



Heronsbridge School

Travel Plan

Client: Kier Construction

Project Ref: HER (CC2856)

Status: S3 – Issued for Pre-Application
Consultation (PAC)

Revision: P03

CAMBRIA

Report Control Sheet

Client	Kier Construction
Project	Heronsbridge School
Project ref	HER (CC2856)
Document title	Travel Plan
Document reference	HER (CC2856)
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Reviewed and authorised by	James Spencer

Document naming protocol

Project Ref.	Originator	Vol.	Level	Type	Role	Number
HER (CC2856)	CAM	ZZ	XX	T	H	000002

Current issue

Status	Date	Description	Prepared by	Authorised by
A3-P01	20/03/26	First issue	A Rees	J Spencer
A4-P02	24/06/26	Issued for RIBA Stage 4	A Rees	J Spencer
S3-P03	17/08/26	Issued for Pre-Application Consultation (PAC)	A Rees	J Spencer

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1 INTRODUCTION

- 1.1.1 Cambria Consulting have been appointed by Kier Construction to prepare a Travel Plan in support of the replacement Heronsbridge School
- 1.1.2 The new Heronsbridge School is proposed to be located at the Island Farm Sustainable Growth Area, which is located to the south of the Bridgend settlement (to the west of the Bridgend Science Park). The school will provide 300-places for pupils with additional learning needs (that is, Profound and Multiple Learning Difficulties (PMLD), Severe Learning Difficulties (SLD) and Autistic Spectrum Disorder (ASD)) plus the school's residential provision (2 no. 5 bedroom houses). Also, options for the provision of Social Services and Wellbeing Directorate's residential and respite service (an additional 2 no. Houses).
- 1.1.3 The schools existing and proposed location is shown in **Figure 1**.

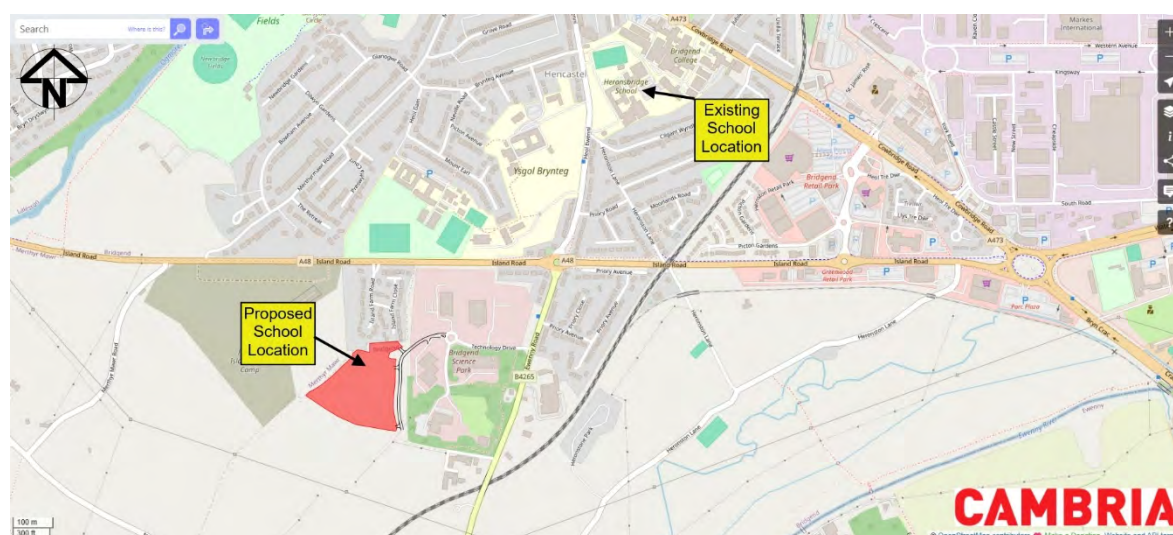


Figure 1: Site Location Plan (Source: Openstreetmap)

- 1.1.4 This travel plan provides background information and guidance on travel and access to the school. It also sets out a package of measures to help and encourage pupils, parents and staff to use smart and sustainable travel choices on the journey to and from school.
- 1.1.5 The purpose of this travel plan is to encourage the school community - pupils, parents and staff where possible to travel to school using sustainable modes of transport in the context of raising awareness of healthy lifestyles and carbon emission management.
- 1.1.6 This travel plan will also highlight the benefit of healthy and active lifestyles and raise awareness of physical wellbeing. Pupils, parents and staff will gain from health and social benefits of reducing the impact of car travel.

2 EXISTING CONDITIONS

2.1.1 This chapter considers the location of the application site and its active travel, public transport and highway connections.

2.2 The Site

2.2.1 The application site is located to the south of Island Farm Close and Island Farm Road and to the west of Technology Drive. It is located approximately 1.5km to 2km south of the town centre and around 900m south of the existing Heronsbridge School.

2.3 Active Travel Provision

2.3.1 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government's *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.

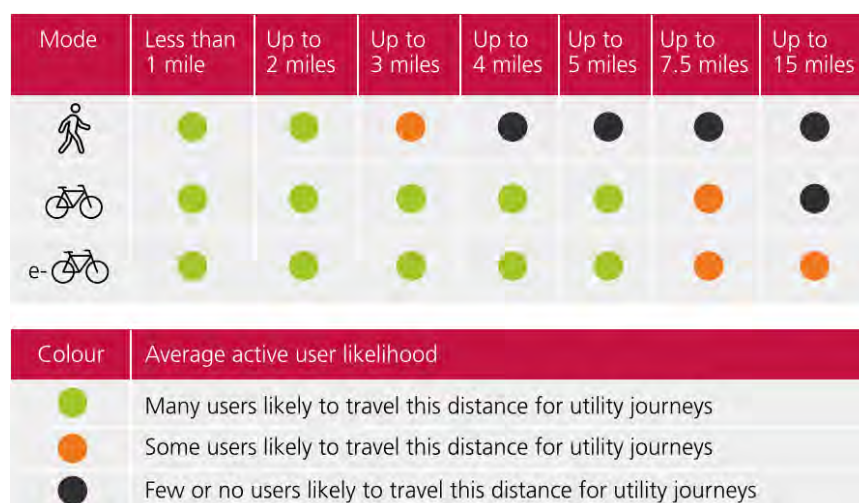


Figure 2: Typical distance range for each mode of active travel

2.3.2 Travel to and from the new school by active travel modes is not a viable option for most of the pupils because of their learning and / or physical difficulties. However, staff will be encouraged to commute to and from school by active travel means.

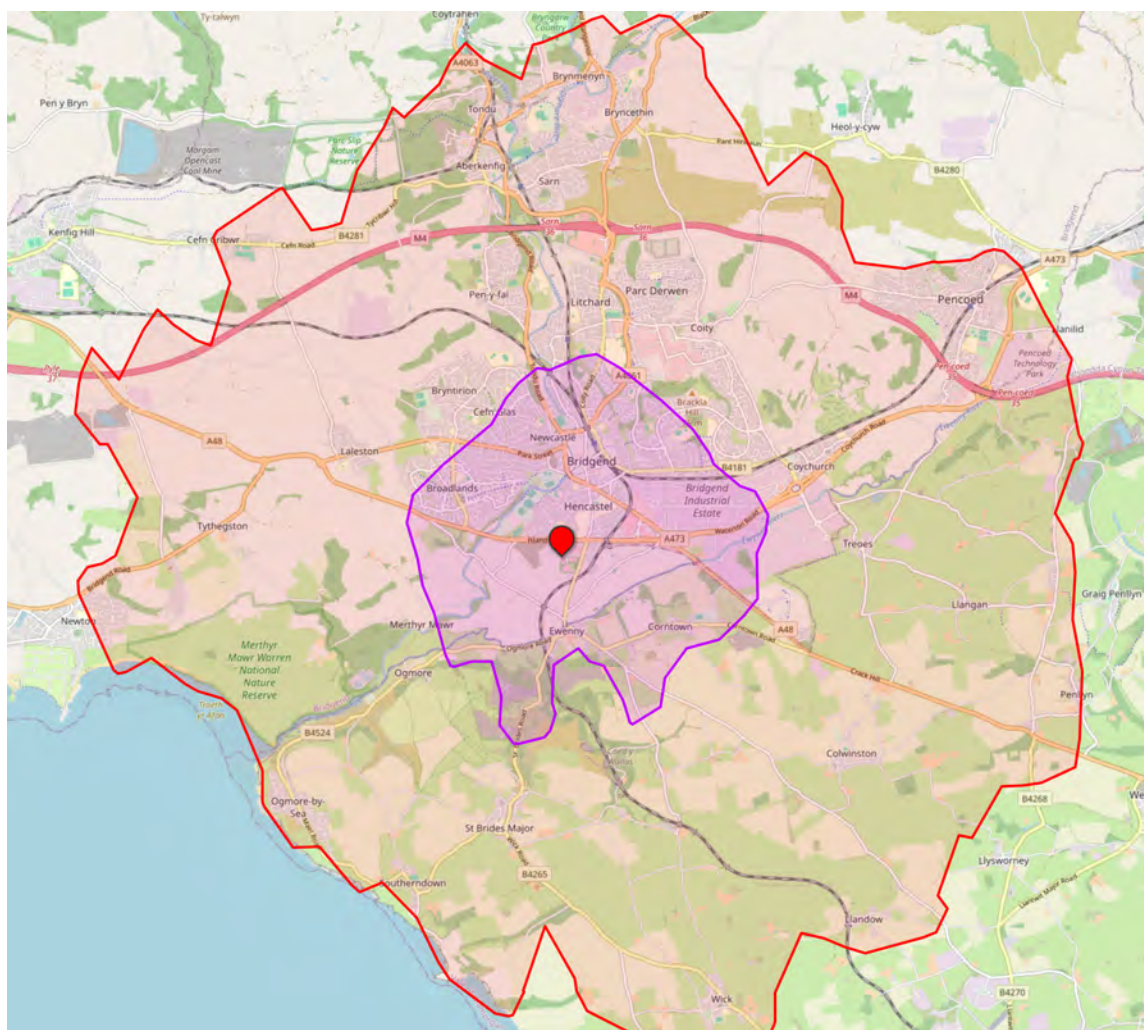


Figure 3: 2-Mile Walk & 5-Mile Cycle Catchment

2.3.3 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- ▶ **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- ▶ **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

2.3.4 An extract of the Council's ATNM is provided in Figure 4, which shows a number of existing and future active travel routes that connect the application site to Bridgend's town centre and other areas.

- 2.3.5 Requirement 9 of Policy PLA2: Land South of Bridgend (Island Farm) states that the development must provide connections to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-15, INM-BR-45, INM-BR-46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374.

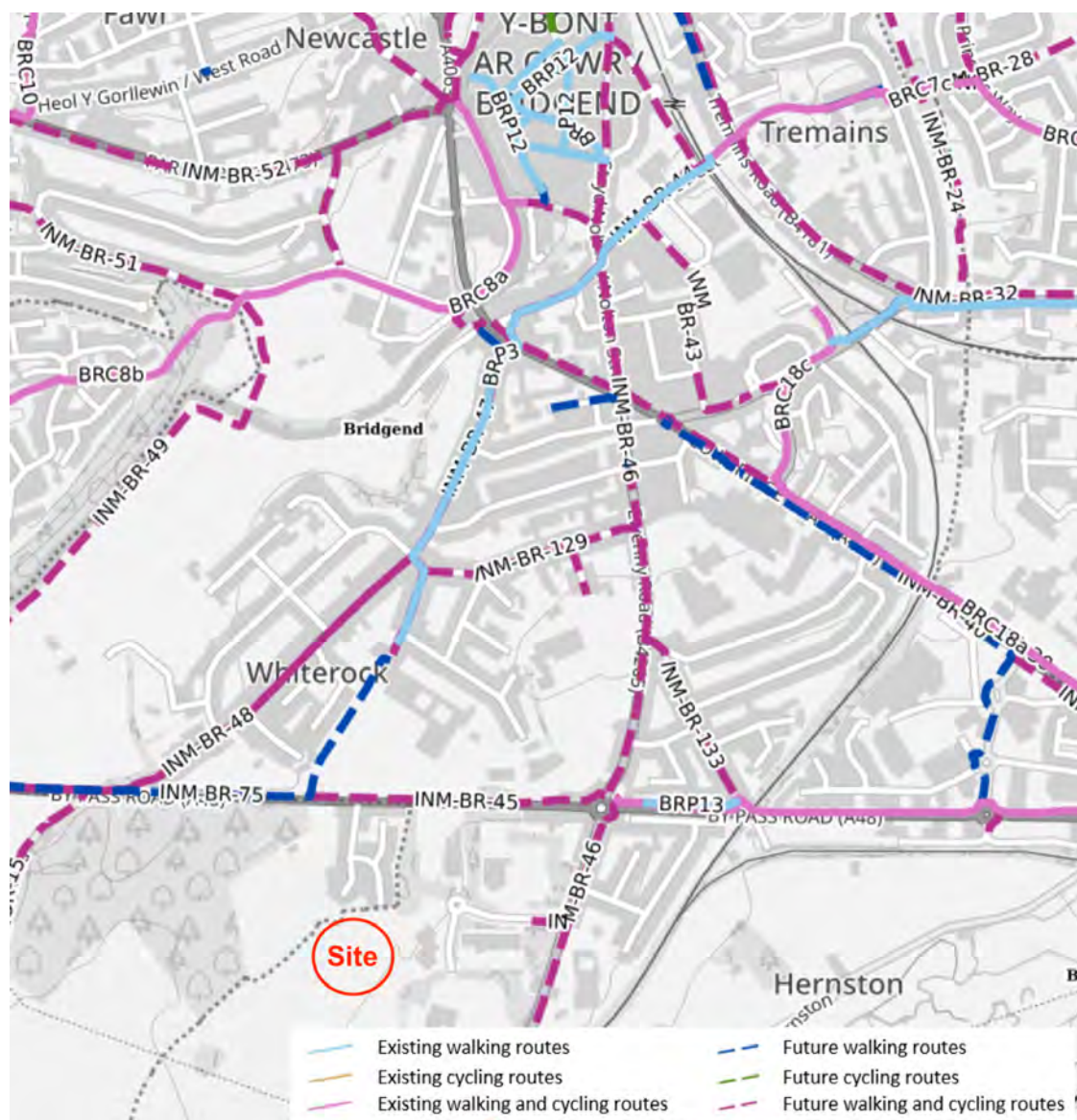


Figure 4: Extract of Council's ATNM

- 2.3.6 The new school will provide a connection to INM-BR-46, which is located on Technology Drive.
- 2.3.7 The site will be accessed through Bridgend Technology Park. A new access road will be provided that will connect the school (and the consented Tennis Centre) to Technology Drive. The new access road will provide modern and high quality active travel provision.

- 2.3.8 Technology Drive provides good quality footways on both sides of the road. These are lit and are separated from the carriageway by grassed verges. The footways link with those on Ewenny Road that continue north towards the A48. This is the direction that most walking trips generated by the school will originate from.
- 2.3.9 At the Ewenny Toad roundabout there are uncontrolled crossing facilities on the southern, western and northern arms of the roundabout. The crossing on the eastern arm is signal controlled and a another signal-controlled pedestrian crossing of the A48 is located around 120m to the west of the roundabout. Ewenny Road continues north of the roundabout, providing the most direct route to the town centre. It has footways that run along both sides of the street with uncontrolled crossing facilities at appropriate locations. There are footways along both sides of the A48 to the east of Ewenny Roundabout, providing a safe route to Bridgend Retail Park.
- 2.3.10 Pedestrian infrastructure for trips to and from the north of the application site is considered to be good. Good quality segregated routes, with appropriate crossing facilities are provided that connect to the wider pedestrian network that serves Bridgend town.
- 2.3.11 Footway provision to the south of Technology Drive is poor but there are few originators or destinations for pedestrian trips associated with the proposed school to in this direction.
- 2.3.12 There is currently a shared use active travel route along the A48 to the east of the Ewenny Roundabout. The ATNM shows a number of future walking and cycling routes that are earmarked for nearby streets, including INM-BR-46 that includes Technology Drive. This will provide a cycle connection to the new access road that will serve the proposed school and consented Tennis Centre.

2.4 Active Travel Audit

- 2.4.1 Preliminary walk over audits of existing pedestrian and cycling facilities has been undertaken during site visits to inform an active travel audit that has been undertaken to provide an assessment of walking and cycling to and from the proposed location of the Heronsbridge ALN School site.
- 2.4.2 The following Integrated Network Map (INM) routes have been audited in-line with Bridgend CBC recommendations: -
- ▶ INM-BR-45 (shared-use) – A48 west & east of Ewenny Roundabout
 - ▶ INM-BR-46 (shared use) – Ewenny Road & Technology Drive
 - ▶ INM-BR-48 (shared use) - Merthyr Mawr Road north of A48
 - ▶ INM-BR-49 (shared use) - Bridgend footpath 8 from A48 to Newbridge Fields
 - ▶ INM-BR-75 (walking) – A48 west of Island Farm Road
- 2.4.3 The routes closest to the school are INM-BR-46 which travels north to south along the B4265 Ewenny Road and into Technology Drive and INM-BR-45 which travels east to west along the A48.

- 2.4.4 The active travel audit indicates that the routes within the area surrounding the school score very well in terms of active travel design guidance for walking with all routes except INM-BR-75 A48 (west of Island Farm Road) scoring below 70%.
- 2.4.5 INM-BR75 scored a lower mark due to factors including subsided or fractured pavement and or significant uneven patching or trenching. The issues identified are small scale issues that may be easily addresses within the Council maintenance program.

2.5 Access by public transport

- 2.5.1 The local public transport options accessible from the site include local bus stops and Bridgend Railway Station as illustrated in **Figure 5**.

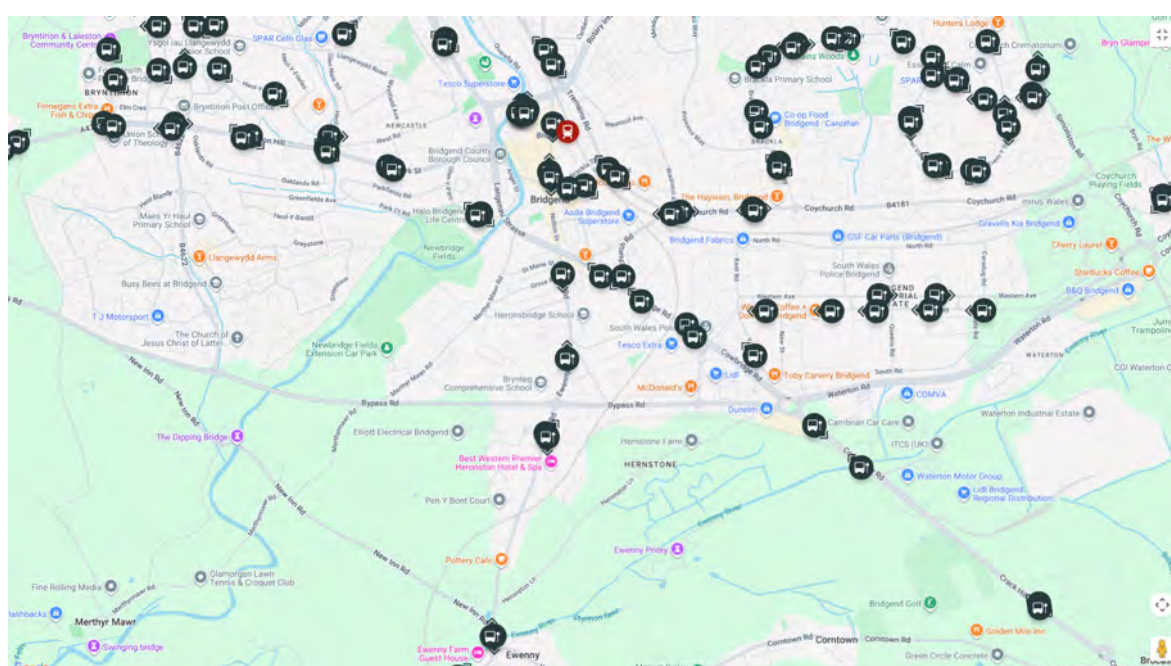


Figure 5: Public Transport Accessibility (Source: Traveline Cymru)

- 2.5.2 The proposed Heronsbridge School site is accessible by bus via the two bus stops adjacent to the B4265 Ewenny Road/Technology Drive junction on Ewenny Road, approximately 400 metres from the site access.
- 2.5.3 Bus Service 303 stops at these bus stops providing an hourly bus service between Bridgend and Barry between the hours of 07:25 and 11:25 Monday to Friday. It is a 5 to 6 minutes journey from the nearby bus stops to Bridgend Bus Station in the centre of Bridgend and vice versa.
- 2.5.4 From Bridgend Bus Station, bus services to various wards within Bridgend including Brackla, Bryntirion and Wild Mill are provided, as well as services to towns and cities further afield such as Porthcawl, Port Talbot, Swansea and Cardiff.

- 2.5.5 It is usual to calculate a development site's Accessibility Index (AI), an indicator of the accessibility and density of the public transport network that serves a development site. The AI is influenced by the proximity and diversity of the public transport network and the frequency of services at accessible public transport nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI.
- 2.5.6 In this case the No. 303 provides 6 services during the core hours specified by BREEAM guidance (5 hour period), resulting in an AI of 0.94.
- 2.5.7 Bridgend Railway Station is approximately 1.8 Kilometres to the north of the site. It is also accessible in 6 minutes every hour via bus service 303.
- 2.5.8 Bridgend railway station is a main line station with Great Western Services between London Paddington and Swansea with some services extended to Carmarthen. Mainline services to Swansea and London run hourly (with extra services at peak hours), whilst the regional trains to Manchester Piccadilly via Shrewsbury and local trains to Maesteg and over the Vale of Glamorgan Line also run hourly. Preceding stations include Pencoed, Pontyclun, Llantwit Major, Barry, Cardiff Airport and Cardiff Central, while following stations include Wildmill, Sarn Tondy, Pyle and Port Talbot.
- 2.5.9 In light of the above it may be concluded that the proposed site is slightly less accessible by public transport as it is further away from the centre of Bridgend and the associated greater choice and frequency of public transport services. However, the site is still served by nearby bus stops serving local areas.
- 2.5.10 Public transport in the vicinity of the site is considered to provide a good level of accessibility. For the start and end of the school day, there are bus routes which are within IHT's 'desirable' 500m walking distance.
- 2.5.11 Bridgend Railway Station can also be reached sustainably by foot, cycle or by bus, meaning rail services could feature as part of a multi-modal sustainable journey.
- 2.5.12 There are good opportunities for staff and visitors, to commute to the proposed school site sustainably by public transport.

2.6 Road

- 2.6.1 The site will be accessed through Bridgend Technology Park. A new access road will be provided that will connect the school (and the consented Tennis Centre) to Technology Drive.
- 2.6.2 Technology Drive is a wide single carriageway, cul-de-sac road that currently only serves the Technology Park. It is accessed from Ewenny Road from a priority junction that provides a right-turn ghost lane.

- 2.6.3 Some 200m north of the Technology Road junction, Ewenny Road connects with the A48 at a four-arm, signal-controlled, roundabout (Ewenny Roundabout). The A48 (and A473) provides connection to the M4 (junction 35), Pencoed and Llanharan to the north east. The A48 also connects to Cowbridge, Llantwit Major and the Vale of Glamorgan to the east, and Porthcawl, Pyle and Junction 37 of the M4 to the west.

2.7 Personal Injury Collision Review

- 2.7.1 A review has been undertaken on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exasperated by the development proposals. In road safety management, an accident blackspot or black spot is a place where road traffic accidents have historically been concentrated over a period of time, usually between 3 and 5 years where 5 or more collisions occur at a junction or a short section of highway. However, there are no definitive specified criteria for accident black spots.
- 2.7.2 This data has been sourced from the national statistics authority and reported on by the Department for transport each year. The information uses data obtained directly from official sources and compiled in an easy-to-use format showing each collision on a map.
- 2.7.3 The DMRB publication GC 119 Road Safety Audit mentions that a road safety audit should consider as a minimum the most recent 36 months of data (i.e. 3 years).
- 2.7.4 An examination of the PIC's data indicates that there has been no fatal or serious collision recorded over a 5-year period review along the local highway network as can be seen below.

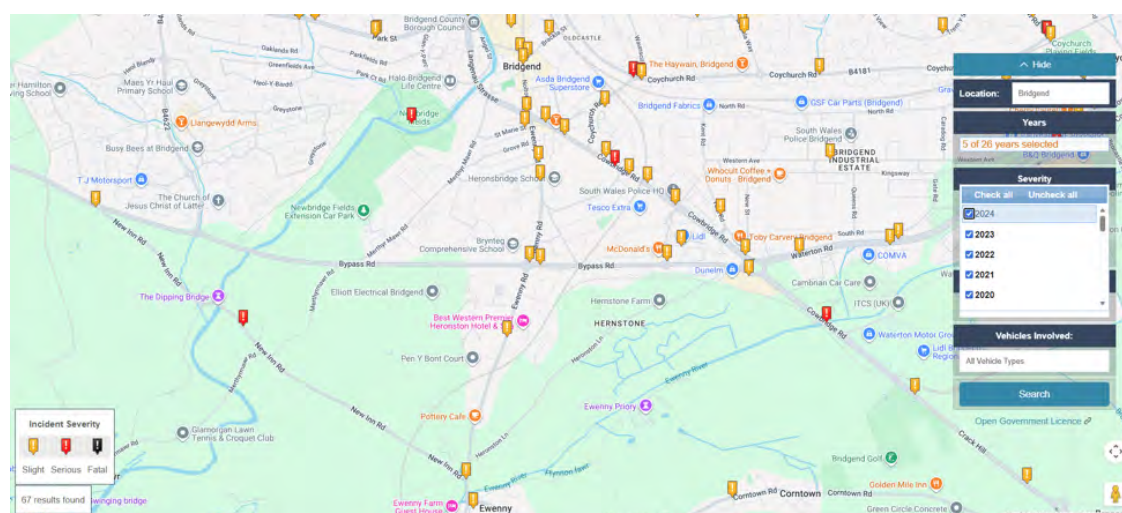


Figure 6: Personal Injury Collisions 2019 to 2024 (Source: Crashmap)

- 2.7.5 The personal injury collision data does not appear to identify any significant highway safety issues or concentration of collisions i.e. 'black spot' within the immediate area of the development site to warrant further investigation.

- 2.7.6 There are no apparent clusters of incidents within the assessment period which highlight a particular highway safety concern. Further to this, the incidents represent no particular trend in casualty type and also have a low incident rate per year.
- 2.7.7 It is therefore considered that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future development of the site.

3 PROPOSED DEVELOPMENT

- 3.1.1 The development site was allocated for the new Heronsbridge School within the BCBC Local Development Plan as part of the 'Island Farm' strategic development site.
- 3.1.2 The proposed Heronsbridge School will provide specialist learning to 300 learners with additional needs provided by 238 staff members. The school will provide 39 weeks of residential education provision and 52 weeks of residential social service provision as the existing school does but will also provide a short-break care home in the form of one 4-bed house and one bed for staff.
- 3.1.3 **Table 6** provides an indication of the proposed level of provision at the school.

Table 1: Heronsbridge pupil numbers

	Nursery	Yr R-2	Yr 3-6	Yr 7-9	Yr 10-11	Yr 12-13	Total	%	Classes	Av per class
Existing learners	6	44	83	81	35	51	300	100%	83	7.9
Complex ASD	2	19	29	26	5	9	90	30%	12	7.5
ASD / SLD	2	18	41	44	24	27	156	52%	26	8.1
FMLD	2	7	13	11	6	15	54	18%		

- 3.1.4 It is proposed that the replacement school will open in September 2027 and will operate in the same manner and at the same times as the existing school.
- 3.1.5 The proposed new school location is to the west of Technology Drive approximately 1.4 kilometres south of the centre of Bridgend and some 900m south of the existing school site, as illustrated in **Figure 9**.

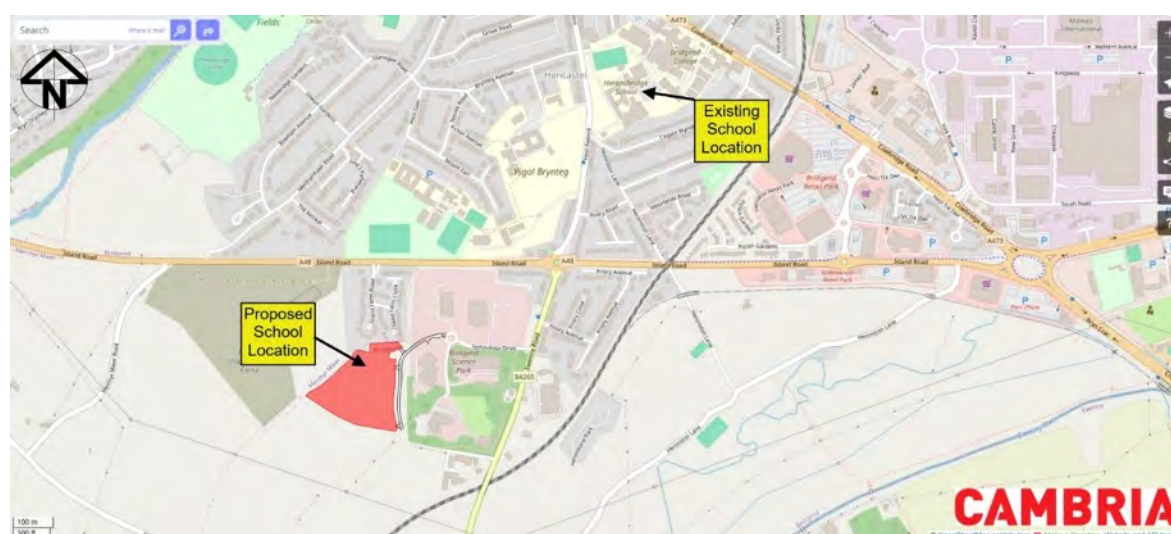


Figure 7: Existing and proposed school locations (Source: Openstreetmap)

- 3.1.6 The proposed school will comprise of a two-storey building with a single-storey primary school. Shared facilities will be placed at the centre of the school with 'wings' for each element of the school. The residential area will be placed to the south and screened from the car park through planting of hedges and trees.
- 3.1.7 A single point will be provided for entry and egress for the main staff car park and the private vehicles and taxi drop-off and pickup arrangement. An extended drop-off area and service and delivery area will also be provided next to the central core with its own separate access to the southern end of the school site.
- 3.1.8 The proposed ALN School General Arrangement is presented in **Figure 11**.



Figure 8: Proposed ALN School General Arrangement

3.2 Proposed Access

- 3.2.1 The proposed school will be accessed from a new link road that will extend to the south west of the existing roundabout on Technology Drive. The design of the link road was approved as part of the consented Tennis Centre scheme (P/20/995/FUL). The link road includes a shared use active travel route along its western side that will link the proposed school with the proposed future active travel route INM-BR-46.
- 3.2.2 There will be three points of access to the application site. The northern access will serve the residential element of the proposal. The central access will be the main access to the school leading to the staff car park and the general school drop off and pick up area within the staff car park.
- 3.2.3 The southern access junction will lead to a mini bus drop off and pick up area (this will be in bound only, exit for mini busses will be via the main access) and the service area for refuge and servicing (two-way movements).

3.3 Active Travel Review

- 3.3.1 Travel to and from school by active travel modes for many learners is not a viable option because of their learning or physical difficulties. Learners will continue to rely heavily on specialist school transport and private transport by car. Nevertheless, the intention is to broaden opportunities for learners, families, and staff to engage in active travel in ways that are safe and responsive to individual needs, abilities, and aspirations.
- 3.3.2 The layout has been designed with two complementary priorities in mind: providing safe, structured spaces where learners can practise real-world travel skills in a predictable, low-risk environment, and increasing the number of meaningful on-site destinations that can be accessed by walking, wheeling, or cycling. Together, these priorities highlight the importance of embedding active travel within everyday movement and learning, rather than focusing solely on journeys to and from the school site.
- 3.3.3 For these reasons the layout of the new school includes a number of routes and spaces where active travel skills can be developed and practiced. They include an activity trail and an outdoor, hard surfaced, social space. A playspace located next to the minibus drop-off area (and the drop-off area itself) can be utilised to practice and develop active travel skills during the school day.
- 3.3.4 The proposed development will relocate Heronsbridge ALN School approximately 900 metres to the south of the existing ALN School location. This will result in the majority of trips having to travel south on the B4265 Ewenny Road.
- 3.3.5 The new active travel provision on the new link road will link with the continuous footways provided along Technology Drive between the junction with the B4265 Ewenny Road and the school site.

- 3.3.6 There are continuous footways on both sides of the B4265 Ewenny Road between Technology Drive and Ewenny Roundabout. Signal-controlled pedestrian crossings are provided at the eastern arm of Ewenny Roundabout and also some 120m to the west of the roundabout, providing for safe crossing of the A48 to allow for links to and from the north.
- 3.3.7 The above indicates that the proposed school site can be accessed by foot using segregated footways adjacent to the highway.
- 3.3.8 Whilst it is recognised that travel to and from school by active travel modes for many learners is not a viable option, staff travel by active travel will be encouraged. To that end a cycle parking facilities will be provided with 15 cycle stands (30 spaces) and 10 cycle stands (20 spaces) located close to the school's entrances.
- 3.3.9 5 cycle stands (10 spaces) are provided next the residential units.

3.4 Car Parking

- 3.4.1 The following car parking provision is included:
- ▶ Harwood House / Residential Building
 - 11 Standard car parking spaces
 - 2 Minibus parking spaces
 - **13 spaces in total**
 - ▶ School
 - 151 standard parking spaces (12 with EV charging)
 - 14 disabled parking spaces (2 with EV charging)
 - 2 taxi parking / drop-off spaces
 - 8 mini-bus parking spaces (2 with EV charging)
 - **175 spaces in total**
- 3.4.2 The Council's adopted Parking Standards provide guidance on the parking requirements for nursery, infant, primary and secondary schools. No guidance is provided for ALN schools, which have a higher staff to pupil ratio than mainstream schools and fewer pupils able to travel to and from school by non-car modes. Parking demand at ALN schools is therefore higher than for mainstream schools.
- 3.4.3 From the analysis of surveys at the existing school site it was calculated that parking accumulation currently reaches 154 and 143 during the morning and afternoon peaks, respectively.
- 3.4.4 The proposed school will have capacity for a 7% increase in pupil numbers (from 280 to 300) and a 19% increase in staff numbers (from 200 to 238).

- 3.4.5 The proposed 175 space car park represents an 16% increase compared to the peak parking accumulation of around 150 recorded at the existing school and broadly aligns therefore with the anticipated growth in staff numbers.
- 3.4.6 The staff car park is accessed via the proposed central access point. Traffic will also leave via this access point.
- 3.4.7 There is a separate area for school mini buses to drop off and pick up the learners that can accommodate 39 mini buses. This area is accessed via the southern junction and the school mini busses egress via the central junction which will be staffed during school drop-off and pick-up times.

3.5 Parking Management Strategy

- 3.5.1 The structured "Batching" or "Airlock" procedure described earlier in this document will be adopted during drop-off and pick-up times and the layout of the site has been designed with this in mind.
- 3.5.2 This is illustrated on the colour coded drawing HER-CAM-ZZ-XX-D-C-001210 included in **Appendix D**.
- 3.5.3 As a reminder, the batching procedure consists of:
 - a) **The Batch Drop-Off:** Vehicles (local authority minibuses, taxis and private cars) are accepted into a dedicated drop-off areas in fixed batches (e.g. 14 vehicles at a time, depending on the capacity of the drop-off area).
 - b) **The "Engines Off" Command:** Once the batch is parked, a designated marshal or "Gatekeeper" signals all drivers to turn off their engines.
 - c) **Staff-Led Safe Escort:** School passenger assistants, escorts, and school staff meet the pupils at the vehicle doors. Pupils are escorted entirely into the school building.
 - d) **The Batch Release:** No individual vehicle is permitted to turn on its engine or pull away early, even if finished first. Only when the marshal confirms that all pupils from that batch are safely inside the building (or in a secure holding area) do they give a collective signal for drivers to restart engines and exit the drop-off area.
 - e) **The Next Batch:** The next batch of vehicles are called into the drop-off and the process is repeated.
- 3.5.4 Two drop-off areas are provided for cars and taxis within the aisle of the staff car park nearest the school building. These can accommodate 14 and 16 vehicles, respectively. Staff must arrive at work before the arrival of pupils, primarily in order to be ready to escort pupils from vehicles into the school. There is no need for the staff parking spaces to be accessed during the drop-off period and therefore having vehicles stopped within the car park aisle causes no difficulties. The detailed procedure for these two bays is as follows:

- a) Learners arrive in vehicles that drive into the main staff car park following a one-way system, they move around the car park and park two abreast between the disabled bays and the parking bays, (Area A).
 - b) When Area A fills up with 14 vehicles, drivers are instructed to turn off their engines and learners are escorted to the appropriate school entrance.
 - c) As the above operation is in progress, the bay behind (Area B) fills with 16 vehicles.
 - d) When full, the drivers are instructed to turn off their engines and learners are escorted to the appropriate school entrance.
 - e) As 3 & 4 above are in progress, Area A vehicles turn on engines and leave the site via the northern access.
 - f) The one-way system in the car park acts as a holding area for vehicles arriving, after Area A and Area B have been filled.
 - g) The process is then repeated until all vehicles have dropped off and left the site.
- 3.5.5 There is space to accommodate up to 40 queuing cars behind the drop-off bays in an area that will not obstruct traffic leaving the site. The bays and queuing area have the combined capacity to accommodate up to 70 cars. Based on current patterns it is predicted that there is need to provide for 58 parent / guardian cars and 12 taxis (70 in total).
- 3.5.6 A similar process is followed for the mini bus drop-off area where three bays provide space for 12, 12 and 15 mini-buses, respectively. The total capacity of 39 mini-buses matches the predicted demand. The drop-off procedure follows a similar pattern to the car and taxi drop-offs:
- a) Learners arrive in vehicles that drive into the mini bus parking area from the southern access following a one-way system (northbound), the mini buses are directed to a parking space, (Minibus Bay A).
 - b) When Area A fills up with 12 vehicles, drivers are instructed to turn off their engines and learners are escorted to the appropriate school entrance.
 - c) As the above operation is in progress, the bay behind (Minibus Bay B) fills with 12 vehicles. When full, the drivers are instructed to turn off their engines and learners are escorted to the appropriate school entrance.
 - d) As the learners are being escorted from Minibus Bays A and B, Minibus Bay C fills with vehicles and at the appropriate time these are instructed to turn off their engines and learners are escorted to the appropriate school entrance.
 - e) In the meantime, once pupils from Minibus Bay A have been safely escorted into the school, the vehicles are released and depart the site. Vehicles from Minibus Bays B and C are released in turn once it is safe to do so.
 - f) The process is then repeated until all vehicles have dropped off and left the site.

Afternoon Pick-up

3.5.7 The procedure for the afternoon pick-up is similar to that of the morning drop-off. Vehicles enter their respective bays, with all engines turned off before any pupils are escorted to the correct vehicles. When all pupils are safely inside vehicles contained within a particular bay then that batch of vehicles is released and departs the site.

3.5.8 There is a point of conflict where the mini buses and the cars and taxis leave their appropriate areas to exit and the northern junction. This point will be staffed and strictly controlled. Vehicles will be manually directed to leave each area separately i.e. one area will be instructed to leave before the other.

3.5.9 Staff depart the site only after the learners have departed from the school.

Disabled Parking

3.5.10 There will be 14 allocated disabled parking bays provided.

Ultra Low Emission Vehicles (ULEV) or Electric Vehicles (EV)

3.5.11 There will be 12 allocated standard EV bays, 2 EV bays for disabled users and 2 EV bays for the school mini-buses.

Bicycle Parking

3.5.12 Cycle parking facilities will be provided with 15 cycle stands (30 spaces) and 10 cycle stands (20 spaces) located close to the school's entrances.

3.5.13 5 cycle stands (10 spaces) are provided next the residential units.

Delivery and Servicing

3.5.14 The service area is located to the south of the site and access via the secondary junction. It is anticipated that large HGVs will use the service yard occasionally such as waste collection once a week.

3.5.15 Deliveries to the development will primarily consist of the following:

- ▶ Refuse vehicles;
- ▶ Post, parcel and mail deliveries and collections;
- ▶ Operational trips / courier services; and
- ▶ Occasional Maintenance vehicles.

3.5.16 Deliveries will take place internally within the site utilising a designated shared loading bay. The van parking bays have sufficient room to accommodate a 7.5t panel van; the most common type of delivery vehicle anticipated at the school.

3.5.17 It is not anticipated that deliveries / collections will take longer than 10 – 15 minutes, therefore considering the minimal dwell time for delivery vehicles, the provision of a shared servicing layby is considered proportionate to the scale of development.

- 3.5.18 Considering the type of units proposed, access for articulated HGVs is not considered to be required at the site. The largest vehicle to visit the site will be a refuse vehicle.
- 3.5.19 Although it is very unlikely that the end users will be having deliveries by this size of vehicle, the swept paths provide the assurance that there is sufficient available space for very large and long lorries to enter the site and exit the site in a forward gear.

4 TRAVEL PLAN AIMS, OUTLINE OBJECTIVES & TARGETS

- 4.1.1 The overall aim of the school travel plan is to promote safe and responsible travel choices for pupils, staff and visitors. The travel plan is a practical endorsement of the school's desire to promote and nurture healthy lifestyles in young people.
- 4.1.2 The School Travel Plan will benefit the school and the wider community and will help to:
- ▶ Reduce traffic congestion and pollution
 - ▶ Improve health, fitness and alertness
 - ▶ Teach road safety skills
 - ▶ Reduce accidents
 - ▶ Involve children in changing their own environment
 - ▶ Provide a focus for class work
 - ▶ Build links within the local community
 - ▶ Increase use of sustainable transport
- 4.1.3 The objectives of the School Travel Plan are:
- ▶ Transport related
 - To promote the use of walking/cycling to get to school
 - To raise awareness of how travel choices affect the pupils' lives and the environment
 - Promote the wider benefits of walking and cycling
 - Increase health and fitness amongst pupils and staff
 - Reduce staff parking demand so that it can be accommodated wholly by the on-site parking provision
 - ▶ Environmental benefits
 - Reducing vehicles emissions through reduction in car use
 - Reducing noise pollution and visual intrusion of traffic
 - Health benefits
 - Increased alertness in class
 - Reducing accident numbers outside school/on journey to school
 - Global citizenship/civic pride
- 4.1.4 The target of the Travel Plan will be to reduce the number of single-occupant car trips to school by one-tenth over the course of five years.

5 SCHOOL TRAVEL PLAN MANAGEMENT & MEASURES

Travel Plan Co-ordinator & Steering Group

- 5.1.1 The School Travel Plan will be driven and supported by the school's leadership team and governors. School Travel Plans succeed because of the determination and imagination of keen individuals championing the need for healthy and safe ways to get to school. The Travel Plan Co-ordinator will be driving force for change; the person who raises awareness, or persuades others, or attracts publicity. The School Travel Plan Co-ordinator will be the contact point for all travel plan information.
- 5.1.2 In the first instance the nominated Travel Plan Co-ordinator will be the School Head with the intention to delegate this role to a governor or other staff member in due course.
- 5.1.3 The Travel Plan Co-ordinator will report regularly to the school's leadership team and governing body.

Travel Plan Measures

- 5.1.4 The Travel Plan Co-ordinator will develop a package of measures aimed at meeting the stated targets of the School Travel Plan. The list below provides some suggested measures that will be considered by the school in consultation with the Council's School Travel Plan Officer.
- ▶ Promotion & Marketing
 - Introduce a School Travel Plan awareness campaign within the school.
 - Produce a 'safe routes to school' map with ten-minute walking zones, safe cycle routes and on-street parking areas indicated. This will be included in a 'travel to school' leaflet will be circulated to all parents, guardians and staff.
 - Provide travel information and promote the School Travel Plan on the school's website and in newsletters.
 - Provide travel information on school/staff noticeboards
 - School Travel Plan events, competitions and focus weeks
 - ▶ Encouraging Walking
 - Promotion of the health benefits of walking
 - Walk to School days / weeks
 - Work with the Highway Authority to press for pedestrian infrastructure improvements

- ▶ Encouraging Cycling
 - Promotion of the health benefits of cycling
 - Provision of safe and secure cycle parking spaces
 - Provide maps showing safe cycling routes
 - Cycle to School days / weeks
 - Bike Doctor events
 - Cycle proficiency training
 - Monitoring of the use of cycle parking and provision of additional parking space when demand regularly exceeds 85% of the site's parking capacity
 - Work with the Highway Authority to press for cycle infrastructure improvements

- ▶ Encouraging the Use of Public Transport
 - Provide public transport information on staff noticeboards
 - Personal journey planning, providing staff with bespoke journey plans for their trips to and from school
 - For visitor trips, provide advice on how to travel to the site by public transport on the school's website
 - Liaise with the Local Authority and public transport companies to press for improvements in local service provision.

- ▶ Encouraging Sustainable Car Journeys
 - Provision of EV charging points
 - Promotion of the benefits of car sharing
 - Compile a staff car-share database to identify clusters of staff for whom car-sharing may be feasible
 - Guaranteed on-site parking spaces for car-sharers
 - A guaranteed lift home for car-sharing passengers should their driver be unable to make the journey home due to unforeseen circumstances
 - Priority parking for car sharers and blue badge holders

6 BREEAM – TRANSPORT APPRAISAL

- 6.1.1 BREEAM encourages better access to sustainable means of transport for building users and awards credits in respect to the accessibility of public transport and other alternative transport solutions (cyclist facilities, provision of amenities local to a building) that support reductions in car journeys and, therefore, congestion and CO₂ emissions over the life of the building.

Public Transport Accessibility

- 6.1.2 BREEAM requires that the development site's Accessibility Index (AI) is calculated. This is an indicator of the accessibility and density of the public transport network that serves a development site. The AI is influenced by the proximity and diversity of the public transport network and the frequency of services at accessible public transport nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI.
- 6.1.3 In this case the No. 303 provides 6 services during the core hours specified by BREEAM guidance (5 hour period), resulting in an AI of 0.94.

Proximity to Amenities

- 6.1.4 BREEAM requires that an assessment is made of whether the development is within 500m of specific amenities. This is included in the following table and figure.

Amenity Type	Available within 500m	Details
Food Outlet	Yes	Provided within the development
Access to Cash	No	-
Access to recreation or leisure facility for fitness or sport	Yes	Provided within the development
Access to outdoor open space	Yes	Provided within the development
Publicly Available Postal Facility	No	-
Communal Facility	No	-
Over the counter services associated with a pharmacy	No	-
Public Sector GP surgery or general medical centre	No	-
Childcare facility or school	Yes	School development

Table 2 Proximity to Amenities

Travel Plan Measures

- 6.1.5 BREEAM requires that, as a minimum, a number of specific Travel Plan measures are considered. These are listed in the following table, which also provides some commentary on each.

Travel Plan Measure	Comments
Negotiation with local bus, train or tram companies an increase in the local service provision for the development	A high proportion of pupils benefit from free school transport and the special nature of the school dictates that few children are able to travel unaccompanied on scheduled public transport services. Negotiation with public transport companies considered to be unwarranted for these reasons.
Provision of a public transport information system in a publicly accessible area	Public transport information to be provided on staff noticeboard.
Provision of electric recharging stations	Electric Vehicle charging spaces to be provided.
Provision of parking priority spaces for car sharers	5% of total to be marked as priority spaces for car-sharers
Consultation with the local authority on the state of the local cycling network and on improvements	Existing and future routes are shown on the Council's Active Travel Network Map. This includes future active travel route that links directly to the site.
Provision of dedicated and convenient cycle storage	Secure, covered, cycle parking located close proximity to the building entrance.
Provision of cyclists' facilities (showers, changing facilities, lockers, drying spaces)	Separate male & female changing rooms with lockers available for staff.
Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas	Lighting, landscaping and shelter is provided within the site to provide a pleasant environment for pedestrians.
Restrictions or charging for car parking	Parking provision within the site is appropriate for the anticipated demand and includes EV charging provision and priority parking for car-sharers to encourage more sustainable travel choices.
Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes	Layout is considered to provide for good quality, pleasant and safe pedestrian and cycle movement within the site for all users, regardless of the level of mobility or visual impairment.
Provision of suitable taxi drop-off or waiting areas	Drop-off spaces provided near the school's main entrance for the use of school transport taxis and parents dropping-off children
Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre).	N/A Building is not a community amenity.

Table 3 BREEAM Minimum Travel Plan Measures

7 SUMMARY

- 7.1.1 This document sets out the framework that will result in the school's development and implementation of a Travel Plan.
- 7.1.2 The overall aim of the Travel Plan is to promote safe and responsible travel choices for pupils, staff and visitors. The travel plan is a practical endorsement of the school's desire to promote and nurture healthy lifestyles in young people.
- 7.1.3 The school's catchment is wide reaching, with pupils attending from all areas of the county, the majority of which live beyond walking or cycling distance. Pupils attending the school have severe or profound and multiple learning difficulties also limits the number that can commute safely on foot or bike. The majority of pupils travel to and from school by mini-bus or taxi.
- 7.1.4 The Travel Plan will therefore primary focus on staff travel with the aim of encouraging a shift towards more sustainable travel patterns. Walking, cycling, the use of public transport and car sharing will be encouraged with the target being a reduction in the number of single-occupant car journeys.
- 7.1.5 A Travel Plan Co-ordinator will be appointed to champion its aims and the introduction of measures aimed at achieving a reduction in the number of single-occupant car journeys. Opportunities for linking the Travel Plan to the curriculum and involving pupils will also be explored.

APPENDIX A

Active Travel Audit

INM-BR-45 (shared-use) – A48 west & east of Ewenny Roundabout - WALKING AUDIT

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2	Footways well maintained, with no significant issues noted.	None	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		1	Lack of active frontages along some sections of the route.	No alternative to address the lack of active frontage.	1
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	Severe traffic pollution and/or severe traffic noise.	No alternative due to the route being located along a busy carriageway.	0
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				2	Nothing noted at the time of the survey.	None	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		1	Some defects noted along the footway but unlikely to result in difficulty for wheelchair users, prams etc.	Resurface some sections of the route.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		1	Pedestrians comfort is at Level B along the route.	Scope to extend the width of the footway to improve pedestrian comfort levels.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	Pedestrian comfort is at Level A along the crossings.	None	2
8. COMFORT - footway parking	No instances of vehicles parked 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 instances of vehicles parked on the footway noted at the time of the survey.	None	2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	Slopes exist but gradients do not exceed 8% (1 in 12).	No alternative available	1

10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				2	Nothing noted whilst undertaking the survey.	None	2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Footways are provided to cater for pedestrian desire lines.	None	2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2	Crossings follow desire lines of users.	None	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		1	Crossing of road is direct but associated with some delay.	Provide more controlled crossings for users.	2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2	Crossings are single phase.	None	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2	Green man time is of sufficient length to cross comfortably.	None	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2	Nothing noted.n	None	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		1	Traffic volume is high but pedestrians can keep a safe distance unless crossing the carriageway.	Various crossing opportunities along the route.	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		1	Traffic speeds are moderate but pedestrians are generally away from traffic unless crossing carriageway.	Various crossing opportunities along the route.	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2	Good visibility for all users.	None	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	Dropped kerbs and tactile paving absent along the route.	1	Some dropped kerbs and tactile paving but some are also missing from the route.	Install dropped kerbs and tactile paving throughout.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Good signage throughout.	None	
Total Score					30	30		36

INM-BR-46 (shared use) – A48 north & south of Ewenny Roundabout - WALKING AUDIT

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2	Footways well maintained, with no significant issues noted.	None	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		2	No evidence of vandalism with appropriate natural surveillance.	None	2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		2	Traffic noise and pollution do not affect the attractiveness.	None	2
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				2	Nothing noted.	None	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		1	Some defects noted along the footway but unlikely to result in difficulty for wheelchair users, prams etc.	Resurface some sections of the route.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		1	Pedestrians comfort is generally at Level A but is at Level B along some sections of the route.	Scope to extend the width of the footway to improve pedestrian comfort levels.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	Pedestrian comfort is at Level A along the crossings.	None.	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		1	Vehicles noted parking on the footway but clearance width approx between 1.5 - 2m.		2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	Slopes exist but gradients do not exceed 8% (1 in 12).	Limited alternative due to the alignment of the route.	1

10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				1	Nothing noted whilst undertaking the survey.	None	2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Footways are provided to cater for pedestrian desire lines.	None	2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2	Crossings follow desire lines of users.	None	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		1	Crossing of road is direct but associated with some delay.	Provide more controlled crossings for users.	2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2	Crossings are single phase.	None	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2	Green man time is of sufficient length to cross comfortably.	None	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2	Nothing noted.	None	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		2	Traffic volume is low and pedestrians can keep a safe distance unless crossing the carriageway.	None	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		2	Traffic speeds are low and pedestrians are generally away from traffic unless crossing carriageway.	None	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2	Good visibility for all users.	None	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	Dropped kerbs and tactile paving absent along the route.	2	Dropped kerbs and tactile paving meets standards.	None	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Good signage throughout.	None	2
Total Score					34			39

INM-BR-48 (shared use) - Merthyr Mawr Road north of A48 - WALKING AUDIT

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2	Footways well maintained, with no significant issues noted.	None	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		1	Lack of active frontages along some sections of the route.	No alternative to address the lack of active frontage.	1
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	Severe traffic pollution and/or severe traffic noise.	No alternative due to the route being located along a busy carriageway.	0
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				2	Nothing noted at the time of the survey.	None	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		1	Some defects noted along the footway but unlikely to result in difficulty for wheelchair users, prams etc.	Resurface some sections of the route.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		1	Pedestrians comfort is at Level B along the route.	Scope to extend the width of the footway to improve pedestrian comfort levels.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	Pedestrian comfort is at Level A along the crossings.	None	2
8. COMFORT - footway parking	No instances of vehicles parked 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 instances of vehicles parked on the footway noted at the time of the survey.	None	2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	Slopes exist but gradients do not exceed 8% (1 in 12).	No alternative due to the alignment of the route.	1

10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				2	Nothing noted whilst undertaking the survey.	None	2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		0	In some instances there is no footway to cater for pedestrian desire lines.	Provide footways throughout.	2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2	Crossings follow desire lines of users.	None	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		1	Crossing of road direct, but associated with some delay (up to 15s average).	Provide more controlled crossings for users.	2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2	No controlled crossings.	None	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2	No controlled crossings.	None	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2	Nothing noted.	None	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		1	Traffic volume is high but pedestrians can keep a safe distance unless crossing the carriageway. Small section of the route has no footway provision and shared with vehicles where the volume is low.	Various crossing opportunities along the route. Provide advisory footway where there is no footway.	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		1	Traffic speeds are moderate but pedestrians are generally away from traffic unless crossing carriageway. Small section of the route has no footway provision and shared with vehicles where the speed is low.	Various crossing opportunities along the route. Provide advisory footway where there is no footway.	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2	Good visibility for all users.	None	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	Dropped kerbs and tactile paving absent along the route.	1	Some dropped kerbs and tactile paving but some are also missing from the route.	Install dropped kerbs and tactile paving throughout.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Signage could be improved.		
Total Score					28			36

INM-BR-49 (shared use) - Bridgend footpath 8 from A48 to Newbridge Fields - WALKING AUDIT

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		1	Overgrown vegetation.	Cut back overgrown vegetation.	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		1	Route is isolated, not subject to natural surveillance.	Install lighting to improve sense of isolation.	2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		2	Traffic noise and pollution do not affect the attractiveness	None	2
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				1	No lighting present for a large proportion of the route.	Install more lighting.	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		0	No formal route / through fields.	Provide a dedicated surfaced route.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		1	Pedestrians comfort is at Level B along the route.	Scope to extend the width of the footway to improve pedestrian comfort levels	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	No staggered crossings.	None	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2	No instances of vehicles parked on the footway noted at the time of the survey.	None	2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2	There are no slopes on footway.	None	2

10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				2	Nothing noted whilst undertaking the survey.	None	2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		0	No formal route / through fields.	Install dedicated footpath.	2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2	No crossings along the route.	None	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		2	No crossings along the route.	None	2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2	No controlled crossings.	None	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2	No controlled crossings.	None	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2	Nothing noted.	None	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		2	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	None	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		2	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	None	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		1	Visibility could be improved.	Cut back overgrown vegetation as well as install lighting.	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	Dropped kerbs and tactile paving absent along the route.	0	Dropped kerbs provided but tactile paving absent or incorrect.	Install dropped kerbs and tactile paving throughout.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Signage could be improved.		
Total Score					29			40

INM-BR-75 (walking) – A48 west of Island Farm Road - WALKING AUDIT

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		0	Overgrown vegetation throughout.	Cut back overgrown vegetation.	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		0	Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	No alternative to address the lack of active frontage.	0
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	Severe traffic pollution and/or severe traffic noise.	No alternative due to the route being located along a busy carriageway.	0
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				1	No lighting present for a large proportion of the route.	Install more lighting.	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsidised or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		0	Subsidised or fretted pavement, or significant uneven patching or trenching.	Resurface some sections of the route.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		1	Pedestrians comfort is at Level B along the route.	Scope to extend the width of the footway to improve pedestrian comfort levels.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	No staggered crossings.	None	2
8. COMFORT - footway parking	No instances of vehicles parked 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 instances of vehicles parked on the footway noted at the time of the survey.	None	2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	Slopes exist but gradients do not exceed 8% (1 in 12).	No alternative due to the alignment of the route.	1

10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				2	Nothing noted whilst undertaking the survey.	None	2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	None	2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2	Crossings follow desire lines of users.	None	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		0	Crossing of road associated indirect, or associated with significant delay (>15s average).	Install dedicated crossing facility.	2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2	No controlled crossings.	None	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2	No controlled crossings.	None	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2	Nothing noted.	None	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		1	Traffic volume is high but pedestrians can keep a safe distance unless crossing the carriageway.	Various crossing opportunities along the route. Provide advisory footway where there is no footway.	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		1	Traffic speeds are high but pedestrians are generally away from traffic unless crossing carriageway.	Various crossing opportunities along the route. Provide advisory footway where there is no footway.	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		1	Visibility could be improved.	Cut back overgrown vegetation as well as install lighting.	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	Dropped kerbs and tactile paving absent along the route.	0	Dropped kerbs provided but tactile paving absent or incorrect.	Install dropped kerbs and tactile paving throughout.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Signage could be improved.		
Total Score					22			35

INM-BR-45 (shared-use) – A48 west & east of Ewenny Roundabout - CYCLING AUDIT

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily; consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Cyclists can connect to other routes with minimal disruption to their journey.	Provide links with no interruption to their journey.	2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	The route is made up of discrete sections but cyclists can clearly understand how to navigate them	Provide continuous route including through junctions.	2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	Route contributes to a network density mesh width of 250-1000m.	Provide more cycle routes in vicinity of this route.	2
Fitness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Deviation factor against straight line as well as shortest route available.	None	2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	The number of stops is less than 2 per km.	None	2

Direc	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Delay for cyclists at junction is similar to delay for motor vehicles.	Provide dedicated bypass of signals.	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2	Cyclists can always choose an appropriate speed	None	2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2	There are some gradients along the route but none are steeper than 2%.	None	2
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	Speed of vehicles is 50mph along the route.	Explore reducing the speed of vehicles along the route	1
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	Speed of vehicles is 50mph along the route.	Explore reducing the speed of vehicles along the route	1
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	0	5000-10,000 AADT flows.	No alternative due to the nature of the route.	0
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	2	Cyclists on route away from motor traffic.	None	2

Safety		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1	Side roads infrequent but with effective entry treatments.	Treat all side roads to blend in with footway.	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2	Clear, understandable, simple road markings and road layout.	None	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1	No/very limited conflict with kerbside activity but buffer is circa 2m.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	The route includes evasion room and avoids physical hazards.	None	2
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor and occasional defects noted along the route.	Resurface some sections of the route.	2
Comfort		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2	Machine laid smooth and non-slip surface.	None	2

	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	1	Some sections of the footway/carriageway are below desirable minimum width.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2	Route is well signed with signs located at key points.	None	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is lit to highway standards throughout.	None	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Some parts of the route are not overlooked.	No alternative to improve sense of isolation for users.	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	1	Pedestrian comfort is at Level B.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2	Signage for wayfinding purposes and does not cause additional obstruction.	None	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycle parking noted along the route at the time of the survey.	Install cycle parking to meet demand.	2
	Audit Score							32			45

INM-BR-46 (shared use) – A48 north & south of Ewenny Roundabout - CYCLING AUDIT

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily; consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Cyclists can connect to other routes with minimal disruption to their journey.	Provide links with no interruption to their journey.	2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	The route is made up of discrete sections but cyclists can clearly understand how to navigate them	Provide continuous route including through junctions.	2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	2	Route contributes to a network density mesh width of <250m.	None	2
Fitness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Deviation factor against straight line as well as shortest route available.	None	2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	The number of stops is less than 2 per km.	None	2

Direc	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Delay for cyclists at junction is similar to delay for motor vehicles.	Provide dedicated bypass of signals.	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2	Cyclists can always choose an appropriate speed	None	2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2	There are some gradients along the route but none are steeper than 2%.	None	2
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	Vehicle speeds is 85th percentile 20mph-30mph along the route	Explore reducing the speed of vehicles along the route	2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	Vehicle speeds is 85th percentile 20mph-30mph along the route	Explore reducing the speed of vehicles along the route	2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1	2500-5000 and <2% HGV	No alternative due to the nature of the route.	1
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	0	Cyclists in unrestricted traffic lanes outside critical range.	Explore providing cycle lanes along the route.	2

Safety		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1	Side roads infrequent but with effective entry treatments.	Treat all side roads to blend in with footway.	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	0	Complex design for cycle route which suggests travelling on to footway and down a one way carriageway.	Resurface lines and address design of the junction.	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1	No/very limited conflict with kerbside activity but buffer is circa 2m.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	The route includes evasion room and avoids physical hazards.	None	2
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor and occasional defects noted along the route.	Resurface some sections of the route.	2
Comfort		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2	Machine laid smooth and non-slip surface.	None	2

	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	1	Some sections of the footway/carriageway are below desirable minimum width.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2	Route is well signed with signs located at key points.	None	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is lit to highway standards throughout.	None	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Some parts of the route are not overlooked.	No alternative to improve sense of isolation for users.	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	1	Pedestrian comfort is at Level B.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2	Signage for wayfinding purposes and does not cause additional obstruction.	None	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2	Secure cycle parking noted along the route.	None	2
	Audit Score							34			48

INM-BR-48 (shared use) - Merthyr Mawr Road north of A48 - CYCLING AUDIT

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily; consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Cyclists can connect to other routes with minimal disruption to their journey.	Provide links with no interruption to their journey.	2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	The route is made up of discrete sections but cyclists can clearly understand how to navigate them	Provide continuous route including through junctions.	2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	Route contributes to a network density mesh width of 250-1000m.	Provide more cycle routes in vicinity of this route.	2
Fitness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Deviation factor against straight line as well as shortest route available.	None	2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	The number of stops is less than 2 per km.	None	2

Direc	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Delay for cyclists at junction is similar to delay for motor vehicles.	Provide dedicated bypass of signals.	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2	Cyclists can always choose an appropriate speed	None	2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2	There are some gradients along the route but none are steeper than 2%.	None	2
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	Speed of vehicles is 50mph along small section of the route. Other sections are 30mph.	Explore reducing the speed of vehicles along the route	2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	Speed of vehicles is 50mph along small section of the route. Other sections are 30mph.	Explore reducing the speed of vehicles along the route	2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1	5000-10,000 AADT flows along one section of the route. Other sections of the route circa 2500-5000 AADT	No alternative due to the nature of the route.	1
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	1	Cyclists in unrestricted traffic lanes outside critical range. Some sections of the route are off-road however	None	1

Safety		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1	Side roads infrequent but with effective entry treatments.	Treat all side roads to blend in with footway.	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2	Clear, understandable, simple road markings and road layout.	None	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1	No/very limited conflict with kerbside activity but buffer is circa 2m.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	The route includes evasion room and avoids physical hazards.	None	2
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor and occasional defects noted along the route.	Resurface some sections of the route.	2
Comfort		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2	Machine laid smooth and non-slip surface.	None	2

	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	1	Some sections of the footway/carriageway are below desirable minimum width.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	0	Route signing is poor with signs missing at key decision points.	Install more signage.	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is lit to highway standards throughout.	None	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Some parts of the route are not overlooked.	No alternative to improve sense of isolation for users.	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	1	Pedestrian comfort is at Level B.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	0	Large number of signs needed, difficult to follow and/or leading to clutter	Install more signage.	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycle parking noted along the route at the time of the survey.	Install cycle parking to meet demand.	2
Audit Score								30			47

INM-BR-49 (shared use) - Bridgend footpath 8 from A48 to Newbridge Fields - CYCLING AUDIT

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily; consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Cyclists can connect to other routes with minimal disruption to their journey.	Provide links with no interruption to their journey.	2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	The route is made up of discrete sections but cyclists can clearly understand how to navigate them	Provide continuous route including through junctions.	2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	Route contributes to a network density mesh width of 250-1000m.	Provide more cycle routes in vicinity of this route.	2
Fitness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Deviation factor against straight line as well as shortest route available.	None	2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	The number of stops is less than 2 per km.	None	2

Direc	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	2	Route does not have interaction with motor vehicles/carriageway.	None	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2	Cyclists can always choose an appropriate speed	None	2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2	There are no sections of route which steeper than 2%	None	2
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Route is off-road	None	2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Route is off-road	None	2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	2	Route is off-road	None	2
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	2	Route is off-road	None	2

Safety		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	2	Route is off-road	None	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2	Route is off-road	None	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1	No/very limited conflict with kerbside activity but buffer is circa 2m.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	The route includes evasion room and avoids physical hazards.	None	2
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor and occasional defects noted along the route.	Resurface some sections of the route.	2
Comfort		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	0	Bumpy, unbound, slippery, and potentially hazardous surface.	No formal surface along the route.	2

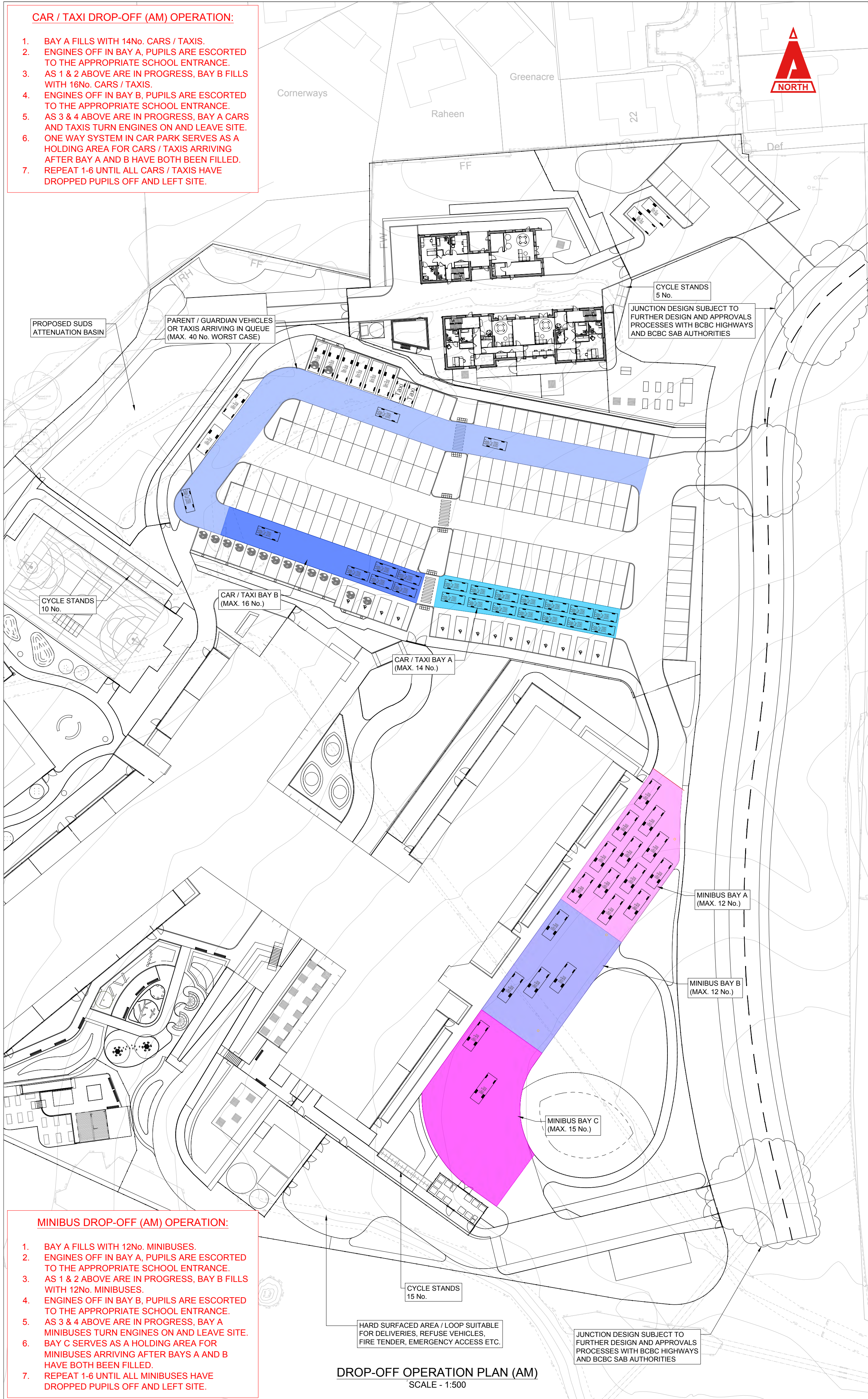
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	2	No formal route and therefore recommended widths are maintained.	None	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	0	Route signing is poor with signs missing at key decision points.	Install more signage.	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is lit to highway standards throughout.	None	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Some parts of the route are not overlooked.	No alternative to improve sense of isolation for users.	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	2	Pedestrian comfort is at Level A.	None	2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	0	Large number of signs needed, difficult to follow and/or leading to clutter	Install more signage.	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycle parking noted along the route at the time of the survey.	Install cycle parking to meet demand.	2
	Audit Score							36			49

APPENDIX B

Parking Management Strategy

CAR / TAXI DROP-OFF (AM) OPERATION:

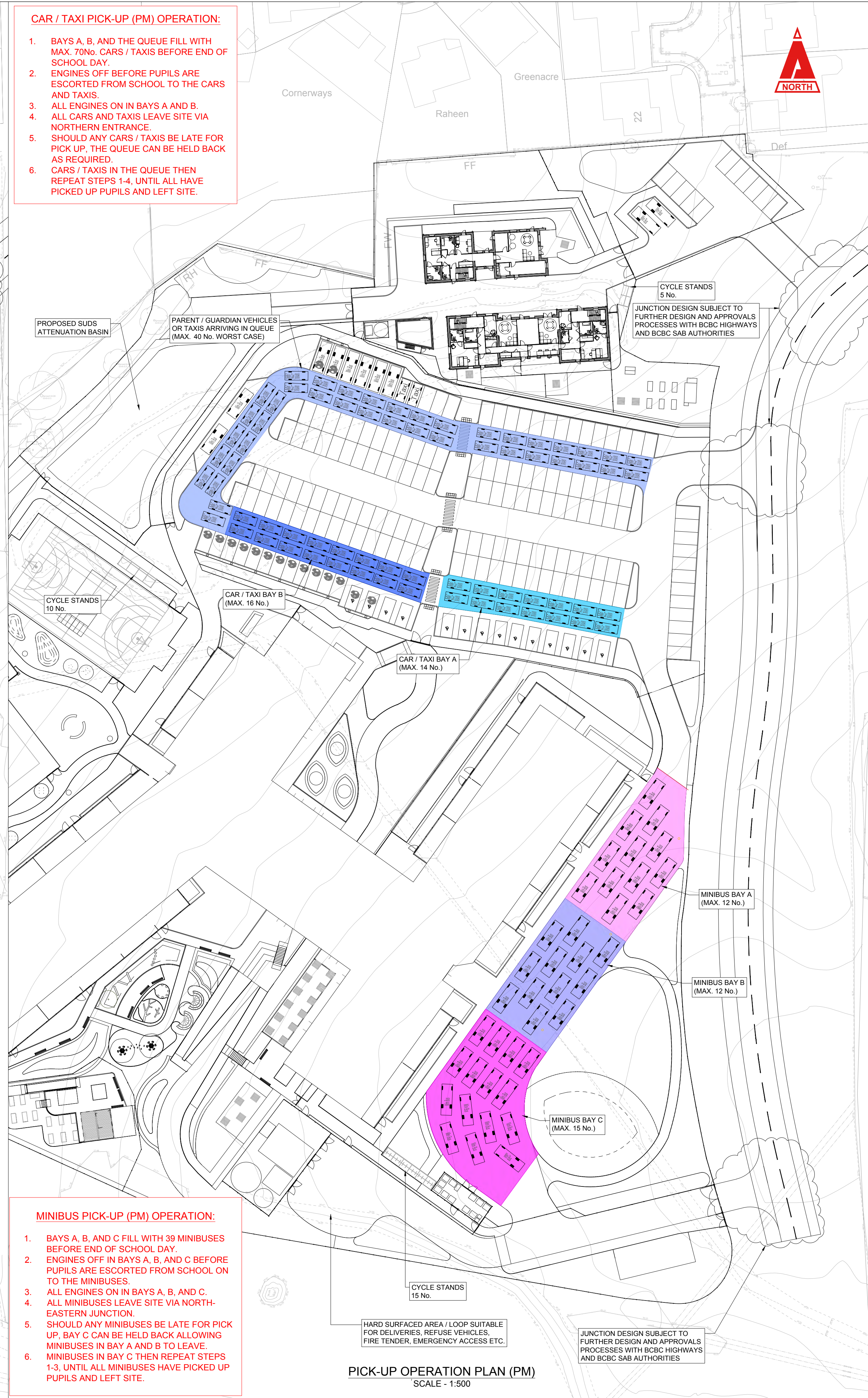
1. BAY A FILLS WITH 14No. CARS / TAXIS.
2. ENGINES OFF IN BAY A, PUPILS ARE ESCORTED TO THE APPROPRIATE SCHOOL ENTRANCE.
3. AS 1 & 2 ABOVE ARE IN PROGRESS, BAY B FILLS WITH 16No. CARS / TAXIS.
4. ENGINES OFF IN BAY B, PUPILS ARE ESCORTED TO THE APPROPRIATE SCHOOL ENTRANCE.
5. AS 3 & 4 ABOVE ARE IN PROGRESS, BAY A CARS AND TAXIS TURN ENGINES ON AND LEAVE SITE.
6. ONE WAY SYSTEM IN CAR PARK SERVES AS A HOLDING AREA FOR CARS / TAXIS ARRIVING AFTER BAY A AND B HAVE BOTH BEEN FILLED.
7. REPEAT 1-6 UNTIL ALL CARS / TAXIS HAVE DROPPED PUPILS OFF AND LEFT SITE.



DROP-OFF OPERATION PLAN (AM)
SCALE - 1:500

CAR / TAXI PICK-UP (PM) OPERATION:

1. BAYS A, B, AND THE QUEUE FILL WITH MAX. 70No. CARS / TAXIS BEFORE END OF SCHOOL DAY.
2. ENGINES OFF BEFORE PUPILS ARE ESCORTED FROM SCHOOL TO THE CARS AND TAXIS.
3. ALL ENGINES ON IN BAYS A AND B.
4. ALL CARS AND TAXIS LEAVE SITE VIA NORTHERN ENTRANCE.
5. SHOULD ANY CARS / TAXIS BE LATE FOR PICK UP, THE QUEUE CAN BE HELD BACK AS REQUIRED.
6. CARS / TAXIS IN THE QUEUE THEN REPEAT STEPS 1-4, UNTIL ALL HAVE PICKED UP PUPILS AND LEFT SITE.



PICK-UP OPERATION PLAN (PM)
SCALE - 1:500

MINIBUS PICK-UP (PM) OPERATION:

1. BAYS A, B, AND C FILL WITH 39 MINIBUSES BEFORE END OF SCHOOL DAY.
2. ENGINES OFF IN BAYS A, B, AND C BEFORE PUPILS ARE ESCORTED FROM SCHOOL ON TO THE MINIBUSES.
3. ALL ENGINES ON IN BAYS A, B, AND C.
4. ALL MINIBUSES LEAVE SITE VIA NORTH-EASTERN JUNCTION.
5. SHOULD ANY MINIBUSES BE LATE FOR PICK UP, BAY C CAN BE HELD BACK ALLOWING MINIBUSES IN BAY A AND B TO LEAVE.
6. MINIBUSES IN BAY C THEN REPEAT STEPS 1-3, UNTIL ALL MINIBUSES HAVE PICKED UP PUPILS AND LEFT SITE.

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CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO CAMBRIA CONSULTING LIMITED BEFORE PROCEEDING.

THE CONTRACTOR IS TO REFER TO THE SPECIFICATION, FULL SCHEDULE OF RESIDUAL RISKS IN THE CONTRACT DOCUMENTATION AND ALSO TO INFORMATION FROM OTHER DESIGNERS, IN PARTICULAR THE M&E CONSULTANT REGARDING EXISTING LIVE SERVICES.

 THIS SYMBOL IS USED TO HIGHLIGHT INSTANCES OF RISK WITHIN THE CONSTRUCTION PROCESS. ALWAYS CHECK FOR LATER REVISIONS OF THIS DRAWING.

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (mm) AND ELEVATIONS ARE IN METERS ABOVE ORDNANCE DATUM (m AOD), UNLESS OTHERWISE NOTED.
2. THE DETAILS SHOWN ON THIS DRAWING HAVE BEEN PRODUCED DURING RIBA STAGE 4, AND ARE NOT SUITABLE FOR CONSTRUCTION.
3. THE PROPOSED SITE MASTERPLAN SHOWN IS BASED ON INFORMATION PROVIDED BY HLM (LANDSCAPE ARCHITECT) RECEIVED 11/08/2026.
4. THE OS MAPPING AND TOPOGRAPHICAL SURVEY SHOWN ARE BASED ON INFORMATION PROVIDED BY OTHERS. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE SURVEY.
5. EASTERN SITE ACCESS ROAD DESIGN HAS BEEN TAKEN FROM WL2 DRAWING '19-00637 - H03 Rev D Setting-Out & Levels'. EASTERN SITE ACCESS ROAD LAYOUT & LEVELS ARE SUBJECT TO CHANGE. FURTHER COORDINATION IS REQUIRED BETWEEN HERONSBRIDGE SITE AND EASTERN SITE ACCESS ROAD.
6. PROPOSED EASTERN SITE ACCESS ROAD (INCLUDING HIGHWAYS, DRAINAGE, SAB, S38 & S278 ARRANGEMENT) IS SUBJECT TO FURTHER DESIGN AND APPROVALS BY BCBC HIGHWAYS & SAB AUTHORITIES.

TABLE 1 - PARKING AND DROP-OFF NUMBERS

RESIDENTIAL SCHEME PARKING	VEHICLES REQUIRED	VEHICLE NO. PROVISION
MINIBUS PARKING SPACES	2	2
STANDARD PARKING SPACES	11	11
EDUCATION SCHEME PARKING	VEHICLES REQUIRED	VEHICLE NO. PROVISION
MINIBUS PARKING SPACES	6	8
TAXI PARKING SPACES	2	2
STANDARD PARKING SPACES	138	139
EV PARKING SPACES	12	12
DISABLED PARKING SPACES	12	12
DISABLED EV PARKING SPACES	2	2
EDUCATION SCHEME PICK-UP / DROP-OFF	VEHICLES REQUIRED	VEHICLE NO. PROVISION
MINIBUS	39	39
TAXI	12	12
PARENT / GUARDIAN	58	58

P05	ISSUED FOR PRE-APPLICATION CONSULTATION (PAC)	JW	RW	BW
				17/08/26
C01	ISSUED FOR RIBA STAGE 4	JW	RW	BW
				23/06/26
P04	ISSUED FOR PRE-APPLICATION CONSULTATION (PAC)	JW	RW	BW
				29/05/26
P03	UPDATED TO SUIT LATEST LANDSCAPE MASTERPLAN	JW	RW	BW
				12/05/26
P02	UPDATED TO ADDRESS KIER COMMENTS.	LW	RW	BW
				21/11/25
Rev.	Description	By	Chk	App

Client:



Project:

HERONSBRIDGE SCHOOL
Cambria Project No.
CC2856

Drawing Title:

PROPOSED PICK-UP &
DROP-OFF - OPERATIONAL
PLAN

Drawing No.

HER - CAM - ZZ - XX - D - C - 001210

Project	Originator	Function	Spatial	Form	Disc.	Number
Scale @A1:	Status Code:	Revision Status:	Rev.			
1:500	S3	REVIEW & COMMENT				P05