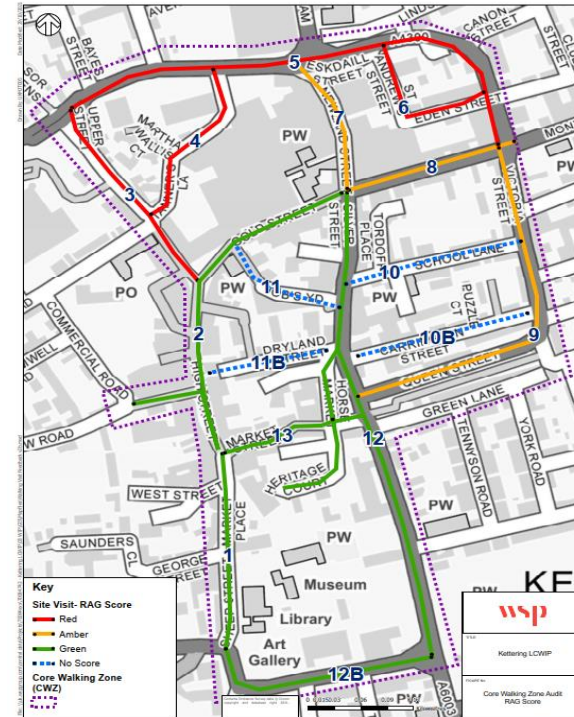


CWZ Route #	Road Name	MT	KT	AH	NH	Average
1	Sheep Street / Market Place	10	10	10	10	10
2	High street (+ Meadow Road)	8	9	9	7	8.25
3	Lower street	1	1	3	2	1.75
4	Tanners Lane	0	0	2	1	0.75
5	Eskdail Street	1	2	3	2	2.00
6	Eden Street / Andrews Street	1	2	3	2	2.00
7	Newland Street	6	7	5	4	5.50
8	Montagu Street	4	4	3	2	3.25
9	Victoria Street	4	3	3	2	3
10	School Lane / Carrington St	4			5	4.5
11	Dryland Street / Jobs Yard	4			3	3.5
12	Silver Street	6	7	7	9	7.25
13	Market Street / Heritage Court	10	10	10	10	10

Walking Link Route	Road Name	MT / NH
W1	Rockingham Road	6
W2	Lower Street / Rothwell Road	4
W3	Montagu St / Stamford Road	5
W5	London Road	6
W Station Link	Station Road	8



CWZ Route # 1  
Section # -

Name: Sheep Street / Market Place

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2		
	Amber				
	Red				
Comfort	Green	-	2		
	Amber				
	Red				
Directness	Green	-	2	Parking, still wide carriageway	
	Amber				
	Red	-			
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		<b>Total</b>	<b>10</b>		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2		
	Amber				
	Red				
Comfort	Green	-	2		
	Amber				
	Red				
Directness	Green	-	2		
	Amber				
	Red	-			
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green	-	2	West Street - cobbles	
	Amber				
	Red				
		<b>Total</b>	<b>10</b>		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2		
	Amber				
	Red				
Comfort	Green	-	2	Lots of cars parked right outside cafe area (Piccadilly buildings) which narrows pavement and feels car-dense.	Reduce street parking outside Piccadilly buildings. Extend cafe seating onto reclaimed street space.
	Amber				
	Red				
Directness	Green	-	2	Direct within the area but route east from Sheep Street (ie past church towards London road carpark is not direct.	Add pedestrian (and cycle?) cut through from Sheep St to London Road car park when new gallery, library and museum built.
	Amber				
	Red				
Safety	Green	-	2	Visually impaired may struggle with traffic on market place	
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		<b>Total</b>	<b>10</b>		

Core Design Outcome for Pedestrian Infrastructure		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2		
	Amber				
	Red				
Comfort	Green	-	2	Minor issue with perpendicular parking and A frame boards outside café causing localised narrowing of pavement.	
	Amber				
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		<b>Total</b>	<b>10</b>		

CWZ Route # 2  
Section # -

Name High street (+ Meadow Road)

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		Resurface, better public realm design
	Amber	-			
	Red				
Comfort	Green		1		Surfacing maintenance
	Amber	-			
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green	-	2		Parking across pedestrian zone end of gold street.
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		<b>Total</b>	<b>8</b>		

		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			1	Some litter.	
		-			
			2		
		-			
			2		
		-			
			2		
		-			
			2		
		-			
		<b>Total</b>	<b>9</b>		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Tatty cycle racks across path look like barriers to entry and are not welcoming at top. Lots of 'clutter' eg excess signs with too many messages at top. Main paved area is very open and bleak (often windy too). Lack of resting places, unattractive concrete base for clock monument.	Repaint and reposition the cycle racks so there is a more inviting, welcoming entrance. Review signage. Break up monotony with trees, plants, seating, direction signage etc.
	Amber	-			
	Red				
Comfort	Green	-	2	Good except cars parked on double yellow lines at top	
	Amber				
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green	-	2	Safe except parking at top of Gold Street (disabled drivers reverse and manoeuvre with pedestrians behind). Delivery vans parked badly.	Redesign disabled parking so dangerous manoeuvres not needed. Or add measures to restrict parking.
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		<b>Total</b>	<b>9</b>		

		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			1		
		-			
			1	Paving uneven in places.	Funding already in place for resurfacing of pedestrianised area.
		-			
			2		
		-			
			1	Some mixing with vehicles turning/parking at the top end of Gold Street.	
		-			
			2		
		-			
		<b>Total</b>	<b>7</b>		

CWZ Route # 3  
Section # -

Name Lower street

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		0		
	Amber				
	Red	-			
Directness	Green		0	Side roads not direct - staggered	
	Amber				
	Red	-			
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		0	Lack of dropped kerbs - narrow footway.	
	Amber				
	Red	-			
		<b>Total</b>	<b>1</b>		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber				
	Red	-			
Comfort	Green		0		
	Amber				
	Red	-			
Directness	Green		0	Not clear how to get to where you want to go.	
	Amber				
	Red	-			
Safety	Green		0	Very busy junction at the top of the road.	
	Amber	-			
	Red				
Coherence	Green		0		
	Amber				
	Red	-			
		<b>Total</b>	<b>1</b>		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Road and car dominated.	Reduce size of area given to cars. Widen pavement and add green features outside Three Cocks pub
	Amber	-			
	Red				
Comfort	Green		0	Pavement narrow outside pub. Pavement by supermarket exit in poor condition	Widen pavement.
	Amber				
	Red	-			
Directness	Green		0	Lots of lanes to cross road, multiple traffic lights where pedestrians have to 'beg and wait'	
	Amber				
	Red	-			
Safety	Green		1	Narrow pavement outside pub next to traffic.	Take out filter traffic lane - no longer needed. Reduce number of traffic lanes turning into supermarket to one.
	Amber	-			
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		<b>Total</b>	<b>3</b>		

Core Design Outcome for Pedestrian Infrastructure		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Not a pleasant area to walk around.	
	Amber	-			
	Red				
Comfort	Green		0	Some steep lateral camber on some paths around crossings.	
	Amber				
	Red	-			
Directness	Green		0	Desire lines not catered for across very wide staggered crossings.	
	Amber				
	Red	-			
Safety	Green		1	Close to heavy traffic, pavements narrow in places.	
	Amber	-			
	Red				
Coherence	Green		0		
	Amber	-			
	Red				
		<b>Total</b>	<b>2</b>		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0	Gravel	
	Amber				
	Red	-			
Comfort	Green		0	Narrow kerbs.	
	Amber				
	Red	-			
Directness	Green		0		
	Amber				
	Red	-			
Safety	Green		0	Car/HGV focus.	
	Amber				
	Red	-			
Coherence	Green		0	High dropped kerbs around Newlands carpark.	
	Amber				
	Red	-			
		<b>Total</b>	<b>0</b>		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		0	Narrow pavements.	
	Amber				
	Red	-			
Directness	Green		0		
	Amber				
	Red	-			
Safety	Green		0		
	Amber				
	Red	-			
Coherence	Green		0	Hardly dropped kerbs by newlands shopping centre car park.	
	Amber				
	Red	-			
		<b>Total</b>	<b>0</b>		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0	No street furniture, litter, feels isolated (back of car park and back of shops). Better at top end (pedestrian entrance to shopping centre).	
	Amber				
	Red	-			
Comfort	Green		0	Poor dropped kerbs at car park exit. Multiple kerbs to traverse within small area.	Improve kerbs.
	Amber				
	Red	-			
Directness	Green		1	Best route to walk is not clear. Long walk across poor surface of outdoor car park. Lots of exits from indoor carparks.	
	Amber	-			
	Red				
Safety	Green		0	Feels unsafe crossing car park exits and goods entrance/exit for Newland Centre. Cars parked on pavement lower down. Difficult for people to cross to Newland Centre pedestrian entrance.	Needs zebra crossing for pedestrians crossing towards shopping centre entrance.
	Amber				
	Red	-			
Coherence	Green		1	Pavements terrible at lower end (junction with Lower Street) but much better near top.	
	Amber	-			
	Red				
		<b>Total</b>	<b>2</b>		

Core Design Outcome for Pedestrian Infrastructure		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		0	Very high "dropped" kerbs across car park entrance. Paths lead across rough, gravelled vehicular entrances.	
	Amber				
	Red	-			
Directness	Green		0	Desire lines between retail units not catered for safely.	
	Amber				
	Red	-			
Safety	Green		0	Very wide crossing points in places.	
	Amber				
	Red	-			
Coherence	Green		1		
	Amber	-			
	Red				
		<b>Total</b>	<b>1</b>		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		0		
	Amber				
	Red	-			
Directness	Green		0		
	Amber				
	Red	-			
Safety	Green		0	Unsafe crossing outside of Sainsburys.	
	Amber				
	Red	-			
Coherence	Green		1		
	Amber	-			
	Red				
		<b>Total</b>	<b>1</b>		

		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			1		
		-	0		
			0		
		-	1		
			0	Unsafe crossing outside of Sainsburys.	
		-	0		
			2		
		<b>Total</b>	<b>2</b>		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Dirty with litter in Eskdail Street, pleasanter on A4300. Pavements on Eskdail St need repair	
	Amber	-			
	Red				
Comfort	Green		1	Poor surface on pavement.	Repair Eskdail St pavement along roadside.
	Amber	-			
	Red				
Directness	Green		0	Not clear where to walk safely. Long wait at pedestrian lights. Wide area for pedestrians to cross.	
	Amber				
	Red	-			
Safety	Green		0	Hard to see across Sainsburys car exit for pedestrians heading down the hill as view dangerously obscured by hedge. Difficult and dangerous to cross by bus layby exit.	Trim hedge right down to lower wall by Sainsburys exit. Add pedestrian facility to bus station exit lights.
	Amber				
	Red	-			
Coherence	Green		1	Paving poor in many places. (Good at lower part of A4300 next to Pets at Home carpark).	
	Amber	-			
	Red				
		<b>Total</b>	<b>3</b>		

		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			1	Good pavement width in the main, but busy "ring-road" with limited/long crossing points.	
		-	1		
			0	Some clear desire lines not catered for. Long waits for crossing some junctions.	
		-	0	Very busy road, with complex junctions and bus interchange. Poor visibility on crossing Sainsbury's car park access. Wide, uncontrolled bell-mouth crossing of Tanners Lane.	
			0		
		-	2		
		<b>Total</b>	<b>2</b>		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		0		
	Amber				
	Red	-			
Directness	Green		0		
	Amber				
	Red	-			
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		0		
	Amber				
	Red	-			
		<b>Total</b>	<b>1</b>		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0	Lots of litter.	
	Amber				
	Red	-			
Comfort	Green		0		
	Amber				
	Red	-			
Directness	Green		1	Could be used as a cut through for main road.	
	Amber	-			
	Red				
Safety	Green		1	Low traffic.	
	Amber	-			
	Red				
Coherence	Green		0		
	Amber				
	Red	-			
		<b>Total</b>	<b>2</b>		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0	Excessive litter especially in alleyway from St Andrews St, graffiti. However Eden St is nice, pleasant and wide.	Clean up.
	Amber				
	Red	-			
Comfort	Green		0	Narrow and missing footways.	Improve footways.
	Amber				
	Red	-			
Directness	Green		1	Missing footways.	
	Amber	-			
	Red				
Safety	Green		1	Not much traffic but vans parked on footway. Narrow alley which does not feel safe to use.	
	Amber	-			
	Red				
Coherence	Green		1	Lack of quality dropped kerbs. paving not level.	
	Amber	-			
	Red				
		<b>Total</b>	<b>3</b>		

Core Design Outcome for Pedestrian Infrastructure		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		0		
	Amber				
	Red	-			
Comfort	Green		0	Narrow pavements, not existent in places on St Andrew's Street.	
	Amber				
	Red	-			
Directness	Green		1		
	Amber	-			
	Red				
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		0		
	Amber				
	Red	-			
		<b>Total</b>	<b>2</b>		

CWZ Route # 7  
Section # -

Name Newland Street

MT				
Core Design Outcome for Pedestrian Infrastructure	Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		Bus interchange but no buses.	
	Amber	-		
	Red			
Comfort	Green			
	Amber	-		
	Red			
Directness	Green			
	Amber	-		
	Red			
Safety	Green	-		
	Amber			
	Red			
Coherence	Green		Double kerbs.	
	Amber	-		
	Red			
<b>Total</b>		<b>6</b>		

KT			
Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
-	1		
-	2		
-	1		
-	2		
-	1		
<b>Total</b>		<b>7</b>	

AH				
Core Design Outcome for Pedestrian Infrastructure	Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		No greenery, dirty bus shelters, posts and neglected signage.	Clean up area especially bus shelters, repaint posts. Smarten bus notice board.
	Amber	-		
	Red			
Comfort	Green		Wide road to cross, kerbs high along bus stop side.	
	Amber	-		
	Red			
Directness	Green		Bus stop area feels crowded for pedestrians.	Provide alternative crossing point at end nearer town centre so pedestrians do not all need to walk along bus side to get to crossing.
	Amber	-		
	Red			
Safety	Green		Low traffic (some cars disobeying 'no motor vehicles except buses' rule), cars sometimes speed along here.	
	Amber	-		
	Red			
Coherence	Green		High kerbs - crossing road more difficult for pedestrians.	
	Amber	-		
	Red			
<b>Total</b>		<b>5</b>		

NH			
Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
-	1		
-	1		
-	0	Shops on both sides of the roads resulting in desire lines not catered for. High kerbed bus boarders preventing easy crossing of road for some users.	
-	1		
-	1		
<b>Total</b>		<b>4</b>	



		MT			
Core Design Outcome for Pedestrian Infrastructure	Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention	
Attractiveness	Green				
	Amber	-			1
	Red				
Comfort	Green				
	Amber				0
	Red	-			
Directness	Green				
	Amber	-			1
	Red				
Safety	Green		High flows and speeds.		
	Amber	-			1
	Red				
Coherence	Green				
	Amber	-			1
	Red				
		<b>Total</b>	<b>4</b>		

		KT			
Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention		
	0				
-	1				
-	1				
-	1				
-	1				
-	1				
<b>Total</b>	<b>4</b>				

		AH			
Core Design Outcome for Pedestrian Infrastructure	Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention	
Attractiveness	Green		Litter, fumes from traffic noticeable near top junction, feels neglected	Reduce to one lane of traffic at top. Improve streetscape with seating and planters in place of parking.	
	Amber				0
	Red	-			
Comfort	Green		High traffic flow, narrow pavement, lots of cars parked alongside and some on pavement.	Reduce parking, provide alternatives for takeaways and other businesses eg cycle rack, cargo bike area.	
	Amber				0
	Red	-			
Directness	Green		Traffic and parked cars makes crossing road difficult.	Add contraflow cycle lane. Reduce number of lanes for cars approaching stop line to one.	
	Amber	-			1
	Red				
Safety	Green		Lots of traffic, difficult to cross between parked cars and across road at bottom (town centre end) as cars swing round corner.		
	Amber	-			1
	Red				
Coherence	Green		Paving near town centre end is poor (better at top end).		
	Amber	-			1
	Red				
		<b>Total</b>	<b>3</b>		

		NH			
Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention		
-	1				
-	0	Some pavement parking.			
-	0	Shops on both sides of road resulting in desire line not catered for.			
-	0	One way street, but heavily trafficked.			
-	1				
<b>Total</b>	<b>2</b>				

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green		1		
	Amber	-			
	Red				
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		0		
	Amber				
	Red	-			
		<b>Total</b>	<b>4</b>		

		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			0		
		-			
			1		
		-			
			1		
		-			
			1		
		-			
			0		
		-			
		<b>Total</b>	<b>3</b>		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Some litter and graffiti.	
	Amber	-			
	Red				
Comfort	Green		0	Narrow pavement.	
	Amber				
	Red	-			
Directness	Green		1	Flow of traffic confusing at School Lane turning.	
	Amber	-			
	Red				
Safety	Green		1	Narrow pavements which means walking close to traffic.	Widen path, narrow road.
	Amber	-			
	Red				
Coherence	Green		0	Poor paving.	
	Amber				
	Red	-			
		<b>Total</b>	<b>3</b>		

		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			1	Pavements very narrow in places, particularly Queen Street.	
		-			
			0		
		-			
			1	Crossing point at junction to Victoria Street and School Lane potentially hazardous.	
		-			
			0		
		-			
			0		
		-			
		<b>Total</b>	<b>2</b>		

CWZ Route # 10  
Section # -

Name School Lane / Carrington St

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Narrow footways	
	Amber	-			
	Red				
Comfort	Green		0		
	Amber				
	Red	-			
Directness	Green		1		
	Amber	-			
	Red				
Safety	Green		1	High flows, accessing car park	
	Amber	-			
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		<b>Total</b>	<b>4</b>		

Tick as Appropriate		KT		
		Score	Limitations and Assumptions	Proposed Intervention
<b>Total</b>				

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green				
	Amber				
	Red				
Comfort	Green				
	Amber				
	Red				
Directness	Green				
	Amber				
	Red				
Safety	Green				
	Amber				
	Red				
Coherence	Green				
	Amber				
	Red				
		<b>Total</b>			

Tick as Appropriate		NH		
		Score	Limitations and Assumptions	Proposed Intervention
		1		
		1		
		1		
		1		
		1		
<b>Total</b>		<b>5</b>		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	<input type="checkbox"/>	0	narrow, litter, bins, back alley	
	Amber	<input type="checkbox"/>			
	Red	<input type="checkbox"/>			
Comfort	Green	<input type="checkbox"/>	1	uneven footway, parked cars	level footway and carriageway, restrict parking
	Amber	<input type="checkbox"/>			
	Red	<input type="checkbox"/>			
Directness	Green	<input type="checkbox"/>	2		
	Amber	<input type="checkbox"/>			
	Red	<input type="checkbox"/>			
Safety	Green	<input type="checkbox"/>	0	no natural surveillance	lighting
	Amber	<input type="checkbox"/>			
	Red	<input type="checkbox"/>			
Coherence	Green	<input type="checkbox"/>	1		Signage
	Amber	<input type="checkbox"/>			
	Red	<input type="checkbox"/>			
		<b>Total</b>	<b>4</b>		

		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<b>Total</b>			

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	<input type="checkbox"/>			
	Amber	<input type="checkbox"/>			
	Red	<input type="checkbox"/>			
Comfort	Green	<input type="checkbox"/>			
	Amber	<input type="checkbox"/>			
	Red	<input type="checkbox"/>			
Directness	Green	<input type="checkbox"/>			
	Amber	<input type="checkbox"/>			
	Red	<input type="checkbox"/>			
Safety	Green	<input type="checkbox"/>			
	Amber	<input type="checkbox"/>			
	Red	<input type="checkbox"/>			
Coherence	Green	<input type="checkbox"/>			
	Amber	<input type="checkbox"/>			
	Red	<input type="checkbox"/>			
		<b>Total</b>			

		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
		<input type="checkbox"/>	0		
		<input type="checkbox"/>	1		
		<input type="checkbox"/>	1		
		<input type="checkbox"/>	0		
		<input type="checkbox"/>	1		
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<b>Total</b>	<b>3</b>		

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green	-	2		
	Amber				
	Red				
Directness	Green		1	Green/Amber score.	
	Amber	-			
	Red				
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		<b>Total</b>	<b>6</b>		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			1		
		-			
			2		
		-			
			2		
		-			
			1		
		-			
			1		
		-			
		<b>Total</b>	<b>7</b>		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2	Lack of seating, trees etc, lots of traffic parked and passing.	Enhance area with seating, outdoor eating space and greenery. Reduce traffic with restrictions.
	Amber				
	Red				
Comfort	Green		1	Good, wide pavements in the main.	
	Amber	-			
	Red				
Directness	Green		1	Some wide road areas to cross and low priority for pedestrians	
	Amber	-			
	Red				
Safety	Green		1	Lots of traffic on main road and coming from side street turnings	Add pedestrian priority for side streets.
	Amber	-			
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		<b>Total</b>	<b>7</b>		

Core Design Outcome for Pedestrian Infrastructure		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
			2		
		-			
			2	Good, wide pavements in the main.	
		-			
			1	Useful crossing of Silver Street to access shops, although some side streets do not have pedestrian priority.	
		-			
			2		
		-			
			2		
		-			
		<b>Total</b>	<b>9</b>		

CWZ Route # 13  
Section # -

Name Market Street / Heritage Court

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2	Pedestrianised - high LOS	
	Amber				
	Red				
Comfort	Green	-	2		
	Amber				
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		<b>Total</b>	<b>10</b>		

		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
		-	2		
		-	2		
		-	2		
		-	2		
		-	2		
		<b>Total</b>	<b>10</b>		

Core Design Outcome for Pedestrian Infrastructure		AH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2	Just lovely...all of it.	
	Amber				
	Red				
Comfort	Green	-	2		
	Amber				
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		<b>Total</b>	<b>10</b>		

		NH			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
		-	2	Shared space street with a pedestrianised feel.	
		-	2		
		-	2		
		-	2		
		<b>Total</b>	<b>10</b>		

g Link Route # W1  
Section # -

Name **Rockingham Road**

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Maintenance, Litter	
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green		1	Conveluted crossing stages - lots of splitter islands	Reduce Carriageway width
	Amber	-			
	Red				
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		<b>Total</b>	<b>6</b>		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green		1		
	Amber	-			
	Red				
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		<b>Total</b>	<b>6</b>		

g Link Route # W2  
Section # -

Name **Lower St / Rothwell Road**

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1	Footway Parking	
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green		0	Pedestrian crossings set back from roundabout - Oversized junction	
	Amber				
	Red	-			
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		<b>Total</b>	<b>4</b>		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green		1		
	Amber	-			
	Red				
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		<b>Total</b>	<b>5</b>		



g Link Route # W3  
Section # -

Name **Montagu St / Stamford Road**

		MT							
Core Design Outcome for Pedestrian Infrastructure		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention				
Attractiveness	Green		1	Missing dropped kerbs					
	Amber	-							
	Red								
Comfort	Green		1			Missing dropped kerbs			
	Amber	-							
	Red								
Directness	Green		1					Missing dropped kerbs	
	Amber	-							
	Red								
Safety	Green		1	Missing dropped kerbs					
	Amber	-							
	Red								
Coherence	Green		1			Missing dropped kerbs			
	Amber	-							
	Red								
		<b>Total</b>	<b>5</b>						

		NH							
Core Design Outcome for Pedestrian Infrastructure		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention				
Attractiveness	Green		1						
	Amber	-							
	Red								
Comfort	Green		1						
	Amber	-							
	Red								
Directness	Green		1						
	Amber	-							
	Red								
Safety	Green		1						
	Amber	-							
	Red								
Coherence	Green		1						
	Amber	-							
	Red								
		<b>Total</b>	<b>5</b>						

g Link Route # W5  
Section # -

Name **London Road**

		MT			
Core Design Outcome for Pedestrian Infrastructure		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green		1		
	Amber	-			
	Red				
		<b>Total</b>	<b>6</b>		

		NH			
Core Design Outcome for Pedestrian Infrastructure		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green		1		
	Amber	-			
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		<b>Total</b>	<b>7</b>		

g Link Route # W Station  
Section # -

Name **Station Road**

Core Design Outcome for Pedestrian Infrastructure		MT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green	-	2		
	Amber				
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green		1	Pedestrian railings and crossing points away from desire lines	
	Amber	-			
	Red				
Safety	Green	-	2		
	Amber	-			
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		<b>Total</b>	<b>8</b>		

Core Design Outcome for Pedestrian Infrastructure		KT			
		Tick as Appropriate	Score	Limitations and Assumptions	Proposed Intervention
Attractiveness	Green		1		
	Amber	-			
	Red				
Comfort	Green		1		
	Amber	-			
	Red				
Directness	Green	-	2		
	Amber				
	Red				
Safety	Green	-	2		
	Amber				
	Red				
Coherence	Green	-	2		
	Amber				
	Red				
		<b>Total</b>	<b>8</b>		