase lighting around the park.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Levels of traffic noise and/or pollution could be improved, particulalry along Queen Street and Avenham Lane. Winkley Square and Avenahm Park are attractive areas.	Consider opportunities to reduce traffic flow or implement traffic calming measures along Avenham Lane, Queen Street and Winckley Square.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Limited lighting throughout the park and towards the rail station. Pedestrians may feel less safe walking through Fishergate and rail station car park to the rail station	Increase lighting around the park and improve pedestrian access throughout the car parks.
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Footway quality along Avenham Lane and Queen Street could be improved through surfacing improvements to reduce prevalence of trip hazards. Avenham Park to the train station car park footpath is poor and unlit.	Footway quality along Avenham Lane and Queen Street requires surfacing improvements to reduce prevalence of trip hazards.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway width is good overall, however improvements could be made on Garden Street/East Westcliff and at the rail station car parks/rail station. Footway width from Avenham Park to the rail station is narrow.	Widen footway widths along Garden Street and East Westcliff. Negotiate with Fishergate car park operators and Northern Rail to widen pedestrian access throughout the car park from Garden Street crossing to Butler Street. Implement pedestrian priority measures along Butler Street, this will involve acquiring carriageway space and removal of right turn to car park. Implement pedestrian priority measures from Sykes Hill to Stoneygate to provide access to Church Street from Avenham Lane.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheelchair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Limited crossing provision along Avenham Lane, Queen Street and Syke Street. Insufficent crossings along Butler Street, with upgrade to toucan crossing required to provide access from car park to Butler Street and onto the rail station.	Implement controlled crossing along Butler Street from car park to footway. Implement Zebra crossing from Garden Street to Fishergate car park. Implement Toucan crossing at Queen Street/Manchester Road junction. Increase number of crossings along Avenham Lane, Queen Street, Syke Street, Syke Hill and Cross Street. Add informal junction crossings along Winkley Square.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	On-street parking is an issue along Winkley Square. Issues for pedestrians to navigate when accessing Fishergate and train station car parks.	Consider opportunities to reduce on-street parking levels to improve visibillity.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Slopes exist but gradients are minimal. Slopes however in Avenham Park are relatively steep.	No significant interventions required.
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Street signs on both sides of Syke Street and Cross Street are an issue, scaffolding along Cross Street currently completely blocks access on the western side of Cross Street. Similar issue on Butler Street with street signage blocking the pedestrian pathway to the rail station.	Relocate/reduce signage along Syke Street, Cross Street and Butler Street to improve access.
COMFORT				**6**		

Preston: South-West corridor

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**	Existing footway provisions meet desire lines, however improvements along Avenham Lane and Queen Street are required to accommodate pedestrian movements along Manchester Road.	N/A.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Crossing points along Queen Street are poor, with no crossing provision along Manchester Road. Crossings could be more direct along Avenahm Lane to Syke Street. Access to the rail station from Avenham Park, along Butler Road has poor crossing provision.	Introduce two controlled crossing along Butler Street to accommodate pedestrian movements from the car parks to rail station. Implement pedestrian priority measures along Butler Street to increase footway width. Increase number of unsignalised crossing provisions along Avenham Lane and Syke Street. Introduce a Toucan Crossing at Avenham Health Centre/Syke Hill junction.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Issues along Avenham Lane to Syke Street, and Manchester Road,due to a lack of crossing provision. London Road crossing is also staggered and the crossing needs upgrading to accommodate single phase movements and access for all.	Upgrade London Road crossing to that similar to North Road/A59 junction crossing.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	London Road crossing is staggered which negatively impacts pedestrian times when crossing and is not necessary for the width of the road.	Upgrade London Road crossing to that similar to North Road/A59 junction crossing. Implement uncontrolled crossings along Winkley Square.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**0**	London Road green man time is poor, crossing needs upgrading.	Upgrade London Road crossing to that similar to North Road/A59 junction crossing.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Route is slightly confusing for pedestrians particularly as they have to meander through Fishergate car park. Improvements to directness through the car park needs to be made.	Widen footway widths along Garden Street and East Westcliff. Negotiate with Fishergate car park operators and Northern Rail to widen pedestrian access throughout the car park from Garden Street crossing to Butler Street. Implement pedestrian priority measures along Butler Street, from car parks to Fishergate. This will involve acquiring road space and removal of right turn into car park.
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	High traffic volumes along London Road posing safety concerns for pedestrians when crossing, traffic volumes also relatively high along Queen Street/Avenham Lane. Traffic along Winckley Square up towards Fishergate can also be relatively high.	Investigate measures to reduce traffic volume/speeds, along busy A59 and Avenham Lane/Queen Street..
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Traffic speeds are moderate due to the existing speed measures.	Investigate measures to reduce traffic volume/speeds, along busy A59 and Avenham Lane/Queen Street..
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Visibility levels are overall good. Slight issues along Winckley Square due to on-street parking. Pedestrians may feel vulnerable when crossing Fishergate car park and along Butler Street when accessing the train station, significant improvements need to be made to improve comfort.	Consider implementing crossing point along Winckley Square to improve visibility, widen pedestrian footways in the the car parks to improve safety for pedestrians.
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Tactile paving needs significant improvements along Queen Street/Avenham Lane/Syke Street and Cross Street.	Improve tactile paving and drop kerbs along Queen Street/Avenham Lane/ Syke Street and Cross Street, ensure pedestrian islands help pedestrians cross at Syke Street and Cross Street junctions.
COHERENCE				**1**		
			Total Score	**20**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	6
Safety	3
Coherence	1
Total	20

Comments	The route is of overall good quality with relatively good footpath quality, although improvements are needed to be made along Queen Street and Avenham Lane. Footpath improvements and crossing provisions are required along East Cliff/Garden Street and then through Fishergate car park towards Butler Street and the railway station. Avenham Park routes have good quality footpaths, although steep and in areas poor lighting and lack of natural surveillance. Winkley Square has good quality footpaths and lots of natural surveillance, although limited crossing provisions.
Actions	Create a pedestrian priority zone along Butler Street between Frishergate car park/Preston Railway Station and Fishergate, this will widen footways, and narrow road widths creating a shared space for all to use safely. Create another pedestrian priority zone along Winckley square to increase crossing provision.

ROUTE SUMMARY

Route Name	Preston: Northern corridor
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Footways in good condition with some issues noted around Moor Lane where surfacing improvements and dropped kerbs are required.	Some improvements required along the route.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Natural surveillance is good with frequent activity in retail areas, however natural surveillance in the evening is lower.	Consider increasing street lighting and CCTV to increase surveillance in the evening.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Footways are in close proximity to traffic flows, with multiple lanes of traffic on both sides of the carriageway.	Consider interventions to reduce traffic flows.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Excessive use of guardrail along the A6, particulalry at Moor Lane junction and outside the market along Lancaster Road	Removal of guardrail and bollards outside the market Hall. Consider interventions to reduce traffic flows along the A6.
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Footways are in overall good condition with some minor defects, most notable along Lancaster Road and Moor Lane.	Improvements to surface quality along Lancaster Road, similar improvements to that along Fishergate.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway width is of a good standard overall.	Footway improvements at the A6/ Moor Lane junction required, potential for land acquisition to extend footway widths. An increase in footway width also required at Old Vicarage Road/Lancaster Road junction- with potential for build out of the junction. Pedestrian priority measures are required throughout Lancaster Road, which would widen footway widths throughout.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheelchair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	A59 junction crossing is of a good standard. Improvements required at Moor Lane/A6 junction crossings (excessive guardrail). Improvements required to crossing at Carlisle Street and towards the bus station. Crossing quality outside the market is also poor. Improvements required along Moor Lane.	Large-scale junction redesign at A6/ Moor Lane, widening of footways and investigate potential to implement measures which reduce traffic flow. Implement Zebra/controlled crossing at Carlisle Street to accomodate flows to the bus station. Pedestrian priority measures required along Lancaster Road and uncontrolled crossing required outside the market hall.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	Very few instances of footway parking	No significant interventions required.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	Level gradient throughout	No significant interventions required.
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Barriers restricting access at the market and lack of crossing provision at Guild Hall.	Remove existing guardrailing, and implement pedestrian priority measures along Lancaster Road, similar to Fishergate.
COMFORT				**8**		

Preston: Northern corridor

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Existing footway provision meet desire lines, slight improvements need to be made along Moor Lane.	Overall footpath desire lines are good, slight improvements necessary to surface quality along Moor Lane.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Improvements along Moor Lane required.	Junction redesign at A6/Moor Lane junction to improve desire lines and increase crossing provisions and an upgrade to current crossing provisions to controlled crossings along
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Crossing difficult along the A6 due to the width and heavy traffic flow along their, existing infrastructure along there is inadequate pedestrian islands require widening.	Increase number of unsignalise pedestrian islands along Moor Lane, potential to implement controlled signalised crossing.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	Moor Lane/A6 junction crossings are poor and staggered. However crossing of the A59 is good and direct.	Junction redesign at the A6/Moor Lane crossing, similar to that at the A59 ringway crossing.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Moor Lane/A6 junction crossing times are poor.	Junction redesign at the A6/Moor Lane crossing, similar to that at the A59 ringway crossing.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Access outside the market is difficult for pedestrians to access due to barriers blocking routes and inadequate paving.	Pedestrian priority measures along Lancaster Road, potentially from the bus station to Fishergate.
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	A6 and Moor Lane high traffic volumes, main route to and from the north of Preston town centre. Lancaster road relativley low trafic flow, however considerable amount of bus traffic.	Investigate measures to reduce traffic volumes and introduce traffic calming measures.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Moderate traffic speeds along the routes.	Introduce traffic calming measures along the A6 and Moor Lane.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Some on-street parking along Moor Lane which restricts visibility.	Investigate traffic management measures to improve visbility and safety.
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Improvements to paving required along Lancaster Road, particulalry at the Markey and Guild Hall. A6 overall good condition, some improvements along Moor Lane, particulary at the A6 junction.	Phasing improvements required at A6/Moor Lane junction and crossings along Moor Lane. Pedestrian priority measures should improve paving along Lancaster Road.
COHERENCE				**1**		
Total Score				**22**		

Criterion	Performance Scores
Attractiveness	4
Comfort	8
Directness	6
Safety	3
Coherence	1
Total	22

Comments	The existing footway provision broadly meet the desire lines, however improvements to crossing provision along Moor Lane and the A6 are required. Wayfinding around the bus station and the market require improving.
Actions	A6/Moor Lane junction redesign to accommodate pedestrian and cycling movements, this will require Toucan Crossings and wider footpaths at the junction. Upgrades to crossing provisions and an increase to unsignalised provisions along both the A6 and Moor Lane required. Introduce pedestrian priority measures along Lancaster Road from Old Vicarage road to Fishergate.

ROUTE SUMMARY

Route Name	Preston: Ringway corridor
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Footways are in overall good condition, particularly on the northern side of the carriageway, however footway quality narrows within the East along London Road.	Some surface improvements required. Particularly at Preston HMP junction.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Limited natural surveillance due to lack of residential properties along the route. Underpass to cross the road just before Preston Magistrates, poor lighting and not ideal.	Increase lighting provisions throughout, lighting under the Preston Magistrates underpass needs upgrading.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**0**	High traffic flows in close proximity to pedestrains, some areas footpath is wide enough to completely segregate pedestrians.	Traffic calming measures to reduce speeds, and investigate potential to reallocate road space to reduce traffic flows.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Excessive guardrail along the route, particulalry at HMP Preston junction and Preston Magistrates.	The quality of provision at major crossing points could be improved to create a more attractive pedestrian environment.
ATTRACTIVENESS				**3**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Footway surfacing could be improved as some trip hazards are present along the route, particulalry along Leighton Street and Pedder Street.	Increase footway provision quality around the A59/A6 through surface quality improvements.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway width is good, however could be widened to accommodate cyclists in certain areas. Between Friargate and Preston Magistrates court footpath is narrow, street litter such as signs and bus stops are also a hinderance. this is accommodated by a underpass, which is un-ideal for pedestrians.	Increase footway provision around the A59/A6 to improve access to the town centre, most notable areas are between Friargate to Preston Magistrates court and North Road junction to Queen Street junction. Potential for land grabs from the grass verges to the left of the ringway in some areas and the central reservations. A6 Salford is a good example of the type of measure that could be imple-
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheelchair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Overall crossings along the routes are good, improvements necessary at Bow Lane, HMP Preston junction, New Hall Lane and Queen Street junction. Pedestrian islands and crossings along the A6 in particular need improving and widening.	Significant upgrades required at HMP Preston junction, similar to the redesign at North Road junction. Controlled Crossings or improvements to the staggering at Queen Street junction required.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Some instances of footpath parking along the A6.	Consider opportunities to reduce on-street parking along London Road.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Leighton Street and Pedder Street are steep, however overall gradient isn't relatively limited.	N/A
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Signage along the route restricts pedestrian access in places, overuse of guardrail along the route, particularly at HMP Preston junction.	Removal of signage cluttter is necessary throughout the route. Potential to implement pedestrian priority measures along the ring road, similar to th A6 Salford, this would require traffic calming, along with the removal of the central reservation and guardrail, allowing pedestrians to
COMFORT				**6**		

Preston: Ringway corridor

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Footways follow the desire line however quality of footway provisions in some areas require improvement.	Consider improvements to footway provision at major junctions, most notably Preston HMP junction.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Crossings in good locations however increases in crossings between Preston Magistrates and Frenchwood Avenue need increasing and improving to accommodate desire lines and access for all. Officers observed on the site investigation pedstrians climbing over the central reservation barriers, rather than using the	Upgrade uncontrolled crossings to controlled crossings, where appropriate. Consider removal of guardrailing and conduct an assessment for an at grade crossing at the A59 pedestrian link bridge (St Pauls Street).
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Further crossings and upgrades particularly at Bow Lane, HMP Preston junction, New Hall Lane and Queen Street junction. Pedestrian islands and crossings along the A6.	Upgrade controlled crossings at these locations appropriately and uncontrolled crossings to controlled crossings.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	Controlled crossings do not significantly impact upon journey time, however improvements are needed at HMP Preston junction, New Hall Lane and Queen	Upgrade controlled crossings at these locations appropriately and uncontrolled crossings to controlled crossings.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Green man time is overall good however sgnificant improvements are required along the A6 and junctions at HMP Preston, New Hall Lane and Queen Street junction crossings.	Improvments to green man time necessary, upgrading uncontrolled to controlled crossings apprpriate.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	N/A.	N/A
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**0**	High traffic flows.	Investigate measures to reduce traffic flows
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Moderate traffic speeds.	Investigate measures to reduce traffic flows and opportunities to introduce traffic calming measures
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	No significant visibility issues however limited visibility where footway width narrows in proximity to parked vehicles along A6.	Remove on-street parking in these areas.
SAFETY				**2**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Improvements required all along route, particulalry between Preston Magistrates and Frenchwood Avenue.	Improve maintenance of dropped kerbs and tactile paving, implement similar paving measures and materials to those used at North Road and Corporation junctions, throughout the
COHERENCE				**1**		
			Total Score	**18**		

Criterion	Performance Scores
Attractiveness	3
Comfort	6
Directness	6
Safety	2
Coherence	1
Total	18

Comments	The route experiences high traffic flow, footway provisions and crossings follow desire lines accordingly, however the East of the route crossing provisions need considerable improvements. Footway width and quality overall is good, however improvements between Friargate and Preston Magistrates Court need improving.
Actions	Remove central reservation of the ringway, creating a similar scheme to that of the A6 Salford, this will aim to improve pedestrian movements between residential areas and the town centre, reucing traffic speeds and flow. Junction upgrade at Preston HMP, along with upgrades to existing provisions along the East of the route to Toucan/puffin crossings.

ROUTE SUMMARY

Route Name	Lostock Hall : North to South route
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Footway well maintained however some trip hazards noted, most notable along Leyland Road and Watkins Lane.	Trip hazards noted most notably around Town Centre, resurfacing required throughout.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	Natural surveillance due to residential and Town Centre areas, no evidence of vandelism.	N/A
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Leyland Road experiences high peak time traffic flow, with multiple lanes of traffic throughout the Town Centre of Lostock Hall.	Investigate opportunities to reduce traffic flows or introduce traffic calming measures.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Excessive use of guard railing along Leyland Road through the town cetnre.	Investigate opportunities to reduce guardrailing within the Town Centre, to allow for greater movements of pedestrians across Leyland Road.
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Footway surfacing could be improved, particularly throughout the Town Centre.	Footway quality along Leyland Road and Watking Lane could be improved through surfacing improvements to reduce prevalence of trip hazards.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Road width is verry narrow along Leyland Road going throughout the Town Centre and along Watkins Lane.	Widen Leyland Road/Brownedge Road width. Introduce pedestrian priority measures throughout the Town Centre, that look to widen the pathways and reduce traffic speed througout the Town Centre. Widen pedstrian footway
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Town Centre crossings are inadequate and insufficent, upgrades are needed. Lostock Lane roundabout provides good pedestrian access and little delay journey times when crossing.	Toucan Crossings required throughout the Town Centre, widening of these crossings reducing road width is necessary. Upgrade Stanifield Lane/Lydiate Lane pedestrian island.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	On-street parking along Watkins Lane is present, clear visibility and obstruction issue.	Remove on-street parking.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Slight gradient up to Lostock Hall Train Station.	N/A
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Bus lanes along Leyland Road a slight insignifcance as they eat into the footpath.	N/A
COMFORT				**6**		

Lostock Hall : North to South route

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Footway provision meets desire lines with severance at crossing points at major junctions (i.e. Lostock Town Centre crossings)	Build out and upgrade crossings to controlled crossings, reducing road width and increasing footway paths throughout the Town Centre crossings.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Improvement to crossings at the Town Centre to accommodate desire Lines, no controlled crossing to accommodate pedestrians crossing	Implement controlled crossings where appropriate.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**0**	Considerable amount of guardrail at the Town Centre along Leyland Road and at the junctions, this limits crossing opportunities. Limted crossing provisions along Leyland Road and Watkins Lane crossing needs upgrading.	Public realm and pedestrian priority measure necesssary thoughout the Town Centre, controlled crossings require building out, reducing road width and increasing footpath width.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	Crossings at Lostock Town Centre along Leyland Road are staggered, slight increase in journey time	Upgrade crossings to controlled crossings.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Pedestrians would benefit from extended green man time, however increase in green man time likely to impact traffic flow.	Upgrade crossings to controlled crossings.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Guardrail impacts pedestrian access at bus stop in Lostock Town Centre, area requires redesign of crossing points to reflect desire lines more.	Public realm and pedestrian priority measure necesssary thoughout the Town Centre, controlled crossings require building out, reducing road width and increasing footpath width.
DIRECTNESS				**5**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	High peak time volumes of traffic	Pedestrian priority measures to reduce traffic flow and speeds.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Relatively low traffic speeds, however speed restrictions/markings need improving, particulary along Stanfield Land and Watkins Lane.	Traffic management measures along Stanifield Lane.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	On-street parking makes visibility poor along Watkins Lane.	Removal of on-street parking.
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Paving overall is poor particulalry along Leyland Road and Watkins Lane. Lostock Town Centre paving requires upgrades.	Paving and dropped kerbs necessary throughout the route.
COHERENCE				**1**		
			Total Score	**20**		

Criterion	Performance Scores
Attractiveness	5
Comfort	6
Directness	5
Safety	3
Coherence	1
Total	20

Comments	Pedestrian corssings within the Town Centre are poor quality and deviate from pedestrian desire lines. Footpath quality and paving is also relatively poor throughout, footpath width along Leyland Road, in proximity to the Town Centre is too narrow, making it undesireable for pedestrians.
Actions	Upgrade Brownedge Road junction crossings to Toucan/Puffin crossings. Create pedestrian priority zone along Leyland road (Town Centre), increasing footway widths and reducing speeds and flows. Introduce traffic calming measures along Watkins Lane and Stanifields Lane to reduce on-street parking and improve safety .

ROUTE SUMMARY

Route Name	Lostock Hall : East to West route
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Footways are of an overall good standard, slight improvements to surface quality may need to be made	Consider potential to improve footway provision through surfacing improvements
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	No evidence of vandalism with appropriate natural surveillance.	No significant intervention required
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Majority of routes are relatively busy during peak time, particulalry Brownedge Road.	Consider opportunities to reduce traffic flow or implement traffic calming measures.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Excessive use of guard railing along Leyland Road/Watkins Lane through the town centre.	Removal of Guardrail.
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Overall footways are in relatively good condition, slight resurfacing improvements required along the routes.	Public realm improvements throughout the Town Centre.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway widths are relatively narrow along the route, particulalry along Coote Lane and Croston Road.	Consider opportunities to increase footway width through removing on-street parking and widening inner Town Centre/ Brownedge Road footpaths.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Town Centre crossings are inadequate and insufficent, upgrades are needed. Improvements to crossings at Coote's Lane roundabout and Brownedge/A6 Roundabout.	Improve pedestrian islands and phasing at Cootes Lane Roundabout. Significant junction redesign of A6/Brownedge roundabut to accommodate pedestrians.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Slight issues of parking on the footway, mainly along residential parts of the route, most notable along Croston Road.	Consider traffic management measures to reduce level of on-street parking along Croston Road, Brownedge Road and Wateringpool Lane.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	Slight gradients but very minimal.	N/A
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Routes form along residential roads, no major issues in regards to comfort.	N/A
COMFORT				**7**		

Lostock Hall : East to West route

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Footway provision meets desire lines with severance at crossing points at major junctions (i.e. Lostock town centre crossings)	Improve accessibility on Brownedge Road and Croston Street.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Existing crossing points meet desire lines however quality of crossing points could be increased and improved.	Increase crossing provision along Brownedge Road, Coote Lane and Croston Street.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Route would benefit from improved quality to crossing points (i.e. increase uncontrolled crossing along Brownedge Road, Croston Road and Cote Lane)	Investigate potential to increase crossing opportunities.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	Crossings at Lostock Town Centre along Leyland Road are staggered, slight increase in journey time	Upgrade crossings within the Town Centre to Toucan Crossings (See North to Sout Route options).
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Pedestrians would benefit from extended green man time, however increase in green man time likely to impact traffic flow, particulalry at	Upgrade crossings within the Town Centre to Toucan Crossings (See North to Sout Route options). Upgrade A6 roundabout
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Brownedge/A6 roundabout no direct pedestrian access at the roundabout, junction improvements are needed to accommodate desire lines.	Upgrade crossings to controlled crossings.
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Relatively high traffic flows along Brownedge/Croston Road and Coote Lane.	Investigate measures to reduce traffic volume/speeds.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Speeds are relatively moderate, however speeding maybe an issue along Coote Lane and Croston Road, due to their semi rural nature.	Investigate measures to reduce traffic volume/speeds, through reduced traffic flows or traffic calming along Brownedge Road and Leyland Road.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Visibility overall good however Brownedge road some on-streeet parking present. Issue with on-street parking mainly along Croston Road	Investigate traffic management measures to reduce on-street parking levels along Croston Road and Wateringpool lane.
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Quality of footway provision including provision and quality of dropped kerbs and tactile paving could be improved	Phasing and dropped kerbs throughout the routes required.
COHERENCE				**1**		
			Total Score	**22**		

Criterion	Performance Scores
Attractiveness	5
Comfort	7
Directness	6
Safety	3
Coherence	1
Total	22

Comments	The route experiences moderate traffic flows with relatively poor footway provision in multiple areas, which reduces accessibility, and increases pedestrians proximity to traffic flows.
Actions	Improvements to footway quality and width within the Town Centre of Lostock Hall- Cootes Lane/Croston Road/ Brownedge Road. Introduce traffic calming measures to reduce on-street parking along Brownedge Road/Coote Lane and Croston Road.

ROUTE SUMMARY

Route Name	Lostock Hall : Todd Lane north to Cuerden
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Overall footways well maintained, however in some areas non-existant.	Some surface improvements required at junctions.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Route runs predominantly non-residential, therefore lack of natural surveillance particulalry during the night.	Opportunities to improve street lighting along the A6.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Predominantly the route runs along the A6 a heavy traffic flowing route. Todd Lane is relatively busy.	Investigate opportunities to reduce traffic flows or introduce traffic calming measures along the A6.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Overall majority of route is in a semi rural area, however as the route hits the A6 there is clearly a high amount of traffic making it undesireable for pedestrians	N/A
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Footways are in relatively good condition along the A6, however in some areas along Todd Lane they are non-existant on one side.	Consider adding footpaths along both sides of the A6 (between Cuerden Way and Wigan Road) and in some areas along Todd Lane North.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Along the A6 footpaths are wide, however on one particular side non-existant. Along Todd Lane footpaths are narrow and non-existant in parts.	Consider increasing width of footpaths along Todd Lane.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Brownedge Road junction is considerably narrow and inconvenient, however, junction crossings on the A6 are good quality, slight improvements maybe need to be made on the A6 roundabout and Cuerden Way junction.	Upgrade crossings at Brownedge Road junction to controlled crossings, remove guardraill too. Potential to reduce staggered junctions at Cuerden Way junction, improving crossing times.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Minimal footway parking along Todd Lane.	Consider traffic management measures to reduce level of on-street parking along Todd Lane.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Slight gradient.	No significant interventions required.
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Over use of barriers at Cuerden Way Junction.	Potential for a complete junction redesign to reduce crossing time.
COMFORT				**6**		

Lostock Hall : Todd Lane north to Cuerden

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Footway provisions meet desire lines very well along the A6, slight improvements could be made along Todd Lane.	No significant interventions required.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**2**	Crossing points largely meet the desire lines however a Toucan crossing is required at Burnedge Road.	Implement controlled crossings at Burnedge Road junction, upgrade uncontrolled crossing at Todd Lane A6 junction.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**2**	Crossing provision is of a good standard however instances exist where uncontrolled crossings could be upgraded to controlled crossing points. Increase in crossing provisions along Todd Lane necessary, particualry near Lostock Hall Acade-	Implement Zebra or Toucan Crossing at Lostock Academy. Increase number of unsignalised crosssings along Todd Lane.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	Controlled crossings do not increase journey time significantly.	Potential to reduce staggered junctions at Cuerden Way junction, improving crossing times.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	Green man time is sufficient	No significant interventions required
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	N/A	N/A
DIRECTNESS				**9**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	High traffic volumes along A6.	Implement measures to reduce traffic volume/speeds along the A6.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Traffic speeds moderate, speeds maybe high along Todd Lane due to semi-rural nature of the road.	Consider implementing traffic calming measures along Todd Lane.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**	Visibility overall good.	No significant interventions required.
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Overall good, improvements need to be made along Todd Lane in proximity to Lostock Hall Academy and Brownedge Road junction.	Implement controlled crossing or zebra at Lostock Academy and controlled crossing at Burnedge Road.
COHERENCE				**1**		
			Total Score	**24**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	9
Safety	4
Coherence	1
Total	24

Comments	Overall good quality footpath surfaces and crossing points, particulalry along the A6. Improvements and increases to crossing provisions need to be made along Todd Lane, along with the potential to widen the footpath.
Actions	Upgrades to crossing provisions and footpath width at Brownedge Road junction, along with increases to footway width along sections of Todd Lane. Increase number of unsignalised crossing provisions along Todd Lane appropriately, and introduce signalised crossing provisions outside Lostock Hall Academy.

ROUTE SUMMARY

Route Name	Leyland: North to South corridor
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Footways in an overall good condition, particularly on the northern side of Leyland and through the Town Centre.	Consider improvements to footway provisions along Towngate and public realm improvements along Hough Lane.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	No evidence of vandalism with appropriate natural surveillance, throughout the Town Centre, potentialy less so during the night, particualry in proximity to Leyland Business Park in the North.	Improve CCTV along Centurion Way (Leyland Business Park).
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Relatively high traffic flows as the routes are the main road networks through Leyland Town Centre. Northern parts of the route although good footpath quality have heavy goods vehicles along them.	Invesitgate potential to limit traffic flows and introduce traffic calming measures throughout the Town Centre routes. Ensure good visibility and speed restictions are maintained along Churchill Way (Leyland Business Park).
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	N/A.	N/A.
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Footpath quality overall good. Slight improvements along Hough Lane, and near the Indoor Market, due to footfall along the area.	Public Realm improvements along Hough Lane.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway widths are generally in excess of 1.5m, with reduced width in some areas, predominantly in the Town Centre (Hough Lane) and at the Train Station along Golden Hill.	Increase footpath width along Hough Lane through the removal of on-street parking. Widen footpath along Hough Lane at Herbet Street through pedestrian priority route measures.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Overall crossings are good, however Churchill Way roundabout improvements need to be made to widen access on all arms. The two roundabouts at Turpin Green Lane are also difficult for pedestrians to cross, removal of guardrail and upgrading crossing points need to be made. Crossing points at Runshaw College need upgrading.	Controlled crossings required on all arms of Churchill Way roundabout. Remove guardrail at Turpin Green Lane, along vegetation and implement Toucan or zebra crossings on unsignalised arms of the roundabouts.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Although on-street parking is present throughout Leyland Town Centre there is very limited parking on the footpath.	Consider opportunities to reduce on-street parking levels along Hough Lane.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	Equal gradient throughout route.	N/A.
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	N/A.	N/A.
COMFORT				**7**		

Leyland: North to South Corridor

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**	Footway provisions meet pedestrian desire lines, however access to Leyland Business park through a more direct route required.	No significant interventions required.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Crossing points largely meet the desire lines however an increase in provisions necessary in proximity to Runshaw College.	Increase crossing provisions along Langdale Road and Worden Lane in proximity to the park entrance.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Crossings of major roads are good however excessive guardrailing decreases crossing opportunities for pedestrians. Increase in uncontrolled crossing points along Towngate Road.	Increase in provisions along Towngate necessary along with the upgrade of crossing provisions at St Andrews Way junction.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	In areas of controlled crossings, the impact on journey time is not significant however there is scope for slight improvement, particulalry at Churchill Way	Upgrade arms along Churchill roundabout to controlled crossings.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Overall good but improvements needed at Churchill Way Roundabout.	Upgrade arms along Curchill roundabout to controlled crossings.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Guardrails restricting access at Turpin Green Lane roundabouts.	Remove guardrail at Turpin Green Lane, and implement Toucan or zebra crossings on unsignalised arms of the roundabouts. Improve phasing and footpath quality along Turpin Lane (Stanley Street)/remove signage.
DIRECTNESS				**7**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Relatively moderate traffic flow, high during peak times. HGV's present along north of the routes (Leyland business park)	Invesitgate potential to limit traffic flows and introduce traffic calming measures throughout the Town Centre routes. Ensure good visibility and speed restictions are maintained along Churchill Way (Leyland Business Park).
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Speeds low however maybe an issue along Worden Lane,	Ensure good visibility and speed restictions are maintained along Churchill Way (Leyland Business Park).
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	On-street parking is a slight issue along Hough Lane, restricts visibility of pedestrians.	Traffic calming measures to reduce on-street parking.
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Tactile paving improvements required along Hough Lane and Howgate realtively good along Towngate.	Improve and maintain dropped kerbs and tactile paving at junctions throughout.
COHERENCE				**1**		
			Total Score	**23**		

Criterion	Performance Scores
Attractiveness	5
Comfort	7
Directness	7
Safety	3
Coherence	1
Total	23

Comments	Footway provision follow pedestrian desire lines well, although improvements required to the quality of provisions at crossing points, most notably at Churchill Way roundabout and Turpin Green Lane Roundabouts. Footpath quality, width and safety was also noted as a particular concern along Hough Lane.
Actions	Upgrade crossing provisions to Toucan Crossings at Churchill Way roundabout and Turpin Green Lane roundabouts. Improve public realm of Hough Lane through increasing footway width, controlling speeds and reducing on-street parking. Increase number of crossing provisions along Worden Lane and Langdale Road to follow pedestrian desire lines to Runshaw College.

ROUTE SUMMARY

Route Name	Leyland: Schleswig junction to Preston Road
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Footays overall good quality, slight improvements to surfacing in some places.	Footway surface improvements throughout most notably in proximity to the Train Station and bus stop.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	No evidence of vandalism, lots of natural surveillance from residential areas, maybe less safer during the night	N/A.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Relatively high traffic flow.	Consider implementing traffic calming measures along Golden Hill Lane.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	N/A.	N/A.
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Overall good quality, improvemnts required in proximity to the railway station and along Golden Hill Lane (Town Centre area).	Resurfacing and phasing at Station Brow/Leyland Train Station.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Overall good quality, width is rather narrow in proximity to Train Station and Schleswig Way roundabout	Investigate potential for footway widening to reduce need for 'give and take' between users at Longmeanygate-Schleswig Way Roundabout, Golden Hill Lane/ Leyland Lane junction and at the Train Station and bus stop.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Width on majority of crossings need increasing and improving, no crossing provisions at Schleswig Roundabout, Leyland Lane junction crossing provisions inadequate.	Upgrade all arms at the Schleswig roundabout to controlled crossings. Upgrade all arms at Leyland Lane junction to controlled crossings or improve phasing to reduce Road width (increasing footway width) and reducing vehicle speed at junction.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Some footway parking in proximity to Train Station and along Golden Hill Lane (Town Centre area) and Leyland Lane junction.	Consider traffic management measures to reduce level of on-street parking at Leyland Lane junction and along Green Hill Lane (Train Station).
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	Overall gradient good.	N/A.
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Over use of bollards and guardrail in proximity to Train Station, Leyland Lane junction and Preston Road/Moss Lane roundabout, disrupting pedestrian access.	Public realm improvements necessary at Train Station, removal of guardrail and bollards near bus station and at Chapel Brow junctions, implement pedestrian priority measures, raising crossings and improving phasing at junctions. Remove guardrail at Preston Road/ Moss Lane roundabout and implement signalised crossings at Moss Lane arm to provide access to Train
COMFORT				**7**		

Leyland: Schleswig junction to Preston Road

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Overall footway provisions meet desire Lines, improvements need to be made at Schleswig Way roundabout.	No major changes to routing are required however improvements to quality are required.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Overall desire lines are met but crossing provisions need upgrading. Crossings at Tomlinson Road junction, Broadfield Drive, Leyland Lane, Preston Road roundabout and Schleswig Way roundabout need upgrading.	Upgrade pedestrian island/crossings at Tomlinson Road junction. Upgrade crossings at Leyland Lane to controlled crossings at each arm. Preston Road roundabout requires a controlled crossing along Moss Lane arm and Schleswig Way roundabout needs signalising, each arm requires
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Improvements required throughout the route in particular, Station Brow and Green Hill Lane in proximity to th Train Station.	Implement controlled crossings and raise crossing provisions, promoting pedestrian priority measures along the lane.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	No crossing opportunities at Schleswig roundabout, delays at crossings at Churchill Way and Olympian Way.	Upgrade crossings to controlled crossings.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Green man time could be improved on majority of crossings, there is no signalised crossing along Leyland Way, which signifcantly impacts pedestrians.	Upgrade crossing prvisions to controlled crossings, upgrade unsignalised crossings to signalised crossings.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Extremely confusing layout at the Train Station along Golden Hill Lane, excessive use of guardraill hinders pedestrian movements.	Removal of guardrail, pedestiran priority measures throughout the area (proximity of Train Station and Bus Station.), along with controlled crossings to cross Station Brow and Green
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Traffic relatively busy along the route, particulalry during peak times,	Investigate measures to reduce traffic flows along Green Hill Lane/Station Brow Lane in particular.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Relatively moderate due to congestion along route.	Investigate traffic calming measures along route, particularly in close proximity to Leyland Lane Junction and Train Station.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Visibility is good overall however is negatively impacted at Leyland Lane junction due to parked vehicles.	Traffic calming measures to reduce on-street parking.
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**0**	Paving and phasing required throughout, particulalry at Train Station and along Golden Hill Lane	Improve and maintain dropped kerbs and tactile paving at junctions throughout.
COHERENCE				**0**		
			Total Score	**21**		

Criterion	Performance Scores
Attractiveness	5
Comfort	7
Directness	6
Safety	3
Coherence	0
Total	21

Comments	Relatively busy route, with poor crossing and narrow footpath provisions making it confusing and unsafe for pedestrians to cross and access the Train Station/Bus stop and Leyland Town Centre. Crossing provisions at Leyland Lane, Scheswig Roundabout and Preston Road/Moston Lane Roundabout where also noted as areas for concern.
Actions	Introduce pedestrian priority and public realm measures along Golden Hill Lane/Station Brow, to improve acces between Leyland Railway Station and bus stop. Upgrade crossing provisions along Golden Hill Road, along with crossing provisions at Leyland Lane junction, Schleswig roundabout and Preston Road roundabout.

ROUTE SUMMARY

Route Name	Leyland: East to West Corridor
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**2**	Footays overall good quality, slight improvements to surfacing in some places.	Slight improvements to footpath surface quality along Dawson Lane.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	Predominantly residential route.	Increase lighting from Heald House Road to Dawson Lane Roundabout.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Relatively busy route.	Increase in traffic calming measures along Fox Lane to Dawson Lane roundabout.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Excessive guardrail at junctions.	Removal of guardrail at Leyland Lane Roundabout, Worden Lane roundabout and Bent Lane roundabout.
ATTRACTIVENESS				**6**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Footpath overall good quality, some issues along Fox Lane in proximity to Leyland Lane Roundabout and West Paddock Way Roundabout.	Improve surface quality along Fox Lane/Leyland Lane roundabout, West Paddock/Fox Lane Roundabout and along Heald House Lane and Dawson Lane.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway width overall good, issues at Leyland Lane roundabout and along the left handside of Dawson Lane.	Widen Footpath along Dawson Lane and increase width of footpath at West Paddock/Fox Lane roundabout and Wellington Avenue roundabout junction. Increase width of Fox Lane/ Worden Lane junction footpaths.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Numerous roundabout crossings inadequate most notable West Paddock Way, Leyland Lane and Worden Lane roundabout.	Increase footway widths at all roundabout crossings. Upgrade St Andrews Way junction crossing to controlled crossings, ensure crossings are wide enough for all. Redesign of Canberra Road junction necessary, implement controlled crossings in relation to desire lines.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	No issues noted.	N/A
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	Overall gradient good.	N/A
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Over use of guardrail at junctions and roundabouts. Bollards along Church Lane unecessary in areas.	Remove bollards along Church Lane and at Windsor Avenue junction. Also remove excessive guardrail at junctions and roundabouts.
COMFORT				**8**		

Leyland: East to West Corridor

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Overall good, improvements required at some junctions such as Leyland Lane roundabout, Worden Lane and Canberra Road junction.	Implement controlled crossings at Canberra road junction. Improve phasing at roundabouts, increasing footway widths and reducing road widths.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Overall good, however provisions need to be more direct in relation to Buckhaw Village and Matrix Industrial Park	Upgrade Dawson Lane roundabout, implement controlled crossings on each arm to accommodate desire lines.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Improvements required throughout the route in particular, at Leyland Lane roundabout and Wigan road junction (where there is a slight staggering at the junction).	Implement controlled crossings Wigan Road junction and reduce stager and green man times. Increase uncontrolled pedestrian islands along Fox Lane and West Paddock Way. Upgrade uncontrolled pedestrian crossings along Church Road and Lancastergate, potentially to signal-
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	Wigan road junction is slightly staggered, improvements need to be made Dawson Lane roundabout to accommodate pedestrians better.	Upgrade Wigan Road junction and Dawson Lane Roundabout to single phase controlled crossings.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Overall good green man times need improving at Wigan road junction, upgrades required to crossings along Lancastergate.	Upgrade to controlled crossings at Wigan Road junction. Upgrade uncontrolled pedestrian crossings to controlled pedestrian or Zebra crossings along Lancastergate.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Crossing at Canberra Road roundabout is confusing for pedestrians.	Junction redesign to accommodate desire lines. Implement controlled crossings at each arm.
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Relatively busy route, pariculalry during peak times.	Investigate measures to reduce traffic flows along Lancastergate/West Paddock and along Fox Lane to Dawson Lane Roundabout.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Moderate trafic speeds.	Consider implementing traffic calming measures along Church Lane-Dawson Lane.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**	Overall visibility good.	N/A.
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Phasing required throughout the route particulalry at the junctions and roundabouts.	Phasing and dropped kerb improvements at all junctions and roundabouts along the route. Look to improve phasing particularly at Leyland Lane roundabout and Worden Lane roundabout, to reduce road width and increase footway width at junctions.
COHERENCE				**1**		
			Total Score	**25**		

Criterion	Performance Scores
Attractiveness	6
Comfort	8
Directness	6
Safety	4
Coherence	1
Total	25

Comments	Surface quality and footpath width is overall good however improvements necessary to junction and crossing provisions to accommodate width and pedestrian desire lines.
Actions	Improve junction widths and crossing provisions to accommodate desire lines and pedestrian safety. Most notable junctions and roundabouts include, Leyland Lane Roundabout, Worden Lane Roundabout, Canberra Road junction, Bents Lane Roundabout and Dawson Lane Roundabout.

ROUTE SUMMARY

Route Name	Chorley: A6 route
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Footways relatively good quality, however the route follows busy Road and is asthetically unpleasing.	Surface quality improvements required, mainly at junctions and roundabouts.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Minor vandelism, limited natural surveillance, particulalry during the night.	Opportunities to improve street lighting and CCTV surveillance.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**0**	Busy route into Chorley, asthetically unpleasing.	Investigate opportunities to reduce traffic flows or introduce traffic calming measures.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Majority of route has a guardraill alongside it, difficult for pedestrians to access, plus pedestrians have to cross numerous roundabouts.	Removal of guardrail and implement traffic calming measures throughout, potential to introduce measures such as those along the A6 Salford.
ATTRACTIVENESS				**3**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Overall footways in good condition however improvements to surface quality required.	Phasing improvements at roundabouts and junctions.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway width relatively poor, particularly in proximity to Chorley Train Station.	Removal of central reservation and implement traffic calming measures throughout route, this will allow for widening of footpath throughout route but most notably at te Train Station crossing. Potential to relocate drop off point at Train Station to push back retaining wall and widen footpath at
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**0**	Crossings throughout the route all need improving, crossings at roundabouts also need signalising and widening to accommodate all pedestrians.	Each roundabout requires controlled crossings at each arm along the A6 and the removal of guardrail. Upgrade crossing at the Train Station to a single phase controlled crossing, footpath widths here need increasing drastically, to do so remove central reservation and implement Salford A6 style measures, plus relocate drop off point to car park, which will creaste more space for crossing redesign and footway width outside the Train Station.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Footway parking is limited, however issues with on-street parking after Lyons Lane roundabout.	Consider opportunities to reduce on-street parking levelsalong Bolton Road.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Gradient relatively good throughout. Sligh gradient at the Train Station	Potential Train Station access redesign, relocate drop off to Car Park.
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Excessive guardrail throughout the route, making it difficult and unattractive for pedestrians to cross the A6.	Removal of guardrail, implement pedestrian priority measures similar to A6 Salford scheme along A6.
COMFORT				**5**		

Chorley: A6 route

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Relatively good provisions, however poor at some crossing points.	Phasing improvements at all roundabouts and junctions.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**0**	Crossings deviate from desire lines along the route, particulalry due to location of crossings in proximity to trip and origin destinations, most notable is the crossings for the Train Station and bus stations.	Upgrade roundabout arms to controlled crossings appropriately. Increase number of uncontrolled pedestrian crossings along Bolton Road, upgrade uncontrolled crossing at Albany Academy to zebra or controlled crossing. Upgrade crossings outside Chorley and South Ribble hospital, removing guardrail and central reservation for improvements to pedestrian access. Upgrade the A6/ A674 roundabout to a dutch style roundabout to accommodate cyclists. Upgrade crossings to controlled crossings at Euxton Lane/A6 roundabout to accommodate desire lines and greater access to Hospital (removal of guardrail).
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**0**	Majority of crossings are controlled however at roundabouts crossings need to be upgraded, most notable Preston Street, Water Street and Bolton Road roundabouts. Majority of crossings are narrow making it difficult for multiple pedestrians to cross.	Upgrade all crossings to single phase controlled crossings. Increase number of uncontrolled pedestrian crossings along Bolton Road.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**0**	Majority of crossings are staggered, most notable crossing between then Train Station and bus station. Crossing improvements required at Albany Academy.	Upgrade Albany Acadamy crossing to a controlled one, increase uncontrolled provisions along Bolton Road , upgrade crosings to single phase controlled crossings.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Green man times could be improved.	Upgrade crossings appropriately to Single phase controlled crossings.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Access to bus and Train Stations from route are poor.	Upgrade crossing appropriately as discussed above.
DIRECTNESS				**3**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**0**	High volumes of traffic pass through the route.	Investigate potential to increase segregation between pedestrians and traffic flow, implement pedestrian priority measures along the A6 similar to measure at the A6 Salford.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Traffic speeds moderate due to congestion.	Implement traffic calming/speed measures.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Visibility relatively good however improvements need to be made along Bolton Road from Lyons Lane roundabout southwards.	Limit on-street parking through implementing provision in those areas which create visibility issues.
SAFETY				**2**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**0**	Phasing poor throughout, particulalry at roundabout crossings.	Improve and maintain dropped kerbs and tactile paving at roundabouts and junctions along the route.
COHERENCE				**0**		
			Total Score	**13**		

Criterion	Performance Scores
Attractiveness	3
Comfort	5
Directness	3
Safety	2
Coherence	0
Total	13

Comments	Heavy traffic flow throughout the route, overall surface quality is good but width is poor in areas. Crossing provisions are inadequate and need upgrading to accommodate desire lines, along with the removal of excessive guardrail.
Actions	Implementing crossing upgrades to accommodate desire lines and improving footpath width is necessary, pedestrian priority measures such as those along the A6 Salford will help reduce traffic speeds and increase footpath width, making it safer for pedestrians to cross in relation to desire lines.

ROUTE SUMMARY

Route Name	Chorley: South-West to East Corridor
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Overall footpath quality relatively good, surface improvements required, particularly along Friday Street.	Resurfacing required along Friday Street and Lyons Lane. Improvements to phasing and dropped kerbs required all along Pall Mall, Lyons Lane and Friday Street.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Overall good as routes form prodominantly along residential streets. However along Friday Street in proximity to train station improvements required.	Increase CCTV lighting along Friday Street.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	Levels of traffic moderately high, particulalry along Lyons Lane and Pall Mall.	Traffic calming measures along Pall Mall and Lyons Lane.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	Lighting and drainage upgrades necessary through the underpass to the train station.	Improvements to lighting along Friday Street and along the underpass .
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Relatively good condition, however few trip hazards.	Resurfacing required along Friday Street, Lyon Lane and at the underpass. Improvements to phasing and dropped kerbs required all along Pall Mall, Lyons Lane and Friday Street.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	1	Footway width relatively good down Pall Mall however bus stop reduces width. On-street parking along residential routes also restrict footway width. Footway width needs to be increased particulalry down Friday Street to accomodate pedestrian movements.	Ttraffic calming measures to reduce on-street parking along Pall Mall. Widen widths along Friday Street necessary, improve phasing and drop kerbs throughout the route, follow similar phasing at Market Street/Pall Mall junction.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Improvements to crossings along Pall Mall and George Street are required, along with increases in uncontrolled islands to accommodate pedestrian desire lines. Lyons Lane roundabout requires a complete upgrade to accommodate pedestrians.	Controlled crossings required at A6/ Lyons Lane to accommodate desire lines. Increase number of unsignalised crossing provisions along Pall Mall and upgarde the existing provisions to controlled crossings.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	Some cases along Pall Mall and Steeley Lane. On-street parking is persistent along the residential routes although doesn't hinder footway width it does impair visibility.	Traffic calming measures to reduce on-street parking along Pall Mall.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	Gradient overall good.	Improve gradient, surfacing at the underpass.
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			0	Very poor access to the Train Station and over excessive use of guardrail at Lyons Lane/A6 Roundabout.	Public realm improvments, phasing at the Train Station entrance along Friday Street. Removal of guardrail at the roundabout and implement pedestiran priority measures similar to A6 Salford at the roundabout, along with controlled crossings/ Widening footpaths.
COMFORT				5		

Chorley: South-West to East Corridor

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Footway provisions need improving, particulalry at Lyons Lane roundabout.	Pedestrian priority improvements at the roundabout to match proposed A6 measures or implement controlled crossings at arms and widen footways. Increase number of pedestrian crossings along Pall Mall.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Market Street/Pall Mall junction good quality and direct, this needs to be followed throughout the route. However, majority of current crossing provisions are	Upgrade Lyons Lane roundabout and existing provisions along Pall Mall.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Again particulalry poor at Lyons Lane roundabout. Junction crossings along Pall Mall don't reflect desire lines, an increase in crossing provisions is required.	Increase crossing provisions down Pall Mall and Lyons Lane, upgrade exiting to controlled crossings.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**0**	Relatively poor crossings are signalised crossings are non-existant mainly.	Upgrade exiting crossings along Pall Mall to controlled crossings and upgrade Lyons Lane roundabout to accommodate pedestrian desire lines
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Relatively poor along Pall Mall, crossings need upgrading to accommodate.	Upgrade to controlled crossings along Pall Mall.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**0**	Improvements to access the train station from Friday street is needed. Improvemnts to crossing provisions at Friday Street roundabout required.	Upgrade roundabout provisions to signalised crossings at Friday Street roundabout, phasing and surface quality improvments required.
DIRECTNESS				**4**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Pall Mall and Lyons Lane are relatively busy routes. Traffic calming measures are required to improve safety and comfort for pedestrians.	Implement traffic calming measures to improve safety and comfort for pedestrians.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Speeds are moderate, may need traffic calming measures along Pall Mall and Lyons Lane.	Investigate potential to increase segregation between pedestrians and traffic flow.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Visibility is poor down the residential routes and at the back of the train station along Friday Street.	Limit on-street parking provision in those areas which create visibility issues, particulalry along Pall Mall and Lyons Lane.
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**0**	Phasing is poor throughout.	Phasing and dropped kerbing improvements to the same standard of Market Street/ Pall Mall junction is required throughout the route and particularly at the junctions along Pall Mall, Lyons Lane, Brown Street and Friday Street.
COHERENCE				**0**		
			Total Score	**16**		

Criterion	Performance Scores
Attractiveness	4
Comfort	5
Directness	4
Safety	3
Coherence	0
Total	16

Comments	Footway quality and width is relatively poor throughout, improvements to phasing at junctions is required. Footway width and access to the Train Station at Friday Street needs improving. Crossings along Pall Mall and at Lyons Lane/A6 roundabout need upgrading to accommodate desire lines and pedestrian safety.
Actions	Improve phasing and footway width along Friday Street, improving realm and access to the Train Station. Phasing and improvements to surface quality required throughout the route. Upgrading and increasing crossings along Pall Mall necessary, along with the redesign of Lyons Lane/A6 roundabout to accommodate pedestrian movements.

ROUTE SUMMARY

Route Name	Chorley: Southport Road to Preston Road
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Footways well maintained, some trip issues in areas	Resurfacing required along St Thoms's Road, along with improvements to phasing and dropped kerbs.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	No evidence of vandalism with appropriate natural surveillance throughout.	N/A.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Relatively busy route into Chorley Town Centre	Traffic calming measures along Park Road, Southport Road and St Thomas's Street.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Grass verge throughout the middle of Park Road, makes it difficult for pedestrians to cross.	Removal of grass verge, implement pedestrian priority measure making pedestrian access easier.
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Improvements to surface quality required, few trip hazards along the A581.	Resurfacing required along St Thoms's Road, along with improvements to phasing and dropped kerbs.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Footway width overall good however narrow at High Street junction roundabout.	Implement pedestrian priority measures throughout Park Road and along High Street/Market Street, ensure footway widths are wider and traffic lanes are reduce, reducing traffic flow and speeds.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	An increase in crossing provisions along Park Road required, poor crossing facilities at Preston Road juntion.	Increase unsignalised crossings along Park Road and Southport Road. Controlled crossing required at Preston Road/Park Road junction.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	Overall good some slight issues with footway parking along Park Road and St Thomas Road.	Traffic calming measures to reduce on-street parking along Park Road and St Thomas Road or increase unsignalised crossings points to help with crossing Park Road.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	Overall good.	N/A.
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	N/A	N/A.
COMFORT				**7**		

Chorley: Southport Road to Preston Road

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Provisions require improving and increasing down Park Road	Increase number of unsignalised crossing provisions to cater for pedestian desire lines.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Improvements required at High Street roundabout junction, crossing required at Amney Park entrance.	Implement pedestrian priority measures throughout Park Road and along High Street/Market Street, ensure footway widths are wider and traffic lanes are reduced, reducing
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Overall relatively direct, however upgrades to crossing provisions required at High Street juction.	N/A.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	Crossing times good, as majority of crossings are zebra crossings.	N/A.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Crossing times good, as majority of crossings are zebra crossings, so no signifcant delays, increase in crossing provisions required.	Increase in crossing provisions aong Park Road and Southport Road. Upgrade Parklands Academy crossing to controlled crossing.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	N/A	N/A.
DIRECTNESS				**6**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Relatively busy route, slight issues at High Street roundabout/St Thomas street where pedestrians are in close proximity to vehicles.	Pedestrian priority measures at High Street junction. Increase number of crossing provisions along Park Road and Southport Road to help cope with the high traffic flow and on-street parking.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Moderate speeds could be slight issues along Park Road due to imitd speeding restrictions.	Pedestrian priority measures at High Street junction. Implement traffic calming measures along Park Road and Southport Road to control speeds.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Poor visibility along Park Road due to on-street parking.	Increase number of crossing provisions along Park Road and Southport Road to help pedestrians to cross or implement traffic management provi-
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Phasing required throughout the route, most notably at junctions (i.e Preston Road junction, High Street roundabout/St Thomas Street.)	Phasing and dropped kerbs necessary at the junctions along Park Road and Southport Road, along with pedestrian priority measures up to High
COHERENCE				**1**		
			Total Score	**22**		

Criterion	Performance Scores
Attractiveness	5
Comfort	7
Directness	6
Safety	3
Coherence	1
Total	22

Comments	Overall surface quality is good however improvements required to increase the number of crossing provisions along Park Road and Southport Road, along with necessary improvements to accommodate pedestrian desire lines and footpath widths between the Park and High Street junction.
Actions	Implement pedestrian priority measures between the park and High Street junction, improving pedestrian access and traffic flow/speeds between the town centre, Park Road and St Thomas's Street. Increasing the number of crossing provisions along Park Road and Southport Road, is also necessary to accommodate desire lines along with the upgrade to Preston Road junction.

ROUTE SUMMARY

Route Name	Chorley: Town Centre routes
Length	N/A
Name of Assessor(s)	Samuel Sayer, Steve Glazebrook, Laura Oliver, John Davies
Date of Assessment	July 2019

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Overall quality is good, particulalry throughout the Town Centre, improvements to surface quality necessary along Bolton Street and Union Street.	Improve surface quality at Bolton Street and Union Street.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Lots of Natural surveillance as the route runs throughout the Town Centre, however diminishes along Bolton Street.	Increase CCTV surveillance and lighting along Bolton Street.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	Relatively busy route, majority single/ double lane traffic.	Implement traffic calming measures along Bolton Street/Bolton Road.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Quite a lot of street/signage litter along Market Street, particulalry near High Street junction. Access to Bus Station along Clifford Street and Chaple Street is poor.	Remove street signage along the footpaths at Clifford Street, Church Street and St George Street. Improve public realm of Market Street and around the bus station.
ATTRACTIVENESS				**4**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**	Overall good some issues along Bolton Street and Union Street.	Improve surface quality an at Bolton Street and Union Street. Improve phasing and drop kerbs along Clifford Street, Church Street, St George Street and Chapel Street.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	**1**	Overall good, slight issues along High Street, footpath very narrow at the Train Station crossing.	Pedestrian priority measures throughout Town Centre routes, narrowing road widths and reducing traffic flow, most notably along High Street to St George Street, Church Street, Chapel Street and Clifford Street.
7. COMFORT - width on staggered crossings/ pedestrian islands/ refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Bolton Street/Pall Mall junction has good crossing provisions, making it easy for pedestrians to cross. Improvements to crossing provisions at Bolton Road roundabout required, over excessive use of guardrail. Improvements to crossing provisions along Union Street look to be adequate, however improvements necessary at A6/Union Street roundabout to accommodate pedestrian desire lines and safety.	Upgrade Union Street crossings and implement controlled crossings on each arm of the roundabout to accommodate desire lines.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**	On-street parking is an issue along Market and High Street this impacting footway width and pedestrian safety. Also issues with footpath parking around the bus station.	Traffic management measures to prohibit parking at the Bus station. Implement pedestrian priority measures along Market Street/Hight Street, prohibiting on-street parking.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Slight gradient along Market Street.	Build out pavements and reduce gradient along Market street , through the Introduction of pedestrian priority measures.
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**1**	Excessive use of guardrail at roundabouts and along Market Street, bollards also restricting pedestrian movements along Market street. Access/layout at Bus Station is poor.	Remove guardrail along Market Street/High Street, introducing public realm/pedestrian priority measures. Remove guardrail bollards at bus station intorducing pedestrian priority measures along Clifford Street and Chapel Street. Remove guardrail at roundabouts in line with proposed measures along the A6 (Measures similar to A6 Sallford).
COMFORT				**6**		

Chorley: Town Centre routes

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**	Overall good quality and accommodate desire lines. Upgrades to improve the Station crossing is necessary.	Upgrade crossing provisions to controlled crossings or implement pedestrian priority measures similalr to A6 salford.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**	Crossings accommodate desire lines however an increase in crossings along Bolton Street and Market Street required.	Increase number of unsignalised crossing provisions along Bolton Street.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Improvements required at High Street and Bolton Street/A6 roundabout, Union Street/A6 roundabout and Clifford Street/ A6 roundabout.	Upgrade arms to controlled crossings at Roundabouts and implement pedestrian priority measures along A6.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	Overall good, increase in crossing points required along Bolton Street.	N/A.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**1**	Green man times good, poor at the Station crossing.	N/A.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	Improve access to Bus station-train station	Implement pedestrian priority measures between bus station and lifford Street/A6 roundabout. Ensuring the removal of the guardrail guardrail, phasing, dropped kerbs and con-
DIRECTNESS				**7**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**	Relatively busy.	Investigate potential to increase segregation between pedestrians and traffic flow.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**	Speeds moderatly low.	Consider implementing traffic calming measures, where appropriate.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Visibility slightly poor along Market Street, Chapel Street and St George Street due to the on-street parking.	Limit on-street parking provision along High Street/Market street.
SAFETY				**3**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Phasing improvements required along Union Street. Bolton Street and High Street, improvements should follow similar pattern to the phasing along Market	Phasing and dropped kerbs necessary along Union and Market Street. Ensure Public realm and pedestrian priority measures follow suit at the
COHERENCE				**1**		
			Total Score	**21**		

Criterion	Performance Scores
Attractiveness	4
Comfort	6
Directness	7
Safety	3
Coherence	1
Total	21

Comments	Overall good footpath quality, particularlry along Market Street this however needs matching throughout the route. Crossing and footpath quality however need improving to accommodate safety and width at the Bus Station, Clifford Road, Church Street and A6 roundabout crossings.
Actions	Pedestrian priority measures/public realm improvements along Market Street/High Street, this shoul carry onto the bus station via Clifford Street. The pedestrianisation of both A6 roundabouts is also required too align with proposed A6 pedestrian priority measures.

Appendix G. Economic Appraisal Outputs

Route		Without scheme demand		With Scheme Demand		Total route cost		Benefit Cost Ratio (BCR)
	Length			High		Cost		*High User*
C1. Warton to Preston	10km	523		930		£1,788,000		2.47
C2. Samlesbury to Preston	6km	349		666		£2,605,000		1.32
C3. East to West Preston	15km	598		1142		£5,575,000		1.06
C4. Longridge to Preston	10km	399		761		£2,148,000		1.83
C5. Broughton to Preston	5km	498		952		£3,656,000		1.34
C6a. Cottam to Preston	5km	442		845		£1,871,000		2.33
C6b. Cottam to Preston	5km	442		845		£2,171,000		2.01
C7. Northern Preston East to West	6km	349		666		£2,213,500		1.55
C8. Penwortham to Preston	3km	467		892		£2,528,500		2.08
C9. Bamber Bridge to Preston	5km	604		1154		£986,000		6.05
C10. Leyland to Preston	6km	542		1035		£2,005,000		2.66
C11. Chorley to Preston	10km	879		1677		£5,570,000		1.55
C12. Bamber Bridge to Samlesbury	5km	299		571		£960,000		3.07
C13. Preston Cycling City Centre Routes		428		950		£5,182,000		0.59
PW. Preston Walking Centre Routes		13778		21977		£6,479,000		9.30
LoW. Lostock Hall Walking Routes		2217		3810		£1,324,000		1.81
LeyW. Leyland Walking Routes		7019		12063		£2,588,000		5.72
ChW. Chorley Walking Routes		9246		13024		£3,225,000		4.28

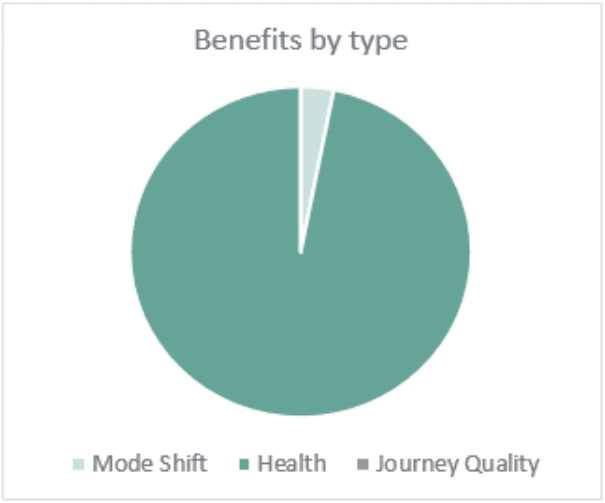
C1. Warton - Preston

High (+78%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	89.13
Infrastructure	0.85
Accident	25.44
Local Air Quality	0.12
Noise	1.70
Greenhouse Gases	4.62
Reduced risk of premature death	2594.61
Absenteeism	616.09
Journey Ambience	0.00
Indirect Taxation	-18.49
Government costs	1344.39
Private contribution	0.00
PVB	3313.22
PVC	1343.54
BCR	**2.47**

Benefits by type:

Mode Shift	103.37	3.1%
Health	3210.70	96.9%
Journey Quality	0.00	0.0%



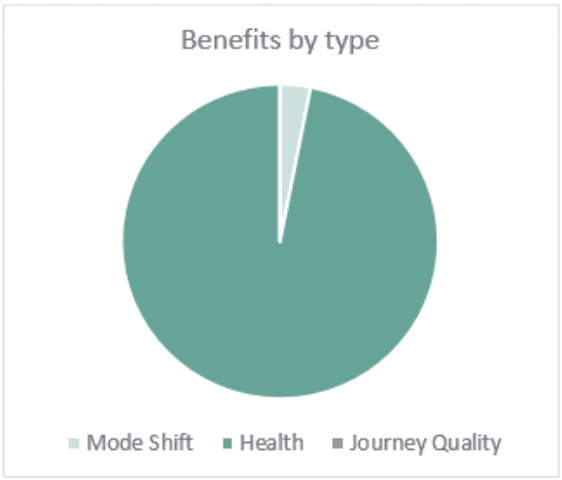
C2. Samlesbury-Preston

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	69.42
Infrastructure	0.66
Accident	19.82
Local Air Quality	0.09
Noise	1.32
Greenhouse Gases	3.60
Reduced risk of premature death	2020.86
Absenteeism	479.85
Journey Ambience	0.00
Indirect Taxation	-14.40
Government costs	1958.69
Private contribution	0.00
PVB	2580.57
PVC	1958.03
BCR	**1.32**

Benefits by type:

Mode Shift	80.51	3.1%
Health	2500.72	96.9%
Journey Quality	0.00	0.0%



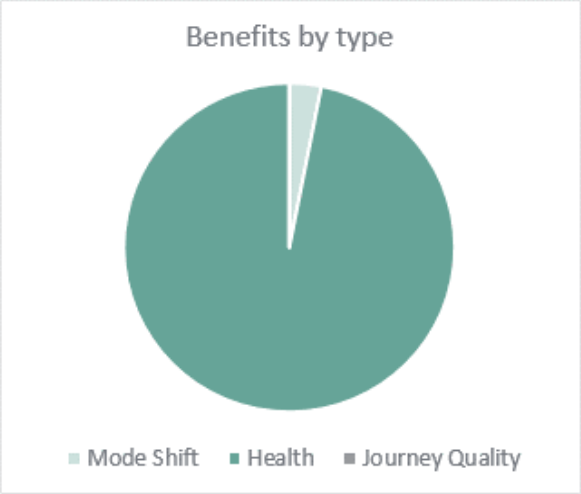
C3. East-West Preston

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	119.13
Infrastructure	1.13
Accident	34.01
Local Air Quality	0.16
Noise	2.27
Greenhouse Gases	6.18
Reduced risk of premature death	3467.98
Absenteeism	823.47
Journey Ambience	0.00
Indirect Taxation	-24.71
Government costs	4191.82
Private contribution	0.00
PVB	4428.48
PVC	4190.69
BCR	**1.06**

Benefits by type:

Mode Shift	138.17	3.1%
Health	4291.45	96.9%
Journey Quality	0.00	0.0%



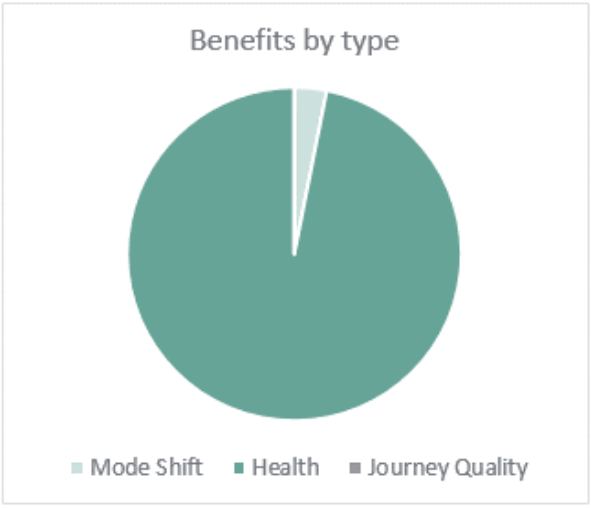
C4. Longridge-Preston

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	79.28
Infrastructure	0.75
Accident	22.63
Local Air Quality	0.11
Noise	1.51
Greenhouse Gases	4.11
Reduced risk of premature death	2307.74
Absenteeism	547.97
Journey Ambience	0.00
Indirect Taxation	-16.44
Government costs	1615.07
Private contribution	0.00
PVB	2946.90
PVC	1614.32
BCR	**1.83**

Benefits by type:

Mode Shift	91.94	3.1%
Health	2855.71	96.9%
Journey Quality	0.00	0.0%



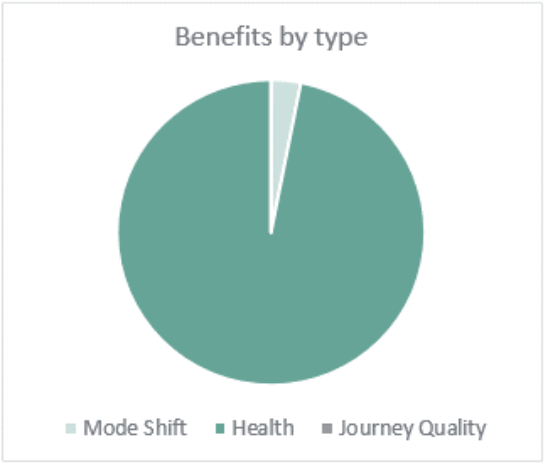
C5. Broughton-Preston

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	99.42
Infrastructure	0.95
Accident	28.38
Local Air Quality	0.13
Noise	1.89
Greenhouse Gases	5.16
Reduced risk of premature death	2894.24
Absenteeism	687.23
Journey Ambience	0.00
Indirect Taxation	-20.62
Government costs	2748.93
Private contribution	0.00
PVB	3695.83
PVC	2747.99
BCR	**1.34**

Benefits by type:

Mode Shift	115.31	3.1%
Health	3581.47	96.9%
Journey Quality	0.00	0.0%



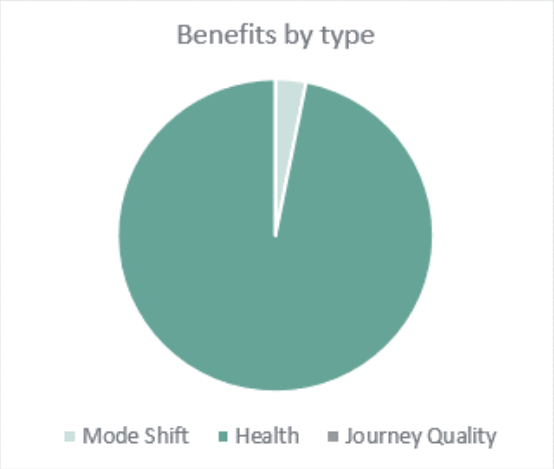
C6A. Cottam-Preston

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	88.25
Infrastructure	0.84
Accident	25.19
Local Air Quality	0.12
Noise	1.68
Greenhouse Gases	4.58
Reduced risk of premature death	2569.11
Absenteeism	610.03
Journey Ambience	0.00
Indirect Taxation	-18.31
Government costs	1406.80
Private contribution	0.00
PVB	3280.66
PVC	1405.96
BCR	**2.33**

Benefits by type:

Mode Shift	102.36	3.1%
Health	3179.14	96.9%
Journey Quality	0.00	0.0%



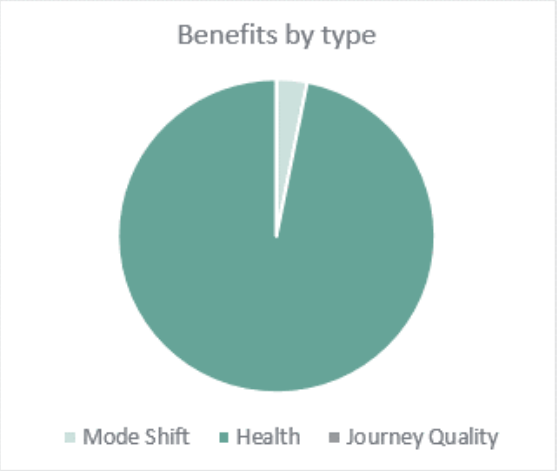
C6B. Cottam-Preston

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	88.25
Infrastructure	0.84
Accident	25.19
Local Air Quality	0.12
Noise	1.68
Greenhouse Gases	4.58
Reduced risk of premature death	2569.11
Absenteeism	610.03
Journey Ambience	0.00
Indirect Taxation	-18.31
Government costs	1632.37
Private contribution	0.00
PVB	3280.66
PVC	1631.53
BCR	**2.01**

Benefits by type:

Mode Shift	102.36	3.1%
Health	3179.14	96.9%
Journey Quality	0.00	0.0%



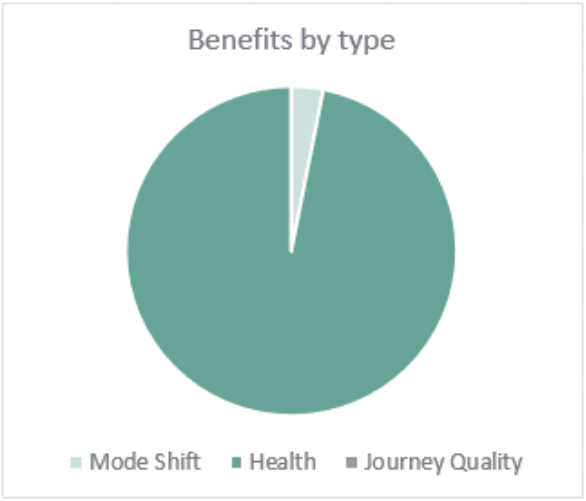
C7. E-W Northern Preston

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	69.42
Infrastructure	0.66
Accident	19.82
Local Air Quality	0.09
Noise	1.32
Greenhouse Gases	3.60
Reduced risk of premature death	2020.86
Absenteeism	479.85
Journey Ambience	0.00
Indirect Taxation	-14.40
Government costs	1663.95
Private contribution	0.00
PVB	2580.57
PVC	1663.29
BCR	**1.55**

Benefits by type:

Mode Shift	80.51	3.1%
Health	2500.72	96.9%
Journey Quality	0.00	0.0%



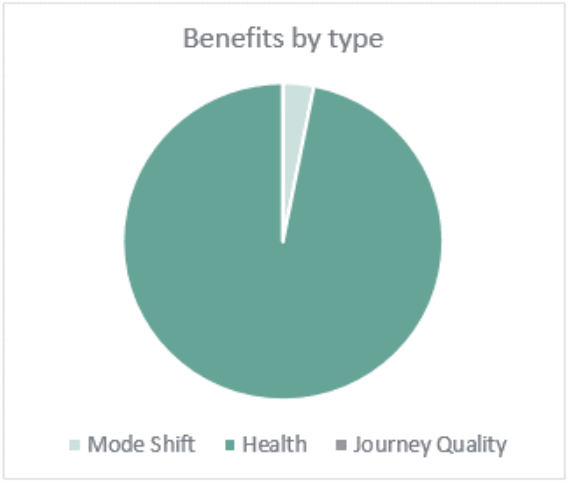
C8. Penwortham-Preston

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	93.07
Infrastructure	0.89
Accident	26.57
Local Air Quality	0.13
Noise	1.77
Greenhouse Gases	4.83
Reduced risk of premature death	2709.36
Absenteeism	643.33
Journey Ambience	0.00
Indirect Taxation	-19.31
Government costs	1663.95
Private contribution	0.00
PVB	3459.75
PVC	1663.06
BCR	**2.08**

Benefits by type:

Mode Shift	107.94	3.1%
Health	3352.69	96.9%
Journey Quality	0.00	0.0%



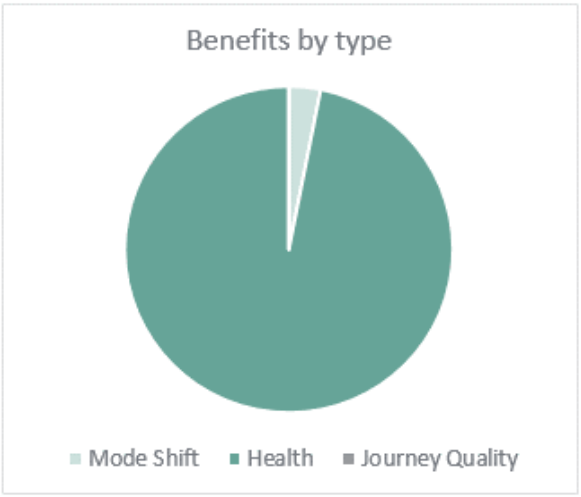
C9. Bamber Bridge-Preston

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	120.45
Infrastructure	1.15
Accident	34.38
Local Air Quality	0.16
Noise	2.29
Greenhouse Gases	6.25
Reduced risk of premature death	3506.23
Absenteeism	832.55
Journey Ambience	0.00
Indirect Taxation	-24.98
Government costs	741.37
Private contribution	0.00
PVB	4477.33
PVC	740.22
BCR	**6.05**

Benefits by type:

Mode Shift	139.69	3.1%
Health	4338.78	96.9%
Journey Quality	0.00	0.0%



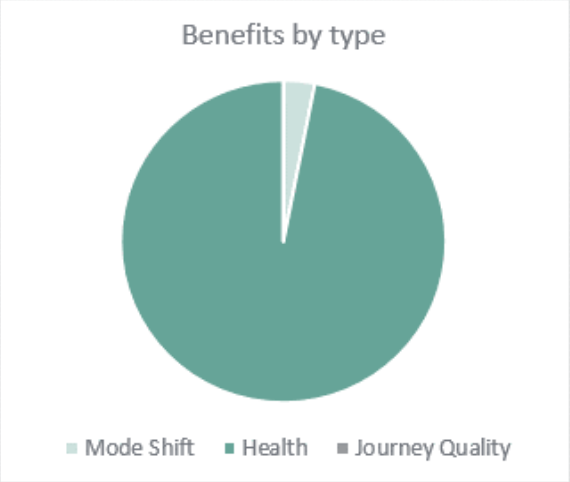
C10. Leyland-Preston

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	107.96
Infrastructure	1.03
Accident	30.82
Local Air Quality	0.15
Noise	2.05
Greenhouse Gases	5.60
Reduced risk of premature death	3142.86
Absenteeism	746.27
Journey Ambience	0.00
Indirect Taxation	-22.40
Government costs	1507.55
Private contribution	0.00
PVB	4013.31
PVC	1506.52
BCR	**2.66**

Benefits by type:

Mode Shift	125.21	3.1%
Health	3889.13	96.9%
Journey Quality	0.00	0.0%



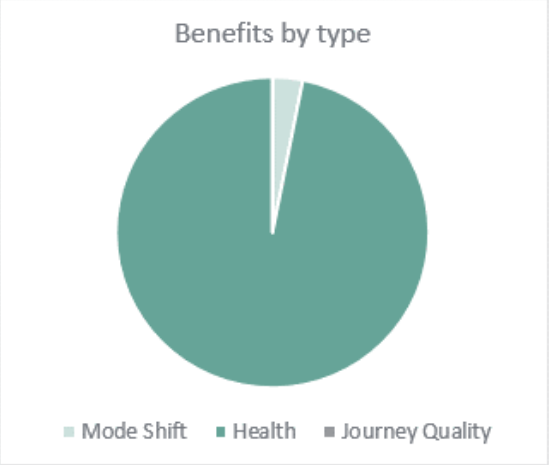
C11. Chorley-Preston

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	174.76
Infrastructure	1.66
Accident	49.89
Local Air Quality	0.24
Noise	3.33
Greenhouse Gases	9.06
Reduced risk of premature death	5087.22
Absenteeism	1207.95
Journey Ambience	0.00
Indirect Taxation	-36.25
Government costs	4188.06
Private contribution	0.00
PVB	6496.19
PVC	4186.40
BCR	**1.55**

Benefits by type:

Mode Shift	202.68	3.1%
Health	6295.18	96.9%
Journey Quality	0.00	0.0%



C12. B Bridge-Samlesbury

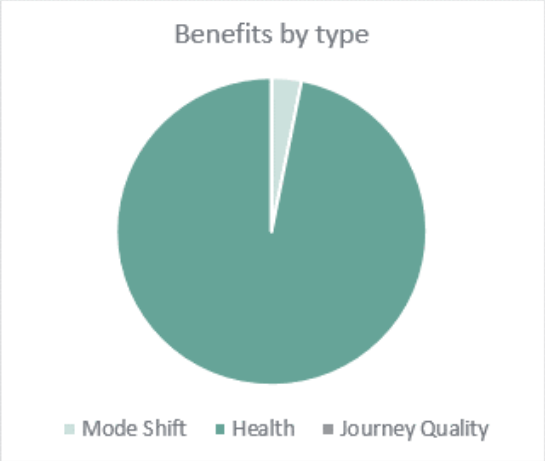
High (+100%)

Analysis of Monetised Costs and Benefits

Congestion benefit	59.57
Infrastructure	0.57
Accident	17.00
Local Air Quality	0.08
Noise	1.13
Greenhouse Gases	3.09
Reduced risk of premature death	1733.99
Absenteeism	411.73
Journey Ambience	0.00
Indirect Taxation	-12.36
Government costs	721.82
Private contribution	0.00
PVB	2214.24
PVC	721.25
BCR	**3.07**

Benefits by type:

Mode Shift	69.08	3.1%
Health	2145.72	96.9%
Journey Quality	0.00	0.0%



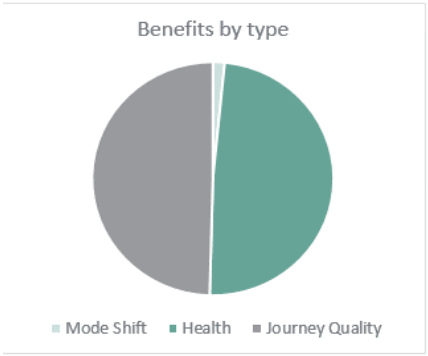
C13. City Centre Routes

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	114.31
Infrastructure	1.09
Accident	32.63
Local Air Quality	0.16
Noise	2.18
Greenhouse Gases	5.93
Reduced risk of premature death	3327.73
Absenteeism	790.16
Journey Ambience	4178.10
Indirect Taxation	-23.71
Government costs	8897.19
Private contribution	0.00
PVB	8427.49
PVC	8896.10
BCR	**0.95**

Benefits by type:

Mode Shift	132.58	1.6%
Health	4117.90	48.9%
Journey Quality	4178.10	49.6%



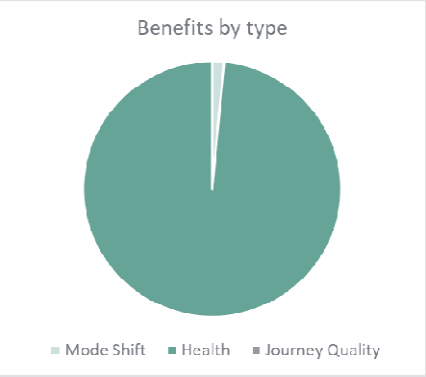
Walking Preston Routes (PW)

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	280.10
Infrastructure	2.67
Accident	79.96
Local Air Quality	0.38
Noise	5.33
Greenhouse Gases	14.52
Reduced risk of premature death	15626.92
Absenteeism	5808.33
Journey Ambience	0.00
Indirect Taxation	-58.10
Government costs	4871.54
Private contribution	0.00
PVB	21757.43
PVC	4868.87
BCR	**4.47**

Benefits by type:

Mode Shift	324.86	1.5%
Health	21435.24	98.5%
Journey Quality	0.00	0.0%



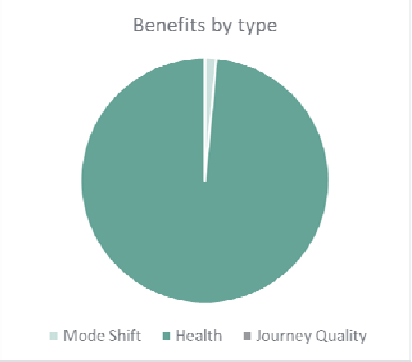
Walking Lostock Routes (LoW)

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	73.51
Infrastructure	0.70
Accident	20.98
Local Air Quality	0.10
Noise	1.40
Greenhouse Gases	3.81
Reduced risk of premature death	4101.10
Absenteeism	1524.33
Journey Ambience	0.00
Indirect Taxation	-15.25
Government costs	995.51
Private contribution	0.00
PVB	5709.98
PVC	994.81
BCR	**5.74**

Benefits by type:

Mode Shift	85.25	1.5%
Health	5625.43	98.5%
Journey Quality	0.00	0.0%



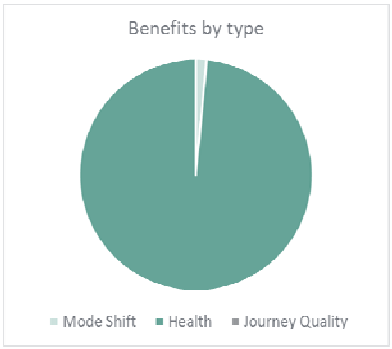
Walking Leyland Routes (LeyW)

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	232.76
Infrastructure	2.21
Accident	66.44
Local Air Quality	0.32
Noise	4.43
Greenhouse Gases	12.07
Reduced risk of premature death	12985.53
Absenteeism	4826.56
Journey Ambience	0.00
Indirect Taxation	-48.28
Government costs	1945.91
Private contribution	0.00
PVB	18079.82
PVC	1943.69
BCR	**9.30**

Benefits by type:

Mode Shift	269.95	1.5%
Health	17812.09	98.5%
Journey Quality	0.00	0.0%



Walking Chorley Routes (ChW)

High (+100%)

Analysis of Monetised Costs and Benefits	
Congestion benefit	174.34
Infrastructure	1.66
Accident	49.77
Local Air Quality	0.24
Noise	3.32
Greenhouse Gases	9.04
Reduced risk of premature death	9726.28
Absenteeism	3615.13
Journey Ambience	0.00
Indirect Taxation	-36.16
Government costs	2668.48
Private contribution	0.00
PVB	13541.94
PVC	2666.82
BCR	**5.08**

Benefits by type:

Mode Shift	202.19	1.5%
Health	13341.41	98.5%
Journey Quality	0.00	0.0%