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Land off Trowbridge Road, Bradford on Avon

Waddeton Park Ltd

Active Travel England Route Audit Report

April 2026





Document Control

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Project Name	Land off Trowbridge Road, Bradford on Avon
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Record of Issue

Issue	Date	Details	Made By

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1 Introduction

- 1.1 Rappor have been instructed by Waddeton Park Ltd to undertake an Active Travel England (ATE) Route Audit in support of a residential-led mixed use development located on land to the northeast of Trowbridge Road, Bradford on Avon, Wiltshire. The development description is as follows:

“Outline application (with all matters reserved except for access) for the erection of up to 224 residential dwellings (Class C3), 72-bed care home (Class C2), with sports pitch, allotments, country park, landscaping and open space.”

- 1.2 A Transport Assessment (TA), which is referenced within this report, has been prepared and is submitted under separate cover for the planning application.
- 1.3 Wiltshire Council (WC) form the Local Planning Authority (LPA) and the Local Highway Authority (LHA) for the application.

Site Location and Composition

- 1.4 The application site is located on the southeastern edge of Bradford on Avon, adjoining existing residential areas to the north and west, forming a natural urban extension.
- 1.5 The application redline boundary is predominantly bound to the south and east by Wildbrook Wood and the rear of a handful of dwellings that front the Kennet and Avon Canal. To the north, the site is bound by the River Avon and the former Golf Course. To the west, the site is bound to the west of dwellings that rears Widbrook View, and the A363 Trowbridge Road forms the southwestern site boundary.
- 1.6 An extract of the site location plan is presented at **Figure 1.1** to illustrate the location of site and its relationship with the existing Bradford on Avon settlement. The full location plan is presented at **Appendix A**.



Figure 1.1 Site Location

- 1.7 The illustrative layout is attached at **Appendix B**.

Bradford on Avon LCWIP

- 1.8 WC, in partnership with Bradford on Avon Town Council (BOATC), are currently in the process of developing the Bradford on Avon Local Cycling and Walking Infrastructure Plan (LCWIP) and have released a draft report for consultation in February 2026. The draft plans have identified a network of routes for improvements that will enable people to walk or cycle more easily.
- 1.9 A LCWIP aims to identify cycling and walking improvements required at a local level, enabling a long-term approach to developing local cycling and walking networks.
- 1.10 The proposed routes and improvements are referenced within this report. For further details on the draft BOA LCWIP plans, please refer to the TA.

Active Travel England Audit

- 1.11 ATE released the Route Check Tool (RCT) in February 2024 as a tool for assessing the design quality of linear schemes and active travel infrastructure.
- 1.12 An ATE Audit using the RCT has been conducted to assess the existing infrastructure within the vicinity of the proposed development, as well as to help identify potential improvements to the pedestrian/cyclist environment in the area. The scope of assessment includes the following sections of ATE's RCT:
- a) Section 2.1 – Policy Check;



- b) Section 3.1 – Safety Check;
- c) Section 4.1 – Street Check; and
- d) Section 5.1 – Path Check*.

* - Route B only

- 1.13 The Policy Check Section consists of six metrics based on policy principles. Compliance with the policy principles is measured by a yes or no.
- 1.14 For both the Safety Check and the Street/Path Check, each route is scored against a number of metrics. Each metric is assigned a score of 0, 1, or 2, based on the assessment criteria. Metrics in the Safety Check section can additionally be scored 'critical' if a more serious issue is identified.
- 1.15 It should be noted that a number of the metrics in the audit are not applicable to the route being assessed (e.g. criteria relating to tram-related hazards).

Route Identification

- 1.16 Two active travel routes have been identified which incorporate the most direct routes between the site and many of the local facilities and amenities within Bradford on Avon. As such, it is anticipated that these routes will be regularly used by future residents of the scheme. A brief description of both routes is provided below:
 - **Route A** – assesses the route between Bradford on Avon town centre and the site along Trowbridge Road. Route A also incorporates the triangular arrangement of Frome Road and Junction Road, in addition to portions of the Kennet & Avon Canal Path and Trowbridge Road to the immediate south of the site; and
 - **Route B** – assesses the route between Mythern Meadow to the north of the site, along the 'BRAD19' public footpath, before extending westwards along Moulton Drive to Frome Road.
- 1.17 Both routes are illustrated on the plan enclosed at **Appendix C**.

Level of Service Score

- 1.18 The Route Check Tool provides an overall Level of Service score for each route assessed. The Level of Service score combines the Safety Check scores with the Street Check scores. The Safety Check scores are factored by three to give greater weight to safety concerns over other considerations. Metrics rated as critical receive a score of zero, with further details recorded in the Critical Issues Log. The metrics are combined into six categories, and the results for each category are then expressed as a percentage of the maximum achievable score in that category.
- 1.19 The 'Level of Service' score of each route will be presented at the end of each section.

Development Proposals

- 1.20 The proposed development will enhance the pedestrian environment in Bradford on Avon through the inherent mitigation in the immediate vicinity of the site, and the proposed off-site infrastructure improvements.



1.21 Informed by the ATE route audit, the proposed development will deliver significant improvements to the pedestrian environment in the immediate vicinity of the site on Trowbridge Road and Moulton Drive. These improvements include:

- a) A new uncontrolled crossing arrangement on Trowbridge Road, located between the proposed site access and Moulton Drive. The proposed crossing facility will be supported by a refuge island, dropped kerbs and tactile paving; and
- b) Tactile paving to be provided on Moulton Drive at the location of the give-way line onto Trowbridge Road.

1.22 The above proposals are presented on the site access arrangements plan, attached at **Appendix D**. Further details on the development proposals are provided within the TA.

2 Route A

Introduction

- 2.1 **Route A** is approximately 1290m in length and runs from Bradford on Avon town centre to just south of the Kennet and Avon Canal. The route also includes the triangular road layout of Junction Road and Frome Road, in addition to the main access route to the Kennet and Avon Canal Path to the east of Trowbridge Road. An overview of the route audit is presented at **Figure 2.1**.



Figure 2.1 Route A Plan

- 2.2 It should be noted that **Route A** represents the most direct route possible between the development site and the Bradford on Avon town centre for pedestrians and cyclists.
- 2.3 The **Route A** 'Check Tool' is attached at **Appendix D**, which sets out the performance of the route against all relevant criteria within the Policy Conflict Log, the Safety Check and the Street Check, against the existing and proposed layout of the study area.
- 2.4 Further context is provided within this section on any policy conflicts or any critical issues identified with the Safety Check, followed by the Street Check Level of Service scores.

Policy Check – Policy Conflict Log

- 2.5 In line with the policy principles outlined within the ATE Route Check Tool, **Route A** was found to be compliant following consideration of the proposed off-site improvements.



- 2.6 As such, the route is in accordance with ATE guidance and does not possess any non-compliant issues under the proposed layout.

Safety Check – Critical Issues

- 2.7 The Safety Check assessment has identified two separate ‘critical issues’ along the route within the following metrics:

- Risk of Pedestrians tripping due to hazards: *There are level differences of greater than 13mm with no tactile paving information and colour contrast to help identify them.*
- Motor Traffic Speed: *85th percentile speed of more than 30mph when cyclists/pedestrians are unprotected*

- 2.8 The identified critical issues are discussed in more detail below.

Risk of Pedestrians tripping due to hazards: There are level differences of greater than 13mm with no tactile paving information and colour contrast to help identify them.

- 2.9 In accordance with ATE guidelines, level differences greater than 13mm without the presence of specific tactile paving information and colour contrast present a critical risk to pedestrians if not remediated. This hazard is pertinent at the crossing of St Laurence Road.
- 2.10 The conditions at the time of a site visit conducted on the 23rd of January 2026 are documented within **Photo 2.1** below.



Photo 2.1 Crossing at St Laurence Road / Trowbridge Road junction

- 2.11 It has been identified within the BOA LCWIP to provide an improved crossing arrangement at the location of the St Laurence Road / Trowbridge Road junction. There are currently no proposals as part of this application to deliver improved crossing facilities at this junction. However, subject to discussions with WC, proportional contributions towards an improvement scheme could be provided.
- 2.12 It should also be noted that there is no tactile paving at the Regent's Place, St Margeret's Hil and St Margeret's Villas minor arm junctions on Trowbridge Road.

Motor Traffic Speed: 85th percentile speed of more than 30mph when cyclists/pedestrians are unprotected

- 2.13 Following the installation of an Automatic Traffic Count (ATC) and subsequent 7-day surveying, Trowbridge Road, in the vicinity of the development site, was found to exhibit a 85th percentile speed greater than 30mph, therefore raising a 'Critical Issue'.
- 2.14 The recorded 7-day (24 hour) 85th percentile speeds on Trowbridge Road were 33.3mph in the Northbound direction and 33.9mph in the Southbound direction.



- 2.15 While additional ATCs were not installed further towards Bradford on Avon Town Centre, it is anticipated that vehicle speeds reduce significantly, due in part to the changing nature of the route, with a noticeable narrowing, higher rates of kerbside activity, more frequent pedestrian crossings, and the route being subject to a 20mph speed restriction north of Junction Road.
- 2.16 Furthermore, the BOA LCWIP proposes an extension of the 20mph speed limit on Trowbridge Road.
- 2.17 As previously mentioned, as part of the development proposals, an uncontrolled crossing facility will be provided on Trowbridge Road, located between the site access and Moulton Drive. It should be noted that these proposals are subject to detailed design and will require discussion with WC, in their role as the LHA.
- 2.18 Thus, whilst 85th percentile speeds are likely to reduce on Trowbridge Road, this is not a given, and the metric remains 'critical' in accordance with ATE guidelines.

Audit Results

- 2.19 The Street Check Level of service scores for the existing and proposed layout are demonstrated in **Table 2.1**.

Street Check Level of Service		
Categories	Existing Layout	Proposed Layout
Safety	21%	33%
Accessibility	60%	80%
Comfort	100%	100%
Directness	63%	63%
Attractiveness	50%	50%
Cohesion	38%	38%
Overall Score	34%	44%

Table 2.1 Level of Service Scores

- 2.20 **Table 2.1** demonstrates that Route A has an existing average Level of Service of 34% with a proposed average Level of Service of 44%.
- 2.21 Given the nature of the site and the existing provision, it is considered that the proposed level of on-site and off-site infrastructure improvements would be commensurate with the scale of the development proposals, and that the resulting level of infrastructure provision would be suitable to accommodate pedestrians and cyclists.

3 Route B

- 3.1 **Route B** is approximately 1,820m in length and extends from St Aldhems Play Area (off Mythern Meadow), along the existing BRAD19 public right of way footpath and Moulton Drive in the direction of the Sainsbury's supermarket adjacent to Frome Road in the west.
- 3.2 It should be noted that while this route scores poorly on the 'directness' rating, this is partly because it extends beyond the proposed site boundary to the north. It is therefore not anticipated that users would traverse the route in its entirety and, as such, would not be hindered by any perceived 'indirectness'.
- 3.3 The route primarily focuses on providing access for future residents of the site to the Sainsbury's supermarket in addition to other services and amenities on the Greenwood Industrial Estate. From the location of the proposed site access the supermarket site is located within an approximate 900m walking distance.
- 3.4 Route B is presented at **Figure 3.1**.

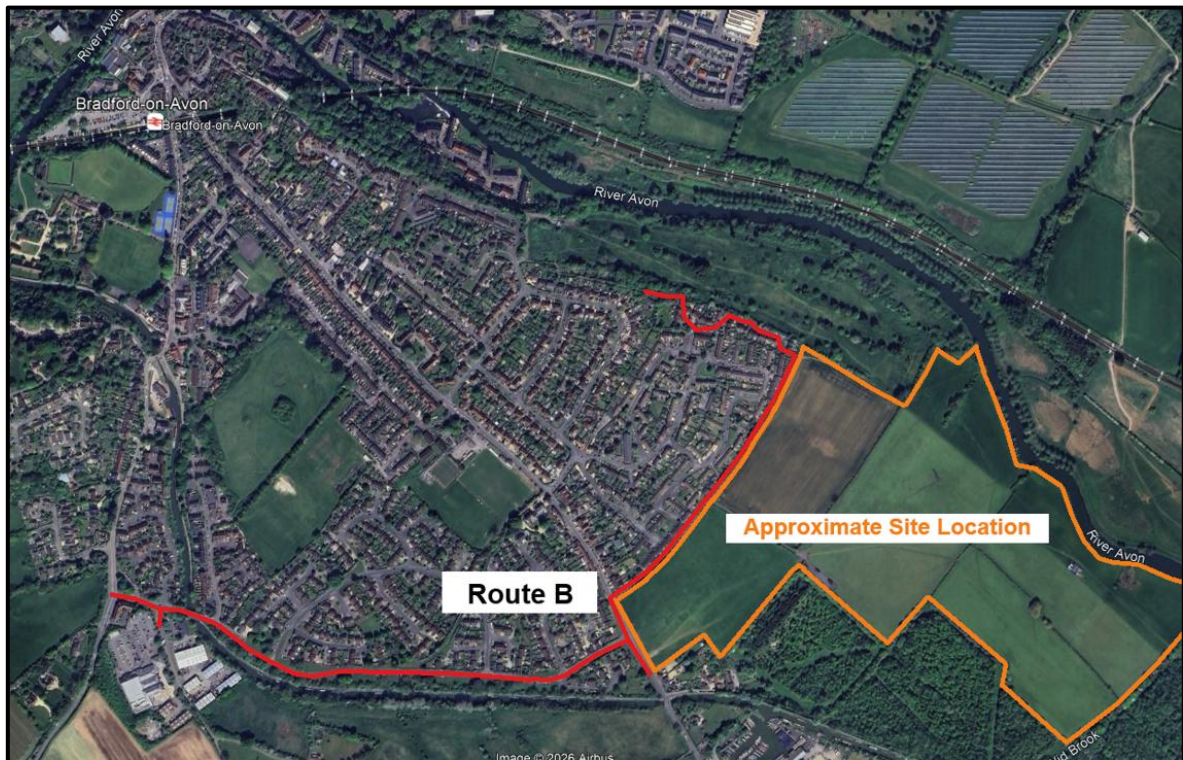


Figure 3.1 Route B Plan

- 3.5 As illustrated within **Appendix C**, the proposed alterations to the carriageway of Trowbridge Road as part of the wider access proposals will provide a new pedestrian refuge island located to the north of the site access, in addition to installing tactile paving either side of Moulton Drive, directly adjacent to the junction with Trowbridge Road.
- 3.6 It is anticipated that this arrangement will suitably cater for the increased pedestrian demand along Trowbridge Road, particularly assisting users of **Route B**. These proposals will seek to supplement the existing tactile-paved crossing near the development site's northwestern corner, adjacent to the access point for the BRAD19 footpath.



- 3.7 The **Route B** 'Check Tool' is attached at **Appendix E**, which sets out the performance of the route against all relevant criteria within the Policy Conflict Log, the Safety Check, the Street Check and Path Check, against the existing and proposed layout of the study area.

Policy Check

- 3.8 The Policy Check assessment for **Route B** has identified three separate instances of non-compliance along the route, all of which have been outlined below.
- PO02 – Barrier free route, such as chicane barriers, steps or dismount signs;
 - PO04 – Surface suitability for all users; and
 - PO05 – Appropriate Lighting along route.
- 3.9 Through the Policy Check process, it was concluded that all three instances of non-compliance will be remediated through the installation of the proposed shared-use path within the site boundary. This route is anticipated to form an attractive alternative to the existing BRAD19 footpath, and for future residents of the site, will reflect the key pedestrian and cyclist desire line in the direction of Trowbridge Road.
- 3.10 To directly address the current non-compliances, this route will be barrier free, will be coated with a high-quality paved surface, suitable for all users year-round, and will be appropriately lit. All of these aspects are subject to detailed design but will be considered throughout the design process.

Safety Issues - Critical Issues

- 3.11 The Safety Check assessment of Route B has identified three 'critical' issues within the following categories.
- Conflict at Side Roads and Priority Junctions: *more than 2,500vpd cut across main walking, wheeling or cycling streams.*
 - Trip Hazards: *Risk of pedestrians tripping due to hazards.*
 - Motor Traffic Speed: *85th percentile speed of more than 30mph when cyclists/pedestrians are unprotected.*
- 3.12 These 'critical' issues are each discussed in detail below.

Conflict at Side Roads and Priority Junctions: more than 2,500vpd cut across main walking, wheeling or cycling streams

- 3.13 As substantiated by an ATC survey, Trowbridge Road experiences vehicle volumes exceeding 2500 per day. At present, **Route B** crosses Trowbridge Road to the north of the development site, adjacent to the access point for the BRAD19 footpath, via an uncontrolled tactile crossing.
- 3.14 As discussed previously, and illustrated within **Appendix C**, the site access proposals for the development site seek to install a pedestrian refuge island and tactile-paved crossing on Trowbridge Road, which will accommodate pedestrian demand from the development site along key desire lines.
- 3.15 It is appreciated that the proposed development will not result in a material reduction in vehicular trips along Trowbridge Road, and as such will remain a 'critical' issue in

accordance with ATE guidance. Nonetheless, the proposed crossing upgrades in the site's vicinity will significantly improve the accessibility of **Route B** for existing and future users of the route.

Trip Hazards: Risk of pedestrians tripping due to hazards

- 3.16 As discussed previously in **Section 2**, in accordance with ATE guidelines, level differences greater than 13mm without the presence of specific tactile paving information and colour contrast present a critical risk to pedestrians if not remediated.
- 3.17 At present, it is recognised that Route B is not fully accessible, due largely to the steps found to the south of Mythern Meadow on the BRAD19 public right of way footpath. The conditions at the time of the site visit are depicted below within **Photo 3.1**.
- 3.18 As stated previously, it should be appreciated that an alternative route within the site boundary, in the form of a 3.0m wide shared-use path, will be provided, thus alleviating the impact of this non-compliant feature.



Photo 3.1 Existing steps at access point to BRAD19 footpath to the south of Mythern Meadow

- 3.19 Further to this, it is noted that at present, Fitzmaurice Close does not have possess any tactile paving or dropped kerbs along the pedestrian desire line. The current conditions of the crossing location are depicted within **Photo 3.2** below.



Photo 3.2 Current condition of proposed crossing location at Fitzmaurice Close, looking east

- 3.20 It is currently not proposed to provide tactile paving at the Fitzmaurice Close junction. However, subject to discussions with the LHA, improvements could be provided.

Motor Traffic Speed: 85th percentile speed of more than 30mph when cyclists/pedestrians are unprotected.

- 3.21 As highlighted previously within **Section 2**, following the installation of an Automatic Traffic Count (ATC) and subsequent 7-day surveying, Trowbridge Road, in the vicinity of the development site, was found to exhibit a 85th percentile speed greater than 30mph, therefore raising a 'Critical Issue'.
- 3.22 The recorded 7-day (24 hour) 85th percentile speeds on Trowbridge Road were 33.3mph in the Northbound direction and 33.9mph in the Southbound direction.
- 3.23 However, as described in **Route A**, whilst it is anticipated that average vehicle speeds will reduce to the introduction of the development site and associated proposed site access and



crossing facility, this is not a given. Thus, in accordance with ATE guidelines, this remains a critical issue.

Audit Results

- 3.24 The Street Check Level of service scores for the existing and proposed layout are demonstrated in **Table 3.1**.

Street Check Level of Service		
Categories	Existing Layout	Proposed Layout
Safety	29%	5%
Accessibility	30%	80%
Comfort	100%	100%
Directness	63%	63%
Attractiveness	58%	58%
Cohesion	50%	63%
Overall Score	39%	57%

Table 3.1 Level of Service Scores: Route B

- 3.25 **Table 3.1** shows that **Route B** has an existing average Level of Service of 31% with a proposed average Level of Service of 57%.
- 3.26 Given the nature of the site and the existing provision, it is considered that the proposed level of on-site and off-site infrastructure improvements would be commensurate with the scale of the development proposals, and that the resulting level of infrastructure provision would be suitable to accommodate pedestrians and cyclists.



4 Summary

- 4.1 Rappor have been instructed by Waddeton Park Ltd to undertake an Active Travel England (ATE) Route Audit in support of a residential-led mixed use development located on land to the northeast of Trowbridge Road, Bradford on Avon, Wiltshire. The development description is as follows:

“Outline application (with all matters reserved except for access) for the erection of up to 224 residential dwellings (Class C3), 72-bed care home (Class C2), with sports pitch, allotments, country park, landscaping and open space.”

- 4.2 The ATE route audit indicates that the existing active travel provision for pedestrians and cyclists in the local area are considered good, and the provision of on-site and off-site infrastructure improvements will further enhance the pedestrian environment in Bradford on Avon for existing and future residents.
- 4.3 On this basis, the ATE audit has established that the quality of key routes relevant to the location of the development site in Bradford on Avon, is suitable to accommodate safe active travel movements associated with the development.



Appendix A – Illustrative Layout Plans



Legend

- Application boundary
- ① Existing pipeline
- ② Access from Trowbridge Road
- ③ Proposed mobility hub
- ④ Residential care facility
- ⑤ Primary access route
- ⑥ Proposed community allotments
- ⑦ Local Area of Play (LAP)
- ⑧ Local Equipped Area of Play (LEAP)
- ⑨ Changing facilities and associated pitches
- ⑩ Pedestrian connection
- ⑪ Proposed woodland buffer
- ⑫ Central green street
- ⑬ Community garden i.e orchard
- ⑭ Higher density core
- ⑮ Lower density periphery
- ⑯ Wetland and marginal planting
- ⑰ Proposed attenuation pond
- ⑱ Proposed swales
- ⑲ Drainage outfall
- ... Public Right of Way

Trowbridge Road, Bradford-on-Avon		E
Illustrative Layout		CW / DH
250310 L 02 03	NTS @ A2	Feb 2026

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Drawing Status PLANNING

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Appendix B – Route Audit Maps



River Avon

Bradford-on-Avon
Bradford-on-Avon

River Avon

Route A

Approximate Site Location

River Avon

Wid Brook



Bradford-on-Avon

Bradford-on-Avon

River Avon

Approximate Site Location

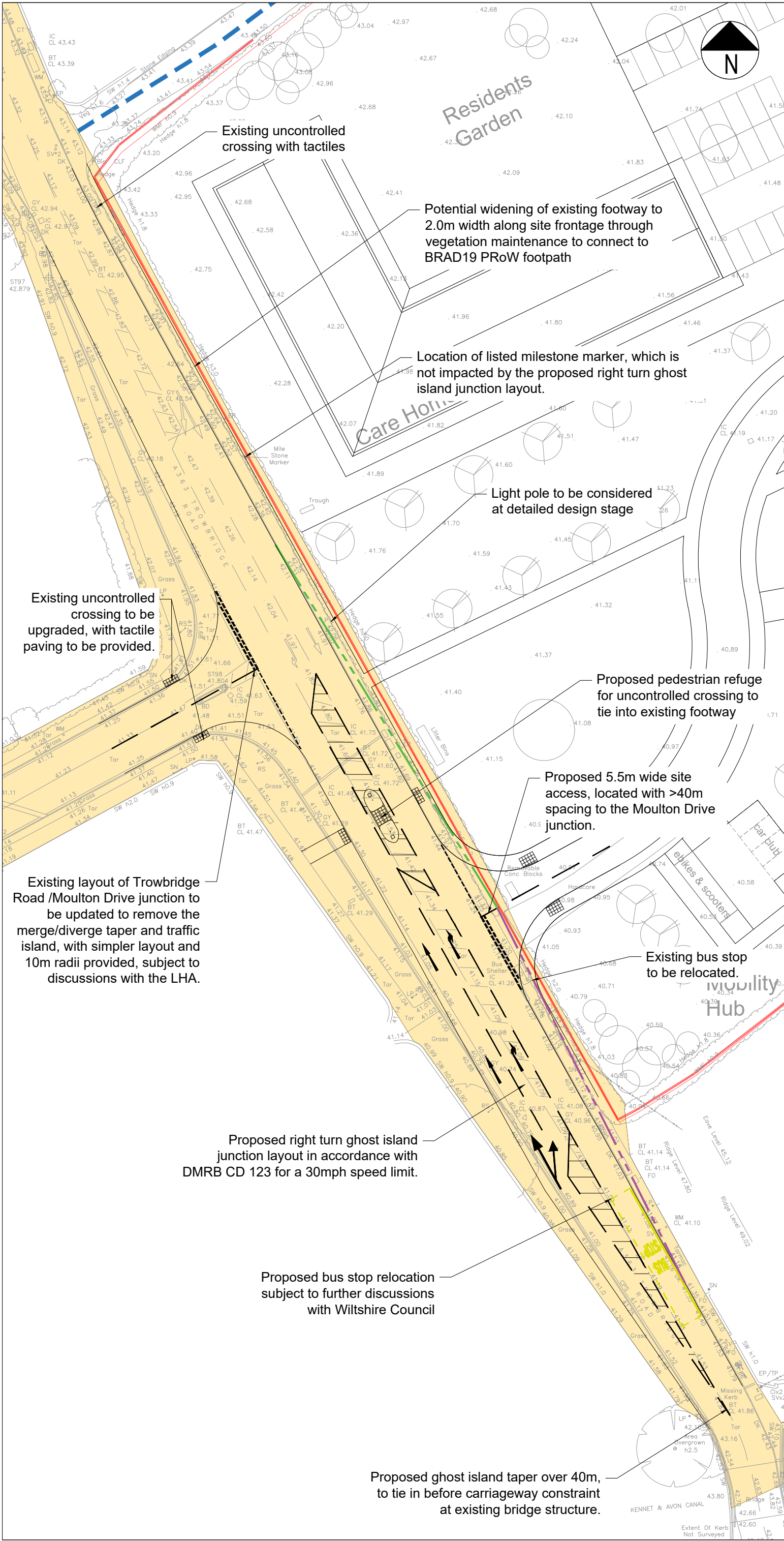
Route B

River Avon

Wid Brook



Appendix C – Proposed Access Strategy Plan



- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Topographical Survey by Lewis Brown Ltd, G25114_2DSX, dated June 2025.
 3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
 4. Work to be undertaken in accordance with the Wiltshire County Council Specification.
 4. Highway boundary information has been provided by Wiltshire Council, dated 05.09.25, and has been overlaid by Rappor onto the Topographical Survey on a best fits basis.
 5. The application site boundary has been taken from Stantec drawing, drawing number 332310098-STN-HGN-XX-DR-H-5502.
 6. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
 7. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.
 8. The applicant should undertake all necessary checks to ensure all visibility plays and necessary works can be accommodated within the adopted highway or land controlled by the applicant.

- Key:**
- Indicative Site Boundary
 - Indicative Adopted Highway Boundary
 - BRAD19 PRoW
 - 2.4m x 55.3m Visibility Splay (Based on recorded 85th percentile speeds of 33.9mph and a -1.5% gradient)
 - 2.4m x 54.5m Visibility Splay (Based on recorded 85th percentile speeds of 33.5mph and a -1.8% gradient)

P03	09.03.26	Updated Annotation	SB	LH	JH
P02	26.09.25	Updated Highway Boundary	LJ	PC	PC
P01	09.07.25	First Issue	JL	PC	NT
Rev	Date	Details	By	Chkd	Appd

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CLIENT:	Waddeton Park Ltd
PROJECT:	Trowbridge Road, Bradford-on-Avon
TITLE:	Proposed Access Arrangement

STATUS:	For Information	Scale @ A3 1:500
DRAWING NO:	250372-RAP-XX-XX-DR-TP-3200	REVISION: P03



Appendix D – Route A ATE Check Tool



Route Check

ATE-RC-2025-3

Summary of Scheme

Date of Design Review	02/02/2026
Scheme Reference	250372
Scheme Name	Trowbridge Road, Bradford on Avon
Scheme Summary	
Scheme Information Reviewed	
Authority	Wiltshire Council
Transport/ Combined Authority	
Region	South West
Funding Programme	Other
Design Stage	Preliminary
Funding Conditions	
Reviewer Email Address	adam.lightfoot@rappor.co.uk
Route Length Assessed in this File (km)	1.29
Total Route Length (km)	1.29
Notes	Route distance incorporates access to Kennet & Avon Canal Path, Junction Rd and Frome Rd.

Route Check Type (Street or Path)	What type of route is being reviewed: Street Check (e.g. on- or by-carriageway) or Path Check (e.g. a traffic-free path featuring minimal interactions with motor traffic)	Street Check
-----------------------------------	--	--------------

	Latitude and Longitude
Route Start Point	51.347465, -2.2505584
Route End Point	51.334962, -2.2385958
Weblink to Map	

Network Map	Please add below a map showing the section of route being scored in this spreadsheet. If the route is part of a longer route of multiple sections (covered in other spreadsheets) please show this on the map for context too.
-------------	---



Route Check

Policy Check

#	Policy Principle	Compliance		Commentary
		Existing	Proposed	
PO01	Are cyclists separated from pedestrians?	Yes	Yes	
PO02	Is the route free from barriers, such as chicane barriers, steps or dismount signs?	Yes	Yes	
PO03	Does the route feel direct, logical and intuitive to understand for all road users?	Yes	Yes	
PO04	Are surfaces suitable for all users?	Yes	Yes	
PO05	Is appropriate lighting provided?	Yes	Yes	
PO06	Does the route join together, or join other facilities together, as part of a holistic, connected network?	Yes	Yes	



Active Travel England

Route Check

Safety Check

Metric	Mode	#	Description	Critical Issue	Red	Amber	Green	Existing		Proposed	
				C	0	1	2	Score	Comments / assumptions	Score	Comments / assumptions
SAFETY											
Conflict at Side Roads and Priority Junctions	Walking / Wheeling / Cycling	SA01	Pedestrian and cyclist conflict with motor traffic at side roads/priority junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	Less than 2,500vpd cut across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	Less than 2,500vpd cut across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that offer greater protection for pedestrian and cycle movements (e.g. exit only, continuous footways, zebra/parallel crossings as appropriate to context).	0	No side streams along route experiences more than 2500 vpd, but side roads are untreated in places with lack of tactile paving	1	Tactile paving to be added as mitigation the applicant can provide subject to further discussions and review with the LHA
Conflict at Roundabouts and Signal Junctions	Walking / Wheeling / Cycling	SA02	Pedestrian and cyclist conflict with motor traffic at roundabouts and signal-controlled junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	The principal pedestrian and/or cyclist movements are in conflict with motor traffic movements at roundabouts and/or signal controlled junctions.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junctions.	N/A		N/A	
Lane Widths	Cycling	SA03	Effect of lane widths on conflict between cyclists and motor traffic.	Cyclists are mixed with traffic in lanes between 3.25m and 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is between 3.25m and 3.90m.	Cyclists are mixed with traffic in lanes less than 3.25m wide or over 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is under 3.25m or over 3.90m. Or cyclists are mixed with traffic on busy urban streets with no centre line. Or, there are speed cushions present.	Cyclists are in cycle lanes with light protection or stepped cycle tracks under 1.8m wide (single direction). Or, cyclists are in a protected bidirectional cycle facility under 2.5m wide. Or, cyclists are mixed with traffic on quiet urban streets with no centre line.	Cyclists are protected from motor traffic or off-road entirely.	0	Cyclists are to share the carriageway with vehicles in traffic lanes with less than 3.5 metres in places	0	No changes from current arrangement proposed
Trip Hazards	Walking / Wheeling	SA04	Risk of pedestrians tripping due to hazards.	There are level differences of greater than 13mm with no tactile information and colour contrast to help identify them.	Many trip hazards.	Few trip hazards.	No trip hazards, level clear surface.	C	There are level differences greater than 13mm at some pedestrian crossings at side routes	1	Level differences to be remediated

Kerbside Activity	Cycling	SA05	Cyclist conflict with kerbside activity, including risk of 'dooring'.	Cycle facility next to parking/loading facility, without a buffer of at least 0.5m. Or, an unprotected cycle lane is next to a frequently-used bus layby.	Frequent kerbside activity for cyclists to contend with. Conflict with cyclists is not well-managed.	Less frequent kerbside activity, and conflict with cyclists is well-managed.	Kerbside activity is well-managed with no or minimal conflict with cyclists.	0	In many places, on street parking is prevalent which increases the risk of conflicts between cyclists and kerbside activity.	0	No changes from current arrangement proposed
Provision of Crossings	Walking / Wheeling	SA06	Ability of pedestrians to cross the street safely on desire lines.	On very busy streets (more than 8,000vpd) controlled crossings (including zebra crossings) are not present or more than 400m apart. On quieter streets (less than 8,000vpd), desire lines are blocked by parking and loading.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 200-400m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 100-200m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross on desire lines.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 50-100m. On quieter streets (less than 8,000vpd), there are controlled crossings or only one lane of traffic to cross.	0	The route does not require any crossing of Trowbridge Road, however there are two controlled crossing points in place. Their distance apart is within 400 metres.	0	No changes from current arrangement proposed
Standard of Crossings	Walking / Wheeling	SA07	Suitability of pedestrian crossings in context.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings of two or more lanes with no gaps in traffic. At signal junctions there are arms with dropped kerbs and tactile paving but no green pedestrian symbol.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings or zebra/parallel crossings. On quieter streets (less than 8,000vpd), crossing points have no implied priority or there are no crossing points.	On very busy streets (more than 8,000vpd), signal crossings are provided for pedestrians. On quieter streets (less than 8,000vpd), crossing points have effective implied priority for pedestrians.	On very busy streets (more than 8,000vpd), signal crossings rest on green for pedestrians or have rapid response. On quieter streets (less than 8,000vpd), crossing points are controlled crossings.	1	While the route can be considered to follow along a busy street, signalised crossings are provided for pedestrians, although they do not rest on green	1	No changes from current arrangement proposed
Motor Traffic Speed	Walking / Wheeling / Cycling	SA08	85th percentile speed of motor traffic (where cyclists are not protected or pedestrians cross uncontrolled).	85th percentile speed is over 30mph.	85th percentile speed is between 25mph and 30mph.	85th percentile speed is between 20mph and 25mph.	85th percentile speed is under 20mph. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	C	85th percentile speeds are greater than 30mph along Trowbridge Road, in the vicinity of the proposed site, however, this is anticipated to reduce significantly nearer the town centre due to the change in	C	Following the change in nature along Trowbridge Road as a result of the development and the associated crossing points, it is anticipated that speeds along Trowbridge Road will likely reduce.
Motor Traffic Volume	Walking / Wheeling / Cycling	SA09	Volume of motor traffic at the busiest hour (where cyclists are not protected or pedestrians cross uncontrolled).	More than 1,000 vehicles in the busiest hour. Or, over 5% of traffic is HGVs where there are over 500 vehicles in the busiest hour.	500-1,000 vehicles in the busiest hour. Or, 2-5% of traffic is HGVs where there are 200-499 vehicles in the busiest hour.	200-499 vehicles in the busiest hour. And, less than 2% of traffic is HGVs.	Less than 200 vehicles in the busiest hour. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	0	Crossing of Trowbridge Road which experiences more than 500 peak hourly movements	0	No changes proposed
Pedestrian Crossing Speed	Walking / Wheeling	SA10	Required crossing speed at signal crossings (risk of pedestrians coming into conflict with traffic).	Pedestrians who start crossing at the end of the 'invitation to cross' must cross at a speed of over 1.2m/s to get across the whole crossing in time.	There are no detectors to extend crossing times, but pedestrians who start crossing at the end of the 'invitation to cross' can cross at a speed of 1.2m/s and get across the whole crossing in time.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1.2m/s.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1m/s.	N/A		N/A	

Footway Widths	Walking / Wheeling	SA11	Clear walking and wheeling spaces free of permanent obstructions and furniture, reducing risk of pedestrians walking in the carriageway.	Where the footway is next to the carriageway, there is: • less than 1m clear footway width on any footway • less than 1.5m clear footway width for over 6m • 1m-2m clear footway width with a Pedestrian Comfort Level of D-E Or there is no footway.	Where the footway is next to the carriageway, there is: • less than 2m clear footway width but pedestrian comfort is good (PCL of A-C) • 2m-3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is less than 1.5m.	Where the footway is next to the carriageway, there is: • 2m-3m clear footway width and pedestrian comfort is good (PCL of A-C). • More than 3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is 1.5m-3m.	More than 3m clear footway width and pedestrian comfort is good (PCL of A-C).	1	Footpath is at least 2-3m wide at all points, and is next to the carriageway	1	No changes from current arrangement proposed
Effective Width next to Tram Lines	Cycling	SA12	Effective width next to tram line on a straight run or a curve.	Less than 2.4m from tramline edge to kerb on a straight run. Insufficient clearance on a curve.	2.4m from tramline edge to kerb.	More than 2.4m from tramline edge to kerb.	Physical protection is provided for cyclists.	N/A		N/A	
Crossing Angle of Tram/Train Rails	Cycling	SA13	Crossing angle (between cyclist desire line and tram or train rails).	Crossing angle less than 60 degrees.	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees (or between 60 and 80 degrees with track filler creating a smooth crossing for cyclists).	Crossing angle between 80 and 90 degrees with track filler creating a smooth crossing for cyclists.	N/A		N/A	
Cycling Surface and Maintenance Defects	Cycling	SA14	Cycling surface and maintenance defects: • sharp gradients (12.5% or more) • non cycle friendly ironworks • raised/sunken covers or gullies • potholes • loose/cracked surfaces • poor drainage or skid risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	1	Cycling surface is generally flat, although the carriageway does feature a handful of imperfections	1	No changes from current arrangement proposed
Walking/Wheeling Surface and Maintenance Defects	Walking / Wheeling	SA15	Walking/wheeling surface and maintenance defects: • steep camber (horizontal gradient more than 2.5%) • steep longitudinal gradients (8% or more if under 1m, 5% or more if 1m or over) • missing dropped kerbs • non flush tables • misleading tactile information • loose/cracked surfaces • poor drainage or slip risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	0	At present, the pedestrian facilities along the route are generally in good condition, however, there are a number of dropped kerbs which are not set at an appropriate height, along with tactile paving being inconsistently installed	1	Crossings are due to be altered to reduce level differences and to install tactile paving where necessary
Guard Railing	Walking / Wheeling / Cycling	SA16	Presence of guard railing.	Guard railing used as standard without consideration of inherent safety risks.	Guard railing used to control behaviour in complex and sensitive environments.	Minimal guard railing, used to address a clear safety issue such as a level difference.	No guard railing anywhere on the route.	2	No guardrailing on route	2	No changes from current arrangement proposed



Route Check

Critical Issues Log

The Safety Check has identified at least one critical issue, please ensure this is captured in the log below.

Critical Issue Reference ID	Critical Issue	Stage	Latitude and Longitude	Location Name	Resolved by Design	Commentary & Feedback
250372_SA04_01P	4 - Trip Hazards: Level differences more than 13mm with no tactile information and colour contrast	Existing	51.340717 , -2.2449798	St Laurence Rd	Yes	Surface Level to be reviewed and tactile paving to be installed at crossing
250372_SA04_02P	4 - Trip Hazards: Level differences more than 13mm with no tactile information and colour contrast	Existing	51.343028 , -2.2484174	Regents Place	Yes	Crossing to be formalised as part of off-site works package
250372_SA04_03P	4 - Trip Hazards: Level differences more than 13mm with no tactile information and colour contrast	Existing	51.344061 , -2.2500656	Long's Yard / St Margaret's Villas	Yes	Crossing to be formalised as part of off-site works package
250372_SA04_04P	4 - Trip Hazards: Level differences more than 13mm with no tactile information and colour contrast	Existing	51.345376 , -2.2514496	St Margaret's Hill	Yes	Crossing to be formalised as part of off-site works package
250372_SA08_01P	8 - Motor Traffic Speed: 85th percentile speed of more than 30mph when cyclists/pedestrians are unprotected	Existing	51.337187 , -2.2405297	Trowbridge Road	No	Speeds will likely reduce following the completion of the development due to the change to the nature of Trowbridge Road. A reduction below an 85th percentile speed of 30mph is however unlikely based on the existing conditions.

Active Travel England

Metric	Mode	#	Description
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Route Check		
Street Check		
Red	Amber	Green
0	1	2

Existing		Proposed	
Score	Comments / assumptions	Score	Comments / assumptions

ACCESSIBILITY

Gradient	Walking / Wheeling / Cycling	ST17	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.	1	Predominantly flat route with no gradients over 5%	1	No changes proposed to gradient
Tactile Information and Signal Equipment	Walking / Wheeling / Cycling	ST18	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.	1	In places, tactile paving has been considered, but this is not consistent along the full length of the route.	2	Tactile paving to be added as mitigation the applicant can provide subject to further discussions and review with the LHA
Barriers	Walking / Wheeling / Cycling	ST19	Presence and accessibility of barriers.	Barriers are not accessible by wheelchair users and/or users on solo upright cycles (as defined in LTN 1/20) and/or mobility scooters.	All barriers are accessible by wheelchair users, mobility scooters, and by users on solo upright cycles (as defined in LTN 1/20), with sufficient space to turn.	All barriers are accessible by the cycle design vehicle referenced in LTN 1/20, with sufficient space to turn. Or, there are no barriers.	2	There are no barriers on route	2	No changes proposed
Bus Stops	Walking / Wheeling / Cycling	ST20	Interactions at bus stops.	At bus stops, cyclists regularly have to wait behind buses or overtake them in general traffic lanes. Or, there are likely to be high-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic, but there are likely to be medium-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic and interactions between pedestrians and cyclists are likely to be low-level.	1	Cyclists aren't specifically protected at bus stops, although Trowbridge Road receives approximately 3 buses per hour in each direction. Therefore, the chance of a cyclist getting caught behind is low.	1	No changes proposed
Wheelchair Access	Wheeling	ST21	Accessibility of pedestrian facilities by wheelchair.	Pedestrian facilities (including any crossings, connections and public transport interchange facilities) are not wheelchair accessible.	All pedestrian facilities (including any crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, but some interaction with cyclists is possible.	All pedestrian facilities (including crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, and there is no potential for interaction with cyclists.	1	Footway provisions are accessible by wheelchair, but could be improved following improvements to dropped kerbs on side roads	2	Tactile paving to be added as mitigation the applicant can provide subject to further discussions and review with the LHA
Access to Taxis and Blue Badge Parking	Walking / Wheeling / Cycling	ST22	Distance to accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is over 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 50m to nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	N/A		N/A	
Access to Toilets	Walking / Wheeling / Cycling	ST23	Provision of sanitary facilities. E.g. toilets and/or baby change facilities.	Where people meet, wait or spend time in numbers, it is over 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 50m to the nearest accessible sanitary facilities.	N/A		N/A	

COMFORT

Cycling Surface Material	Cycling	ST24	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/setts.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks undisturbed by turning vehicles.	2	Hard laid asphalt along route. Cyclists accomodated in carriageway which is generally free from defects	2	No changes proposed
Walking/Wheeling Surface Material	Walking / Wheeling	ST25	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.	2	The exact PTV rating is unknown but the footway surface in the study area is generally good and as such is expected to exceed a rating of 35.	2	No changes proposed
Effective Width for Cyclists	Cycling	ST26	Effective width for cyclists (when not mixed with motor traffic).	At pinch points, cycle facility widths and/or buffers are below the absolute minimums recommended in LTN 1/20.	Recommended desirable minimum widths from LTN 1/20 are maintained for cycle facilities and buffers throughout the whole route, except at pinch points where absolute minimum widths recommended in LTN 1/20 are maintained.	Recommended desirable minimum widths from LTN 1/20 are maintained or exceeded for cycle facilities and buffers throughout whole route.	N/A	Cyclists mix with traffic in the study area	N/A	No changes proposed

DIRECTNESS

Deviation of Cycle Route	Cycling	ST27	Deviation of cycle route against straight line or shortest alternative.	Deviation factor against straight line or shortest alternative greater than 1.4.	Deviation factor against straight line or shortest alternative 1.2-1.4.	Deviation factor against straight line or shortest alternative less than 1.2.	2	No deviation from shortest alternative	2	No changes proposed
Pedestrian Crossing Locations	Walking / Wheeling	ST28	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.	1	Crossing points are generally located on desire lines, although formal crossings are absent in certain locations	1	No changes proposed
Cyclist Delay at Junctions	Cycling	ST29	Delay to cyclists at junctions.	Delay for cyclists at junctions is greater than the delay to motor vehicles.	Delay for cyclists at junctions is similar to that of motor vehicles.	Delay for cyclists is shorter than that of motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals).	1	Cyclists mix with traffic in the study area	1	No changes proposed
Cyclist Delay on Links	Cycling	ST30	Delay to cyclists on links.	Cyclists have no opportunities to pass slower moving vehicles (including other cyclists).	Cyclists have some opportunities to pass slower moving vehicles (including other cyclists).	Cyclists can always progress without being delayed by other vehicles.	1	Cyclists have some opportunities to pass slower moving vehicles	1	No changes proposed
Pedestrian Delay at Junctions	Walking / Wheeling	ST31	Delay to pedestrians at signal controlled junctions.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.	N/A	No signal controlled junctions on route	N/A	No signal controlled junctions on route
Pedestrian Delay at Standalone Signal Crossings	Walking / Wheeling	ST32	Delay to pedestrians at stand-alone signal crossings.	After pressing the button, pedestrians must wait over 10 seconds for an invitation to cross.	After pressing the button, pedestrians must wait up to 10 seconds for an invitation to cross.	Crossings rest on the green for pedestrians. Or, the time between pressing the button and the invitation to cross has been minimised as much as is safe to do so.	N/A	No standalone signal crossings on route	N/A	No standalone signal crossings on route

ATTRACTIVENESS

Wayfinding	Walking / Wheeling / Cycling	ST33	Effectiveness of signage and road markings on wayfinding.	Route signing is poor with signs missing at key decision points. Pedestrians and cyclists follow signs and road markings intended for motor traffic. Or, signs and road markings are faded or unclear.	Some cycle and pedestrian specific direction signing. There are gaps in signage and road markings which could be improved.	Route is well signed for pedestrians and cyclists with signs and road markings located at all decision points and junctions. Signs and road markings are clear, easily visible and legible.	1	The route on the whole is legible and logical to follow to and from the site.	1	No changes proposed
Places to Rest	Walking / Wheeling	ST34	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.	0	Sections of the route which do not benefit from regular resting points	0	No changes proposed
Places to Shelter	Walking / Wheeling	ST35	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.	0	Sections of the route which do not benefit from regular resting points	0	No changes proposed
Lighting	Walking / Wheeling / Cycling	ST36	Extent of lighting.	Long stretches of darkness. Or, no lighting.	Short stretches of darkness. Or, bat-friendly lighting.	Route lit thoroughly, including any public transport waiting areas.	2	The route is well-lit in its entirety	2	The route is well-lit in its entirety, no changes proposed
Cycle Parking	Cycling	ST37	Ease of access to cycle parking on- and off-street.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.	1	Small provisions of cycle parking are currently present near to Town Bridge near to the town centre	1	No changes proposed
Impact of Cycling on Walking	Walking / Wheeling / Cycling	ST38	Presence of shared use cycle tracks and toucan crossings.	On urban streets, cyclists are expected to use shared use cycle tracks and/or toucan crossings, bringing them into potential conflict with pedestrians. In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20.	In rural areas or motor traffic free environments, shared use cycle tracks pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians.	There are no shared use cycle tracks.	2	No shared use cycle tracks	2	No shared use cycle tracks

COHESION

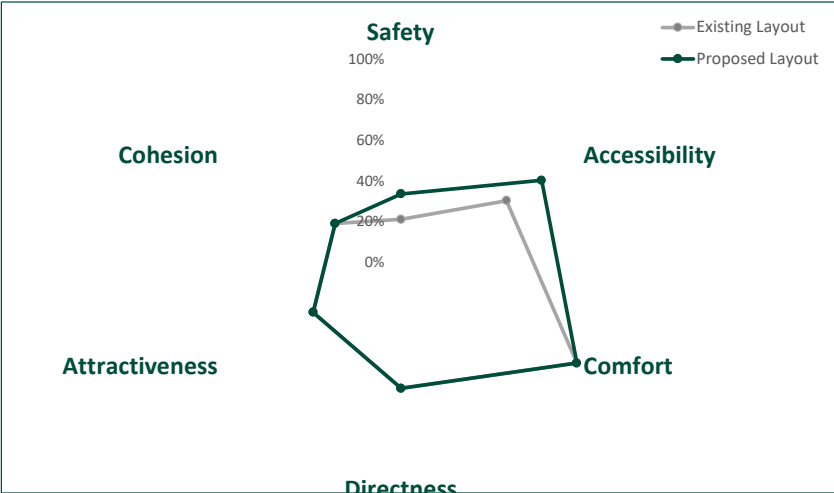
Impact of Motor Traffic on Pedestrians and Cyclists	Walking / Wheeling / Cycling	ST39	Measures taken to manage motor traffic in a way that benefits active modes.	There are no measures to manage motor traffic that benefit active modes.	There are some measures to manage motor traffic that benefit active modes.	There are measures to manage motor traffic which prioritise active modes. Or, the route is completely separate from motor traffic.	1	There are a handful of traffic calming narrowings along the route, which have the effect of reducing vehicle speeds	1	No changes proposed
Transitions for Cyclists	Cycling	ST40	Ability to transition on and off the route safely and easily.	Cyclists cannot transition on or off the route without dismounting.	Cyclists can transition on and off the route with minimal disruption to their journey.	Cyclists have dedicated, legible and understandable transitions on and off the route at all key points. Protected cycle facilities are easy to join and leave.	0	Lack of transitions on current route. Cyclists may leave the route at points where dropped kerbs are preexisting	0	No changes proposed
Route Continuity	Walking / Wheeling / Cycling	ST41	Continuity of walking, wheeling and cycling routes.	Provisions for walking, wheeling and cycling along the route are discontinuous.	Provisions for walking, wheeling and cycling along the route are continuous but may be indirect or have sections which are unintuitive to navigate.	Provisions for walking, wheeling and cycling along the route are direct, continuous, intuitive and legible.	1	In general, the route is legible and routes are highly direct. On approaching the town centre, there are a handful of footpath narrowings, however, these are not significant enough to disrupt pedestrian flow.	1	No changes proposed
Consistency of Route	Walking / Wheeling / Cycling	ST42	Consistency of provision for pedestrians and cyclists.	Multiple changes of provision on the route.	Some changes of provision on the route.	Provision is consistent throughout the route.	1	Provisions are highly consistent.	1	No changes proposed

Route Check

Results Summary

Overview	Complete	Remaining Issues for review	Next steps	Review Statement
Policy Conflicts	Yes	0	No further action	Use the space to provide overall feedback for the proposed scheme.
Critical Issues	Yes	1	View Comments in Criticals Issues Log	
Net difference				
Safety Check	Yes	13%	The proposed design will likely improve safety	
Street Check	Yes	10%	The proposed design will likely improve route quality	
Street Placemaking	No			
Path Check	N/A	N/A		
Path Placemaking	N/A	N/A		
Junction Assessment Tool Check	No	N/A	N/A	

Street Check Level of Service			
Categories	Existing Layout	Proposed Layout	Net difference
Safety	21%	33%	13%
Accessibility	60%	80%	20%
Comfort	100%	100%	0%
Directness	63%	63%	0%
Attractiveness	50%	50%	0%
Cohesion	38%	38%	0%
Overall ATE Score	34%	44%	10%





Appendix E – Route B ATE Check Tool



Active Travel England

Route Check

ATE-RC-2025-3

Summary of Scheme

Date of Design Review	10/02/2026
Scheme Reference	250372
Scheme Name	Trowbridge Road, Bradford on Avon
Scheme Summary	
Scheme Information Reviewed	
Authority	Wiltshire Council
Transport/ Combined Authority	
Region	South West
Funding Programme	
Design Stage	Preliminary
Funding Conditions	
Reviewer Email Address	
Route Length Assessed in this File (km)	1.82
Total Route Length (km)	1.82
Notes	As the eastern portion of the route (following the crossing of Trowbridge Road), is largely formed of a public footpath, a path check has been undertaken on this stretch. The remainder of the route is accessible by cyclists and therefore any mention of cycling refers to this portion.

Route Check Type (Street or Path)	What type of route is being reviewed: Street Check (e.g. on- or by-carriageway) or Path Check (e.g. a traffic-free path featuring minimal interactions with motor traffic)	Street Check
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	Latitude and Longitude
Route Start Point	51.342228, -2.2396606
Route End Point	51.337763, -2.2529709
Weblink to Map	

Network Map	Please add below a map showing the section of route being scored in this spreadsheet. If the route is part of a longer route of multiple sections (covered in other spreadsheets) please show this on the map for context too.
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Route Check

Policy Check

#	Policy Principle	Compliance		Commentary
		Existing	Proposed	
PO01	Are cyclists separated from pedestrians?	Yes	Yes	
PO02	Is the route free from barriers, such as chicane barriers, steps or dismount signs?	No	Yes	It should be noted that an alternative shared-use route is proposed within the site boundary which will circumvent the requirement for the pre existing barriers to be addressed. Justification for this is provided within the full report
PO03	Does the route feel direct, logical and intuitive to understand for all road users?	Yes	Yes	
PO04	Are surfaces suitable for all users?	No	Yes	It should be noted that an alternative shared-use route is proposed within the site boundary which will circumvent the requirement for surfacing improvements to be addressed. Justification for this is provided within the full report
PO05	Is appropriate lighting provided?	No	Yes	It should be noted that an alternative shared-use route is proposed within the site boundary which will circumvent the requirement for streetlighting issues to be addressed. Justification for this is provided within the full report.
PO06	Does the route join together, or join other facilities together, as part of a holistic, connected network?	Yes	Yes	



Route Check

Policy Conflict Log

The Policy Check has identified at least one policy conflict, please ensure this is captured in the log below.

Policy Conflict Reference ID	Policy Conflict	Stage	Latitude and Longitude	Location Name	Resolved by Design	Commentary & Feedback
250372_PC02_01P	2 - Barriers, steps or "Cyclist Dismount" signs are present	Existing	51.341363 , -2.2365452		Yes	At present, there are two steps and a barrier that limit access along the footpath on the eastern edge of current development boundary. This is located near to Mythern Meadows. No work is proposed to remediate these conflicts directly, however it should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the
250372_PC04_01P	4 - Inappropriate surface materials	Existing	51.340214, -2.23759422		Yes	At present, the surface of the Public Right of Way along the eastern edge of the development boundary is formed of a informal gravel track, which at the time of the audit, was littered with puddles. It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly
250372_PC05_01P	5 - Appropriate lighting is not provided	Existing	51.340214, -2.23759422		Yes	Much of the existing Public Right of Way along the eastern edge of the current development boundary is unlit. As previously stated, it should be noted that an alternative routw in the form of an internal shared-use path is proposed within the development boundary. This path will be fully accessible and streelit, thus presenting a highly attractiver alternative route for

 Active Travel England				Route Check									
Safety Check													
Metric	Mode	#	Description	Critical Issue	Red	Amber	Green	Existing		Proposed			
				C	0	1	2	Score	Comments / assumptions	Score	Comments / assumptions		
SAFETY													
Conflict at Side Roads and Priority Junctions	Walking / Wheeling / Cycling	SA01	Pedestrian and cyclist conflict with motor traffic at side roads/priority junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	Less than 2,500vpd cut across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	Less than 2,500vpd cut across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that offer greater protection for pedestrian and cycle movements (e.g. exit only, continuous footways, zebra/parallel crossings as appropriate to context).	C	The route crosses Trowbridge Road, which exceeds 2500vpd	C	No reductions to veh flows are expected as a result of the development		
Conflict at Roundabouts and Signal Junctions	Walking / Wheeling / Cycling	SA02	Pedestrian and cyclist conflict with motor traffic at roundabouts and signal-controlled junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	The principal pedestrian and/or cyclist movements are in conflict with motor traffic movements at roundabouts and/or signal controlled junctions.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junctions.	N/A		N/A			
Lane Widths	Cycling	SA03	Effect of lane widths on conflict between cyclists and motor traffic.	Cyclists are mixed with traffic in lanes between 3.25m and 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is between 3.25m and 3.90m.	Cyclists are mixed with traffic in lanes less than 3.25m wide or over 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is under 3.25m or over 3.90m. Or cyclists are mixed with traffic on busy urban streets with no centre line. Or, there are speed cushions present.	Cyclists are in cycle lanes with light protection or stepped cycle tracks under 1.8m wide (single direction). Or, cyclists are in a protected bidirectional cycle facility under 2.5m wide. Or, cyclists are mixed with traffic on quiet urban streets with no centre line.	Cyclists are protected from motor traffic or off-road entirely.	0	Along Moulton Road, cyclists are mixed with traffic on the carriageway, although there is not centreline present. The total road width is approximately 7m.	0	No changes are proposed		
Trip Hazards	Walking / Wheeling	SA04	Risk of pedestrians tripping due to hazards.	There are level differences of greater than 13mm with no tactile information and colour contrast to help identify them.	Many trip hazards.	Few trip hazards.	No trip hazards, level clear surface.	C	There are two steps along the footpath portion of the route, as previously highlighted, in addition to the uncontrolled pedestrian crossing of	1	Both issues to be remediated as part of scheme		
Kerbside Activity	Cycling	SA05	Cyclist conflict with kerbside activity, including risk of 'dooring'.	Cycle facility next to parking/loading facility, without a buffer of at least 0.5m. Or, an unprotected cycle lane is next to a frequently-used bus layby.	Frequent kerbside activity for cyclists to contend with. Conflict with cyclists is not well-managed.	Less frequent kerbside activity, and conflict with cyclists is well-managed.	Kerbside activity is well-managed with no or minimal conflict with cyclists.	1	Kerbside activity can be considered moderate. On-carriageway parking on canal-side of Moulton Drive should be noted, although carriageway is wide enough to minimise the occurrence of conflicts.	1	No changes are proposed		
Provision of Crossings	Walking / Wheeling	SA06	Ability of pedestrians to cross the street safely on desire lines.	On very busy streets (more than 8,000vpd) controlled crossings (including zebra crossings) are not present or more than 400m apart. On quieter streets (less than 8,000vpd), desire lines are blocked by parking and loading.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 200-400m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 100-200m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross on desire lines.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 50-100m. On quieter streets (less than 8,000vpd), there are controlled crossings or only one lane of traffic to cross.	1	Trowbridge road can be considered a quieter street, and at present, pedestrians must cross both lanes of traffic at once, although parking is formalised along the route	2	As part of the development, a pedestrian refuge island is proposed to the north of the site access (just to the south of the junction with Moulton Drive). This will allow pedestrians to navigate across Trowbridge Road one lane at a time		
Standard of Crossings	Walking / Wheeling	SA07	Suitability of pedestrian crossings in context.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings of two or more lanes with no gaps in traffic. At signal junctions there are arms with dropped kerbs and tactile paving but no green pedestrian symbol.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings or zebra/parallel crossings. On quieter streets (less than 8,000vpd), crossing points have no implied priority or there are no crossing points.	On very busy streets (more than 8,000vpd), signal crossings are provided for pedestrians. On quieter streets (less than 8,000vpd), crossing points have effective implied priority for pedestrians.	On very busy streets (more than 8,000vpd), signal crossings rest on green for pedestrians or have rapid response. On quieter streets (less than 8,000vpd), crossing points are controlled crossings.	0	At present, there is a crossing point on the route, however it has no implied priority	1	As part of the development, a pedestrian refuge island is proposed and this will bring about an greater sense of implied priority for pedestrians.		
Motor Traffic Speed	Walking / Wheeling / Cycling	SA08	85th percentile speed of motor traffic (where cyclists are not protected or pedestrians cross uncontrolled).	85th percentile speed is over 30mph.	85th percentile speed is between 25mph and 30mph.	85th percentile speed is between 20mph and 25mph.	85th percentile speed is under 20mph. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	C	85th percentile speed is greater than 30mph	C	Following the change in nature along Trowbridge Road as a result of the development and the associated crossing points, it is anticipated that speeds along Trowbridge Road will likely reduce.		
Motor Traffic Volume	Walking / Wheeling / Cycling	SA09	Volume of motor traffic at the busiest hour (where cyclists are not protected or pedestrians cross uncontrolled).	More than 1,000 vehicles in the busiest hour. Or, over 5% of traffic is HGVs where there are over 500 vehicles in the busiest hour.	500-1,000 vehicles in the busiest hour. Or, 2-5% of traffic is HGVs where there are 200-499 vehicles in the busiest hour.	200-499 vehicles in the busiest hour. And, less than 2% of traffic is HGVs.	Less than 200 vehicles in the busiest hour. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	0	Crossing of Trowbridge Road which experiences more than 500 peak hourly movements	0	No anticipated changes in traffic flows		
Pedestrian Crossing Speed	Walking / Wheeling	SA10	Required crossing speed at signal crossings (risk of pedestrians coming into conflict with traffic).	Pedestrians who start crossing at the end of the 'invitation to cross' must cross at a speed of over 1.2m/s to get across the whole crossing in time.	There are no detectors to extend crossing times, but pedestrians who start crossing at the end of the 'invitation to cross' can cross at a speed of 1.2m/s and get across the whole crossing in time.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1.2m/s.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1m/s.	N/A		N/A			

Footway Widths	Walking / Wheeling	SA11	Clear walking and wheeling spaces free of permanent obstructions and furniture, reducing risk of pedestrians walking in the carriageway.	Where the footway is next to the carriageway, there is: • less than 1m clear footway width on any footway • less than 1.5m clear footway width for over 6m • 1m-2m clear footway width with a Pedestrian Comfort Level of D-E Or there is no footway.	Where the footway is next to the carriageway, there is: • less than 2m clear footway width but pedestrian comfort is good (PCL of A-C) • 2m-3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is less than 1.5m.	Where the footway is next to the carriageway, there is: • 2m-3m clear footway width and pedestrian comfort is good (PCL of A-C). • More than 3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is 1.5m-3m.	More than 3m clear footway width and pedestrian comfort is good (PCL of A-C).	1	Pedestrian footway widths are currently appropriate although could benefit from surfacing upgrades	2	Alternative pedestrian route to BRAD19 is proposed within the site boundary and will benefit from a high quality paved surface and streetlighting.
Effective Width next to Tram Lines	Cycling	SA12	Effective width next to tram line on a straight run or a curve.	Less than 2.4m from tramline edge to kerb on a straight run. Insufficient clearance on a curve.	2.4m from tramline edge to kerb.	More than 2.4m from tramline edge to kerb.	Physical protection is provided for cyclists.	N/A		N/A	
Crossing Angle of Tram/Train Rails	Cycling	SA13	Crossing angle (between cyclist desire line and tram or train rails).	Crossing angle less than 60 degrees.	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees (or between 60 and 80 degrees with track filler creating a smooth crossing for cyclists).	Crossing angle between 80 and 90 degrees with track filler creating a smooth crossing for cyclists.	N/A		N/A	
Cycling Surface and Maintenance Defects	Cycling	SA14	Cycling surface and maintenance defects: • sharp gradients (12.5% or more) • non cycle friendly ironworks • raised/sunken covers or gullies • potholes • loose/cracked surfaces • poor drainage or skid risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	2	No defects noted along length of cycle route, gradient changes are limited	2	No changes are proposed
Walking/Wheeling Surface and Maintenance Defects	Walking / Wheeling	SA15	Walking/wheeling surface and maintenance defects: • steep camber (horizontal gradient more than 2.5%) • steep longitudinal gradients (8% or more if under 1m, 5% or more if 1m or over) • missing dropped kerbs • non flush tables • misleading tactile information • loose/cracked surfaces • poor drainage or slip risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	0	At present, there are a number of defects along the route (Moulton Drive), including a missing dropped kerb, and missing tactile information.	1	These defects will be remediated
Guard Railing	Walking / Wheeling / Cycling	SA16	Presence of guard railing.	Guard railing used as standard without consideration of inherent safety risks.	Guard railing used to control behaviour in complex and sensitive environments.	Minimal guard railing, used to address a clear safety issue such as a level difference.	No guard railing anywhere on the route.	2	No guard railing anywhere on the route.	2	No guard railing anywhere on the route.



Route Check

Critical Issues Log

The Safety Check has identified at least one critical issue, please ensure this is captured in the log below.

Critical Issue Reference ID	Critical Issue	Stage	Latitude and Longitude	Location Name	Resolved by Design	Commentary & Feedback
250372_SA01_01P	1 - Conflict at Side Roads and Priority Junctions: more than 2,500vpd cut across main walking, wheeling or cycling streams	Existing	51.3376235, -2.240957446	Trowbridge Road	No	Improved crossing facilities across Trowbridge Road are proposed, although these will not reduce the traffic volume
250372_SA04_01P	4 - Trip Hazards: Level differences more than 13mm with no tactile information and colour contrast	Existing	51.3365692, -2.242190872	Fitzmaurice Close	Yes	Lack of dropped kerb and tactile paving across Fitzmaurice Close - to be addressed in off-site works
250372_SA08_01P	8 - Motor Traffic Speed: 85th percentile speed of more than 30mph when cyclists/pedestrians are unprotected	Existing	51.3376235, -2.240957446	Trowbridge Road	No	Speeds will likely reduce following the completion of the development due to the change to the nature of Trowbridge Road. A reduction below an 85th percentile speed of 30mph is however unlikely based on the existing conditions.



Active Travel England

Metric	Mode	#	Description
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Route Check		
Street Check		
Red	Amber	Green
0	1	2

Existing		Proposed	
Score	Comments / assumptions	Score	Comments / assumptions

ACCESSIBILITY

Gradient	Walking / Wheeling / Cycling	ST17	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.	2	Gradient is less than 3%	2	Gradient is less than 3%
Tactile Information and Signal Equipment	Walking / Wheeling / Cycling	ST18	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.	0	Tactile paving us currently absent from a number of key crossings on the route	2	To be addressed within the proposed offsite works
Barriers	Walking / Wheeling / Cycling	ST19	Presence and accessibility of barriers.	Barriers are not accessible by wheelchair users and/or users on solo upright cycles (as defined in LTN 1/20) and/or mobility scooters.	All barriers are accessible by wheelchair users, mobility scooters, and by users on solo upright cycles (as defined in LTN 1/20), with sufficient space to turn.	All barriers are accessible by the cycle design vehicle referenced in LTN 1/20, with sufficient space to turn. Or, there are no barriers.	0	At present, there are two manin barriers along the route, these being the barrier and steps on the footpath to the south of Mythern Meadows, and the absence of a dropped kerb / tactile paving at Fitzmaurice Close	2	It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly north west to south east alignment. This route will be fully accessible and will be a highly attractive alternative to the existing arrangement, and therefore it is anticipated that the majority of users will prefer to use this
Bus Stops	Walking / Wheeling / Cycling	ST20	Interactions at bus stops.	At bus stops, cyclists regularly have to wait behind buses or overtake them in general traffic lanes. Or, there are likely to be high-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic, but there are likely to be medium-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic and interactions between pedestrians and cyclists are likely to be low-level.	1	Cyclists aren't specifically protected at bus stops, although Trowbridge Road receives approximately 3 buses per hour in each direction. Therefore, the chance of a cyclist getting caught behind is low.	1	No changes proposed
Wheelchair Access	Wheeling	ST21	Accessibility of pedestrian facilities by wheelchair.	Pedestrian facilities (including any crossings, connections and public transport interchange facilities) are not wheelchair accessible.	All pedestrian facilities (including any crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, but some interaction with cyclists is possible.	All pedestrian facilities (including crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, and there is no potential for interaction with cyclists.	0	At present, large portions of the route are not accesible by wheelchair users, due to poor surfacing or physical barriers (e.g steps).	1	It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly north west to south east alignment. This route will be fully accessible and will be a highly attractive alternative to the existing arrangement, and therefore it is anticipated that the majority of users will prefer to use this.
Access to Taxis and Blue Badge Parking	Walking / Wheeling / Cycling	ST22	Distance to accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is over 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 50m to nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	N/A		N/A	
Access to Toilets	Walking / Wheeling / Cycling	ST23	Provision of sanitary facilities. E.g. toilets and/or baby change facilities.	Where people meet, wait or spend time in numbers, it is over 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 50m to the nearest accessible sanitary facilities.	N/A		N/A	

COMFORT

Cycling Surface Material	Cycling	ST24	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/setts.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks undisturbed by turning vehicles.	2	Hard laid asphalt along route. Cyclists accomodated in carriageway which is generally free from defects	2	No changes proposed
Walking/Wheeling Surface Material	Walking / Wheeling	ST25	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.	2	The exact PTV rating is unknown but the footway surface in the study area is generally good and as such is expected to exceed a rating of 35.	2	No changes proposed
Effective Width for Cyclists	Cycling	ST26	Effective width for cyclists (when not mixed with motor traffic).	At pinch points, cycle facility widths and/or buffers are below the absolute minimums recommended in LTN 1/20.	Recommended desirable minimum widths from LTN 1/20 are maintained for cycle facilities and buffers throughout the whole route, except at pinch points where absolute minimum widths recommended in LTN 1/20 are maintained.	Recommended desirable minimum widths from LTN 1/20 are maintained or exceeded for cycle facilities and buffers throughout whole route.	N/A	Cyclists mix with traffic in the study area	N/A	No changes proposed

DIRECTNESS

Deviation of Cycle Route	Cycling	ST27	Deviation of cycle route against straight line or shortest alternative.	Deviation factor against straight line or shortest alternative greater than 1.4.	Deviation factor against straight line or shortest alternative 1.2-1.4.	Deviation factor against straight line or shortest alternative less than 1.2.	2	No deviation from shortest alternative	2	No changes proposed
Pedestrian Crossing Locations	Walking / Wheeling	ST28	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.	1	Crossing points are generally located on desire lines, although formal crossings are absent in certain locations	1	No changes proposed
Cyclist Delay at Junctions	Cycling	ST29	Delay to cyclists at junctions.	Delay for cyclists at junctions is greater than the delay to motor vehicles.	Delay for cyclists at junctions is similar to that of motor vehicles.	Delay for cyclists is shorter than that of motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals).	1	Cyclists mix with traffic in the study area	1	No changes proposed
Cyclist Delay on Links	Cycling	ST30	Delay to cyclists on links.	Cyclists have no opportunities to pass slower moving vehicles (including other cyclists).	Cyclists have some opportunities to pass slower moving vehicles (including other cyclists).	Cyclists can always progress without being delayed by other vehicles.	1	Cyclists have some opportunities to pass slower moving vehicles	1	No changes proposed
Pedestrian Delay at Junctions	Walking / Wheeling	ST31	Delay to pedestrians at signal controlled junctions.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.	N/A	No signal controlled junctions on route	N/A	No signal controlled junctions on route
Pedestrian Delay at Standalone Signal Crossings	Walking / Wheeling	ST32	Delay to pedestrians at stand-alone signal crossings.	After pressing the button, pedestrians must wait over 10 seconds for an invitation to cross.	After pressing the button, pedestrians must wait up to 10 seconds for an invitation to cross.	Crossings rest on the green for pedestrians. Or, the time between pressing the button and the invitation to cross has been minimised as much as is safe to do so.	N/A	No standalone signal crossings on route	N/A	No standalone signal crossings on route

ATTRACTIVENESS

Wayfinding	Walking / Wheeling / Cycling	ST33	Effectiveness of signage and road markings on wayfinding.	Route signing is poor with signs missing at key decision points. Pedestrians and cyclists follow signs and road markings intended for motor traffic. Or, signs and road markings are faded or unclear.	Some cycle and pedestrian specific direction signing. There are gaps in signage and road markings which could be improved.	Route is well signed for pedestrians and cyclists with signs and road markings located at all decision points and junctions. Signs and road markings are clear, easily visible and legible.	1	The route on the whole is legible and logical to follow to and from the site.	1	No changes proposed
Places to Rest	Walking / Wheeling	ST34	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.	0	Sections of the route which do not benefit from regular resting points	0	No changes proposed
Places to Shelter	Walking / Wheeling	ST35	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.	0	Sections of the route which do not benefit from regular resting points	0	No changes proposed
Lighting	Walking / Wheeling / Cycling	ST36	Extent of lighting.	Long stretches of darkness. Or, no lighting.	Short stretches of darkness. Or, bat-friendly lighting.	Route lit thoroughly, including any public transport waiting areas.	2	The route is well-lit in its entirety	2	No changes proposed
Cycle Parking	Cycling	ST37	Ease of access to cycle parking on- and off-street.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.	2	There a multiple provisions for cycle partking near Sainsbury's at the western end of the route. These provisions can be considered suitable to accommodate current and projected demand.	2	No changes proposed
Impact of Cycling on Walking	Walking / Wheeling / Cycling	ST38	Presence of shared use cycle tracks and toucan crossings.	On urban streets, cyclists are expected to use shared use cycle tracks and/or toucan crossings, bringing them into potential conflict with pedestrians. In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20.	In rural areas or motor traffic free environments, shared use cycle tracks pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians.	There are no shared use cycle tracks.	2	No shared use cycle tracks	2	No shared use cycle tracks

COHESION

Impact of Motor Traffic on Pedestrians and Cyclists	Walking / Wheeling / Cycling	ST39	Measures taken to manage motor traffic in a way that benefits active modes.	There are no measures to manage motor traffic that benefit active modes.	There are some measures to manage motor traffic that benefit active modes.	There are measures to manage motor traffic which prioritise active modes. Or, the route is completely separate from motor traffic.	0	There are no infrastructure measures that benefit active travel modes	1	A revised layout is proposed at the junction of Moulton Drive and Trowbridge Road. More details are to be provided within the report document.
Transitions for Cyclists	Cycling	ST40	Ability to transition on and off the route safely and easily.	Cyclists cannot transition on or off the route without dismounting.	Cyclists can transition on and off the route with minimal disruption to their journey.	Cyclists have dedicated, legible and understandable transitions on and off the route at all key points. Protected cycle facilities are easy to join and leave.	0	Lack of transitions on current route. Cyclists may leave the route at points where dropped kerbs are prexisting	0	No changes proposed
Route Continuity	Walking / Wheeling / Cycling	ST41	Continuity of walking, wheeling and cycling routes.	Provisions for walking, wheeling and cycling along the route are discontinuous.	Provisions for walking, wheeling and cycling along the route are continuous but may be indirect or have sections which are unintuitive to navigate.	Provisions for walking, wheeling and cycling along the route are direct, continuous, intuitive and legible.	2	In general, the route is legible and routes are highly direct.	2	No changes proposed
Consistency of Route	Walking / Wheeling / Cycling	ST42	Consistency of provision for pedestrians and cyclists.	Multiple changes of provision on the route.	Some changes of provision on the route.	Provision is consistent throughout the route.	2	Provisions are highly consistent.	2	No changes proposed

PRESENCE OF HORSES

Are horse riders expected on this route?

No

Metric	Mode	#	Description
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Route Check

Path Check

Red	Amber	Green
0	1	2

Existing		Proposed	
Score	Comments / assumptions	Score	Comments / assumptions

ACCESSIBILITY

Barriers	All Active Modes	PA17	Presence and accessibility of barriers.
Steps	All Active Modes	PA18	Presence of steps.
Gradient	Walking / Wheeling / Cycling	PA19	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).
Tactile Information and Signal Equipment	All Active Modes	PA20	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.
Ability to Turn Around	All Active Modes	PA21	Presence and frequency of turning points (open and flat areas of at 4m x 4m).

Key public access points (e.g. interfaces with public highway) to the path are restricted by barriers that would inhibit legitimate users. Or, there are barriers along the path that inhibit legitimate users.	Key public access points (e.g. interfaces with public highway) do not have barriers, but other public access points have barriers that would inhibit legitimate users.	No public access points to the path have barriers that would inhibit legitimate users.
Steps are unavoidable at key public access points (e.g. interfaces with public highway). Or, there are unavoidable steps along the path.	A step-free route is possible at key public access points (e.g. interfaces with public highway) and along the path, but steps are present at other public access points.	A step-free route is possible at all public access points and along the path.
More than 5%.	3-5%.	Less than 3%.
Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.
There are no turning points. Or, turning points are over 1km apart or not provided between all public access points.	Turning points are approximately 1km apart.	The path is at least 4m wide. Or, turning points are less than 1km apart and provided between all public access points.

0	Current barriers and steps in place along BRAD19 footpath	2	It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly north west to south east alignment. This route will be fully accessible and will be a highly attractive alternative to the existing arrangement, and therefore it is anticipated that the majority of users will prefer to use this.
0	Steps currently in place on BRAD19	2	It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly north west to south east alignment. This route will be fully accessible and will be a highly attractive alternative to the existing arrangement, and therefore it is anticipated that the majority of users will prefer to use this.
2	Less than 3%	2	No changes proposed
1	Tactile paving has already been installed in many places, but is incomplete and current provisions could be expanded upon	2	To be addressed in the package of off-site works
0	No notable turning points	0	No changes proposed

COMFORT

Width of Shared Use Spaces	All Active Modes	PA22	Effective width of shared use spaces.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are not met. Where horses are in a shared facility with pedestrians and/or cyclists, the width is less than 4m.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are met. Where horses are in a shared facility with pedestrians and/or cyclists, the width is 4m.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are exceeded. Where horses are in a shared facility with pedestrians and/or cyclists, the width is greater than 4m.	0	There are no shared pedestrian and cyclist facilities at present	0	No changes proposed
Width of Walking and Wheeling Spaces	Walking / Wheeling	PA23	Effective width of dedicated walking/wheeling spaces.	Less than 1.5m.	1.5-2.0m.	More than 2.0m.	1	Generally speaking, all paths are 1.5-2.0m in width	1	Generally speaking, pavement widths will remain the same as present
Width of Cycling Spaces	Cycling	PA24	Effective width of dedicated cycling spaces.	Less than 2.5m.	2.5-3.0m	More than 3.0m.	N/A	Accomodated in carriageway	N/A	No changes proposed
Width of Horse Riding Spaces	Horse Riding	PA25	Effective width of dedicated equestrian spaces.	Less than 3.0m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).	3.0-3.5m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).	More than 3.5m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).	N/A	Horse riders are not expected to use the route / will be prohibited	N/A	Horse riders are not expected to use the route / will be prohibited
Shared Use Surface	All Active Modes	PA26	Surface of shared use facilities.	Unbound or unsealed surface.	Bound, sealed bituminous surface (including spray and chip or resin bound)	Bound and porous surface (e.g. Flexipave).	0	BRAD19 is currently unsurfaced	2	It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly north west to south east alignment. This route will be fully
Walking and Wheeling Surface	Walking / Wheeling	PA27	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.	2	The exact PTV rating is unknown but the footway surface in the study area is generally good and as such is expected to exceed a rating of 35.	2	No changes proposed
Cycling Surface	Cycling	PA28	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/sets.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks.	1	Cyclists to be accomodated in the carriageway, which is hard-laid ashphalt	1	No changes proposed
Horse Riding Surface	Horse Riding	PA29	Type of dedicated equestrian surface material (e.g. trotting strips).	Sealed surface, e.g. asphalt or other material rated "reasonable" in Table 5.29 of DMRB CD 143.	A bound and porous surface or other material rated "good" in Table 5.29 of DMRB CD 143.	Grass (or other material rated "excellent" in Table 5.29 of DMRB CD 143) is provided.	N/A	Horse riders are not expected to use the route / will be prohibited	N/A	Horse riders are not expected to use the route / will be prohibited
Suitability of Crossings	All Active Modes	PA30	Suitability of crossings provided given path users and the volumes and speeds of traffic on roads being crossed.	Not all crossings are suitable for all path users. Or, crossings selected do not follow LTN 1/20 guidance given the volumes and speeds of traffic on roads being crossed.	All crossings are suitable for all path users given the volumes and speeds of traffic on roads being crossed.	All crossings are suitable for all path users and go beyond LTN 1/20 guidance to help future proof the route and provide a higher level of service.	0	At present, the crossings on Trowbridge Road and Fitzmaurice Close are not suitable for all path users.	1	These issues are to be addressed in the package of offsite works
Accessibility of Access Points	All Active Modes	PA31	Potential for access points to be blocked by parking or loading.	Path access points are not protected, meaning there is a risk that they could be blocked by parking or loading, impeding access for some or all path users.	Path access points are suitably protected to maintain access for all path users. Or, there is adequate marked loading and parking provision near access points.	Path access points are suitably protected to maintain access for all path users, and there is adequate marked loading and parking provision near access points.	1	Path access points are suitably protected	1	No changes proposed
Drainage	All Active Modes	PA32	Effect of drainage and water on user experience.	The path is occasionally inaccessible or impassable due to the presence of water.	The path is occasionally narrowed due to the presence of water.	The path is passable even during extreme weather events, with a minimum clear width of 3.0m maintained at all times.	2	Route is not located within a flood zone 2 or 3, and there is no known local flooding issues	2	No change from existing situation

DIRECTNESS

Deviation of Path Against Straight Line	All Active Modes	PA33	Extent to which the path deviates against the straight line.	Deviation factor against straight line greater than 1.4.	Deviation factor against straight line 1.2-1.4.	Deviation factor against straight line less than 1.2.	1	Deviation factor is less than 1.4	1	No changes proposed
Deviation of Path Against Nearest Alternative Route	All Active Modes	PA34	Extent to which the path deviates against the nearest alternative route open to motor traffic.	Deviation factor against nearest alternative route greater than 1.4.	Deviation factor against nearest alternative route between 1.2-1.4.	Deviation factor against nearest alternative route less than 1.2.	2	Deviation factor is less than 1.2	2	No changes proposed
Crossing Locations	All Active Modes	PA35	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.	1	Crossings are generally located on desite lines	1	No changes proposed
Delay at Crossings	All Active Modes	PA36	Delay to path users at signal crossings.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.	N/A		N/A	

ATTRACTIVENESS

Places to Rest	Walking / Wheeling	PA37	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.	0	Resting points are located more than 150m apart	0	No changes proposed
Places to Shelter	Walking / Wheeling	PA38	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.	0	Shelter points are located more than 150m apart	0	No changes proposed
Lighting	All Active Modes	PA39	Extent of lighting.	Long stretches of darkness or no lighting.	Short stretches of darkness or inappropriate lighting.	Appropriate lighting throughout the path. Any public transport waiting areas at access points to the path are lit.	0	Appropriate provision of streetlighting are currently provided along Trowbridge Road and Moulton Drive, although BRAD19 is largely unlit.	2	It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly north west to south east alignment. This route will be fully accessible and will be a highly attractive alternative to the
Cycle Parking	Cycling	PA40	Ease of access to cycle parking at key points along path.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.	0	No cycle stands on route	0	No changes proposed
Impact of Users on Each Other	All Active Modes	PA41	Potential for interaction between modes.	In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20. Or, horses share facilities with pedestrians and cyclists in a facility under 3.0m wide.	Shared use facilities pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians. Or, horses share facilities with pedestrians and cyclists in a facility over 3.0m wide.	There are no shared use facilities. If horse-riding is permitted, a separate trotting strip is provided.	0	Footpaths are under 3m in width	0	No changes proposed

COHESION

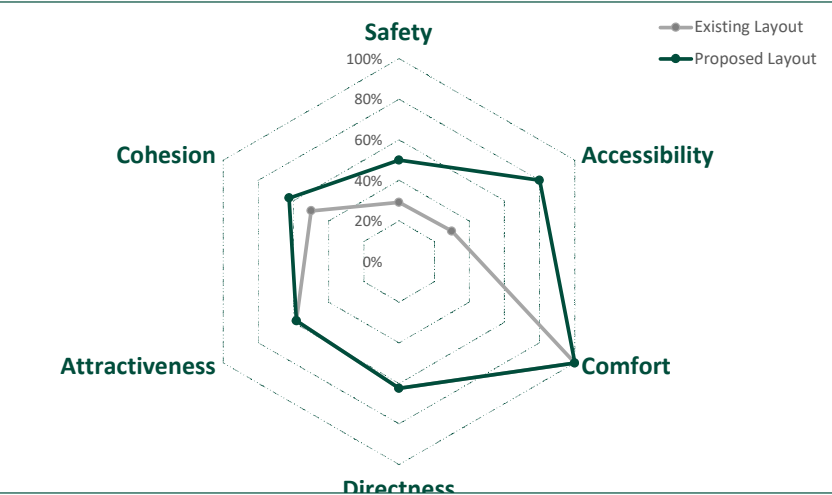
Ease of Navigation	All Active Modes	PA42	Ease of navigation when travelling along the route.	There are multiple points along the route where the way forward is unclear due to the path environment, design features, or poor/missing signage.	There is one point along the route where the way forward is unclear due to the path environment, design features, or poor/missing signage.	The way forward along the route is clear due to the path environment and design features. If signage is needed at decision points, it is present.	1	PROW and local "Bradford on Avon Walking Wheel" route well-sign posted. Other signage is provided along the route, which references the Kennet & Avon Canal Path.	1	No changes proposed
Wayfinding	All Active Modes	PA43	Effectiveness of signage on wayfinding.	Signage on the route is confusing or missing in places. Links between the path and surrounding routes at access points are not legible.	Signage on the route is regular and consistent, creating legible links between the path and surrounding routes at access points. However, information on nearby destinations is not provided or is limited.	Signage on the route is regular and consistent, creating legible links between the path and surrounding routes at access points. Information on nearby destinations is provided.	1	Signage is not fully consistent, and directions to nearby destinations is not fully clear. Nonetheless, route is easy and logical to follow as it closely mirrors the local highway network	1	No changes proposed
Proximity to Destinations	Walking / Wheeling / Cycling	PA44	Route links to public transport interchanges and other destinations. Other destinations could include: - Local high streets - Schools and colleges - Hospitals and healthcare - Access to green and blue spaces - Viewing points - Tourist destinations, etc.	The route is not within 400m of any public transport interchanges or other destinations.	The route is within 400m of a public transport interchange or other destination.	The route is within 400m of at least one public transport interchange and at least one other destination.	2	The site is within 400m of the nearest public transport interchange - this being the "Canal Bridge" and "Moulton Drive" bus stops. Further to this, the site is located within 400m of The Boathouse Restaurant	2	No changes proposed
Quality of Connections	Walking / Wheeling / Cycling	PA45	Quality of connections to public transport interchanges or other destinations.	Walking, wheeling and cycling connections are inaccessible or offer a low level of service.	Walking, wheeling and cycling connections are accessible and offer a medium level of service.	Walking, wheeling and cycling connections are accessible and offer a high level of service.	1	Active travel connections offer a medium level of service	1	No changes proposed
Connectivity with Other Horse Riding Routes	Horse Riding	PA46	Connectivity with other routes appropriate for horse riding.	The route does not link to other routes appropriate for horse riding.	The route links to one other route appropriate for horse riding.	The route links to two or more other routes appropriate for horse riding.	N/A		N/A	

Route Check

Results Summary

Overview	Complete	Remaining Issues for review	Next steps	Review Statement
Policy Conflicts	Yes	0	No further action	Use the space to provide overall feedback for the proposed scheme.
Critical Issues	Yes	2	View Comments in Criticals Issues Log	
Net difference				
Safety Check	Yes	21%	The proposed design will likely improve safety	
Street Check	Yes	18%	The proposed design will likely improve route quality	
Street Placemaking	No			
Path Check	N/A	N/A		
Path Placemaking	N/A	N/A		
Junction Assessment Tool Check	No	N/A	N/A	

Street Check Level of Service			
Categories	Existing Layout	Proposed Layout	Net difference
Safety	29%	50%	21%
Accessibility	30%	80%	50%
Comfort	100%	100%	0%
Directness	63%	63%	0%
Attractiveness	58%	58%	0%
Cohesion	50%	63%	13%
Overall ATE Score	39%	57%	18%



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