

Steyping Grammar School,
Shooting Field, Steyping

Walking Route Audit and Cycle Level of Service Assessment

Final Report

PL/AH/GL/35849

June 2026



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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 This report summarises the results of a Walking Route Audit and Cycle Level of Service Assessment that has been undertaken in relation to the redevelopment of Steyning Grammar School, off Shooting Field, in Steyning, West Sussex.
- 1.1.2 The report assesses the quality of walking and cycling routes in the vicinity of the school site and has been prepared in response to the representation received from Active Travel England (ATE) in relation to the live planning application for the redevelopment of the school (Reference: DC/26/0322).
- 1.1.3 The results of this assessment will be used to inform ongoing engagement with ATE and West Sussex County Council (WSCC) Highways in relation to potential off-site improvements required to aid pedestrians and cycle access to the school.
- 1.1.1 The site is located to the east of Horsham Road and to the west of Shooting Field, in Steyning, as highlighted in a local context in Figure 1-1 below.

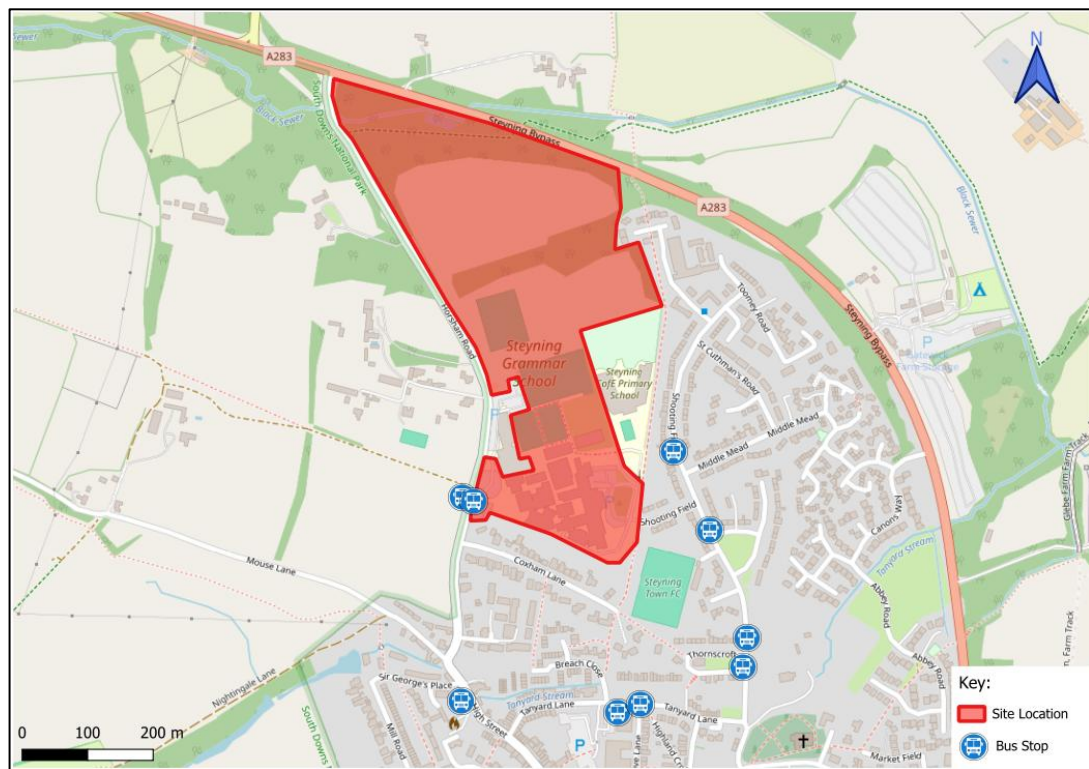


FIGURE 1-1: SITE LOCATION

1.2 SCOPE

- 1.2.1 The Walking Route Audit covers the principal walking routes agreed with ATE from the pedestrian site access on Shooting Field, which are as follows:-
- Shooting Field (Route 1);
 - Middle Mead (Route 2);
 - Horsham Road (Route 3);
 - High Street via Breach Close (Route 4); and
 - Newham Lane via Thornscroft and Church Street (Route 5).
- 1.2.2 These routes have been identified following a review of student and staff home postcode data and are deemed to be those which will be the most heavily used to access the school on a daily basis within a reasonable walking distance. A reasonable walking distance based on the Chartered Institution of Highways and Transportation (CIHT) 'Providing Journeys on Foot' (2000) guidance for "Commuting, School and Sight-seeing" is 500m (Desirable), 1,000m (Acceptable) and 2,000m (Preferred Maximum).
- 1.2.3 Within the document titled "Active Travel England Standing Advice Note: Active travel and sustainable development" (2024) it states that:
- "A mix of local amenities should be located within an 800m walking and wheeling distance (using well-designed routes) of all residential properties or staff entrances for workplace facilities."*
- 1.2.4 The Cycle Level of Service (CLoS) Assessment covers the principal cycling routes agreed with ATE to Upper Beeding and Bramber from the school access on Shooting Field, including:-
- South Steyning via Bramber Road (Route 6);
 - Upper Beeding via King's Barn Lane (west of the River Adur) (Route 7);
 - Upper Beeding via King's Barn Lane (east of the River Adur) (Route 8);
 - Upper Beeding via The Street (Route 9); and
 - Shooting Field – as assessed above for the Walking Route Audit (Route 1).
- 1.2.5 A review of the Local Cycling and Walking Infrastructure Plan (LCWIP) and discussions with ATE identified these as the primary routes likely to be used by staff and students travelling to the school from Steyning and the surrounding villages.

- 1.2.6 It is noted that Routes 7 and 8 are not currently designated cycle routes; however they have recently been upgraded to provide a more accessible walking route. These improvements include the provision of new surfacing, signage and gates. There are aspirations to further enhance them to enable their use by cyclists within the LCWIP for Steyning, Bramber and Upper Beeding. As part of these proposals, the section of route between King's Barn Lane in Steyning and Upper Beeding, via Saltings Way, will be upgraded to a shared use path. These routes have therefore been considered as existing walking routes, but detail has also been provided as to how they could become suitable shared use facilities.
- 1.2.7 For each mode of travel, potential improvement measures have been identified where these are considered feasible.
- 1.2.8 The principal walking and cycling routes outlined above are highlighted in Figure 1-2 below.

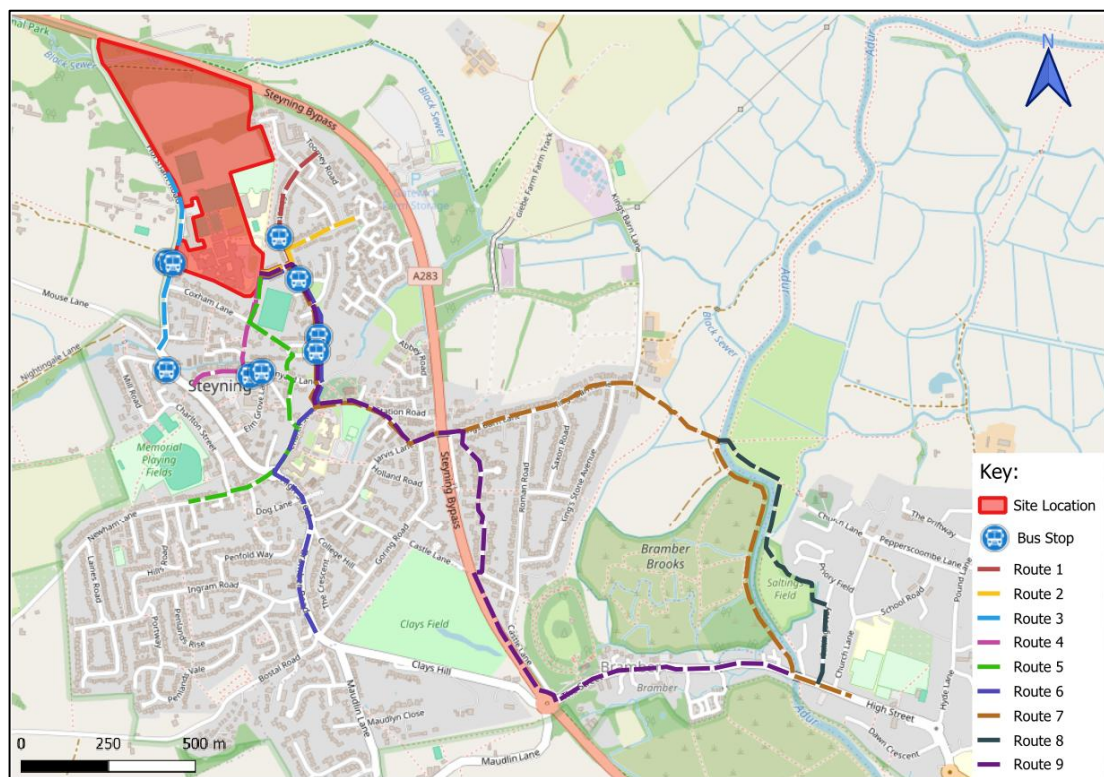


FIGURE 1-2: MAP OF WALKING AND CYCLING ROUTES AUDITED

- 1.2.9 The audits were conducted on Friday 22nd May 2026, between the hours of 08:00 and 11:00 in warm, dry and sunny weather.

2 RELEVANT POLICY AND GUIDANCE

2.1 INTRODUCTION

- 2.1.1 When completing the Walking Route Audit and CLoS Assessment, reference has been made to 'A Local Walking and Cycling Plan for Steyning Bramber and Upper Beeding'. The relevant national and local planning policies are outlined within the Transport Assessment (TA) which has been submitted in support of the planning application for the proposed development.

2.2 A LOCAL WALKING AND CYCLING PLAN FOR STEYNING, BRAMBER AND UPPER BEEDING

- 2.2.1 The final version of this Plan was published in December 2025 and sets out a vision and a series of proposals for encouraging walking and cycling in Steyning, Bramber, and Upper Beeding.
- 2.2.2 The document outlined areas of concern and danger, including King's Barn Lane, Horsham Road, Shooting Field (around the schools), Bramber Road, Tanyard Lane, Church Street and Vicarage Lane, all of which have been assessed as part of this Walking Route Audit.
- 2.2.3 A total of 27 suggested improvements were outlined within the six main clusters which are as follows:

"1. Connecting our communities – Making it safer to cross the A283

2. Making it safe to walk and cycle to school

3. Making key routes more walking & cycling friendly

4. Re-imagining Steyning High Street

5. Improving safe access to the countryside

6. Simple fixes"

- 2.2.4 Within Section 2 of the Plan, the following table is included which sets out suggestions with respect to the redevelopment of Steyning Grammar School:-

2. Making it Safe to Walk & Cycle to School				
Location	Current Problems/Hazards	Suggested measures	Parish	Notes
2.1 Steyning Grammar School Re-development 	- The Grammar School is a major focal point for traffic congestion, with many cars & buses arriving/departing in a short space of time. - Current arrangements do not feel safe and discourage walking & cycling. - The forthcoming school redevelopment is a big opportunity to get this right, so walking & cycling are positively encouraged. <i>85% gave school safety a priority score of 4 or 5 (out of 5).</i>	As part of school redevelopment plans: - Create new car drop-off point on Horsham Road. - Keep Shooting Field largely car free for walkers/cyclists. - Create a new public access cycling and walking path from Horsham Road along the southern boundary of school site to the Football Club. This would create a quick and safe route connecting the schools and the Leisure Centre, avoiding the Horsham Rd. - Include plenty of secure cycle racks. - Improve pedestrian safety on Horsham Road - calm traffic, solve flooding, widen pavement (see Part 3 below).	Steyning	<i>Build these measures into Steyning Grammar School Travel Plan.</i> <i>Ensure measures are integrated in the school redevelopment plan from the outset.</i>
2.2 Shooting Field area around the Schools 	- Heavy congestion at school drop off/pick up times. - Illegal parking. - Badly rutted road. - Feels awkward and unsafe for cyclists, especially younger children. - Crossing Tanyard Lane by the Health Centre is difficult due to badly parked cars. <i>26 people raised this as a current danger spot.</i>	In the immediate term: - Prioritise upgrading the Kings Barn Lane route from the White Bridge to Steyning Schools (covered in Section 3 below). - Consider creating a 'School Street' Zone on Shooting Field, restricting car access during drop off and pick up times. - Repair road surface of Shooting Field. - Consider cycle lanes on Shooting Field. - Restrict on-site car drop-offs further. - Promote 'park and walk' from Newmans Gardens Car Park by the Health Centre.	Steyning	<i>Build into Steyning Grammar and Steyning Primary School Travel Plans, and ensure the two Plans dovetail together.</i> <i>Need to build on lessons learned from previous efforts to improve school safety around Shooting Field.</i>

FIGURE 2-1: EXTRACT FROM LOCAL WALKING AND CYCLING PLAN (COURTESY OF A LOCAL WALKING AND CYCLING PLAN FOR STEYNING, BRAMBER AND UPPER BEEDING)

2.2.5 This Walking Route Audit and CLOS Assessment has considered many of the areas of concern and outlines how they could be addressed to provide a safer and more inclusive environment for active travel.

3 WALKING ROUTE AUDIT

3.1 INTRODUCTION

- 3.1.1 This section provides a summary of the Walking Route Audit. Each route is assessed separately with potential improvements listed where applicable. The outputs from the WRAT assessment tool are attached for reference within **Appendix A**.

3.2 WALKING ROUTES

- 3.2.1 The walking routes have been assessed using the Department for Transport (DfT) Walking Route Audit Tool (WRAT), with a score of one to ten (with ten being the highest) awarded against the following criteria, where applicable:-
- Attractiveness – maintenance, fear of crime, traffic noise and pollution;
 - Comfort – footway condition and width, width of crossings, footway parking, gradient;
 - Directness – footway provision on desire lines, location of crossings, gaps in traffic, impact of controlled crossings on journey time, green man time;
 - Safety – traffic volume, traffic speed, visibility; and
 - Coherence – dropped kerbs and tactile paving on crossings of main road and side roads.
- 3.2.2 It is noted that if an audit category is not relevant to the route (e.g. a route does not have any controlled crossings), then the maximum score will be reduced accordingly to reflect a zero score for that category.
- 3.2.3 As noted by the WRAT guidance, a score of 70% should normally be regarded as the minimum level of provision suitable. Where less is achieved, improvements should be considered.

3.3 ROUTE 1 – SHOOTING FIELD FROM THE SITE ACCESS

3.3.1 Route 1 is approximately 450 metres in length and is highlighted in Figure 3-1 below.

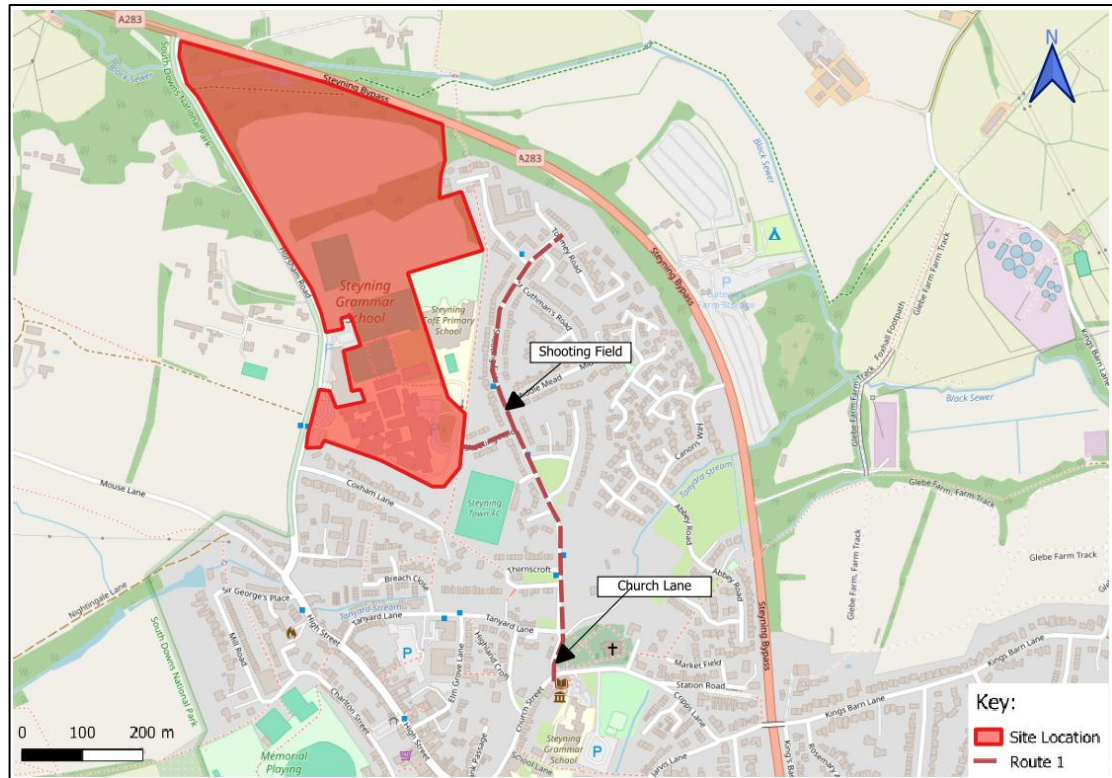


FIGURE 3-1: ROUTE 1

3.3.2 The results of the audit are summarised in Figure 3-2 below.

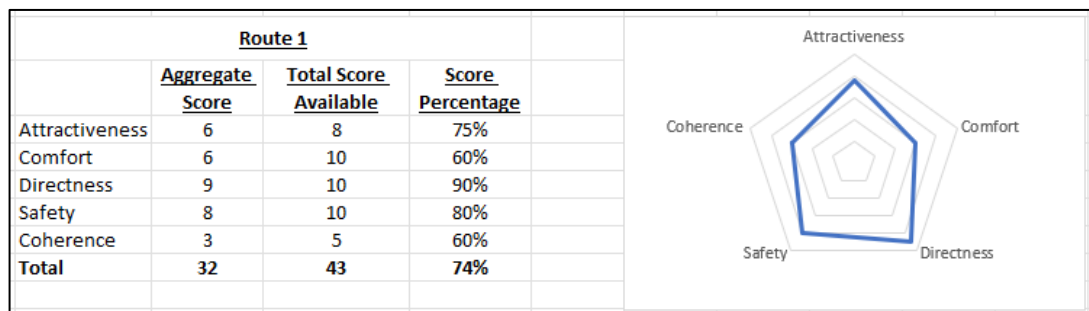


FIGURE 3-2: ROUTE 1 AUDIT SUMMARY

3.3.3 Shooting Field scores relatively well across all five criteria. The route is well maintained with no litter, and the footways generally measure between 1 metre and 2 metres in width, albeit at times overgrown vegetation on the western

footway reduces the effective width in places. Tactile paving is provided at the crossing over the school access road and at the crossing located 300 metres to the north of the school access road. It is however noted that no tactile paving or dropped kerbs are provided to the junction with Toomey Road.

- 3.3.4 If users wish to cross Shooting Field to access the parallel footway and the southbound bus stop, there are no dedicated crossing points; however pedestrians can utilise the dropped kerbs associated with private driveways, if required.
- 3.3.5 It was noted while undertaking the audit, between the hours of 08:00 and 09:00, vehicular traffic volumes were steady but there were no queues at any point. The majority of students were observed walking or cycling to the school from the local residential areas.
- 3.3.6 Given that this is a relatively short and direct route, it is deemed to provide a safe environment for users, particularly younger students, as it is lit and overlooked by surrounding residential properties. The gradient of this route is relatively flat throughout apart from the section along Church Lane, which has a steady incline on to Church Street.
- 3.3.7 Potential improvements are as follows:-
- Clearance of vegetation encroachment on footways where necessary;
 - Provision of tactile paving and dropped kerbs at the junction with Toomey Road (to the east of the junction); and
 - Provision of a pedestrian crossing within proximity of the bus stops on Shooting Field, comprising dropped kerbs with tactile paving. To provide safe pedestrian crossing points, parking restrictions will be required at the crossing locations to allow pedestrian visibility.
- 3.3.8 Figure 3-3 and Figure 3-4 below highlight some of the potential improvement areas.



FIGURE 3-3: SHOOTING FIELD / TOOMEY ROAD JUNCTION (LOCATION OF POTENTIAL CROSSING) (COURTESY OF GOOGLE MAPS)



FIGURE 3-4: POTENTIAL AREA FOR PEDESTRIAN CROSSING POINTS ALONG SHOOTING FIELD (LOOKING SOUTH FROM JUNCTION WITH MIDDLE MEAD)

3.4 ROUTE 2 – MIDDLE MEAD VIA SHOOTING FIELD

3.4.1 Route 2 is approximately 400 metres in length (a five-minute walk) and is highlighted in Figure 3-5 below.

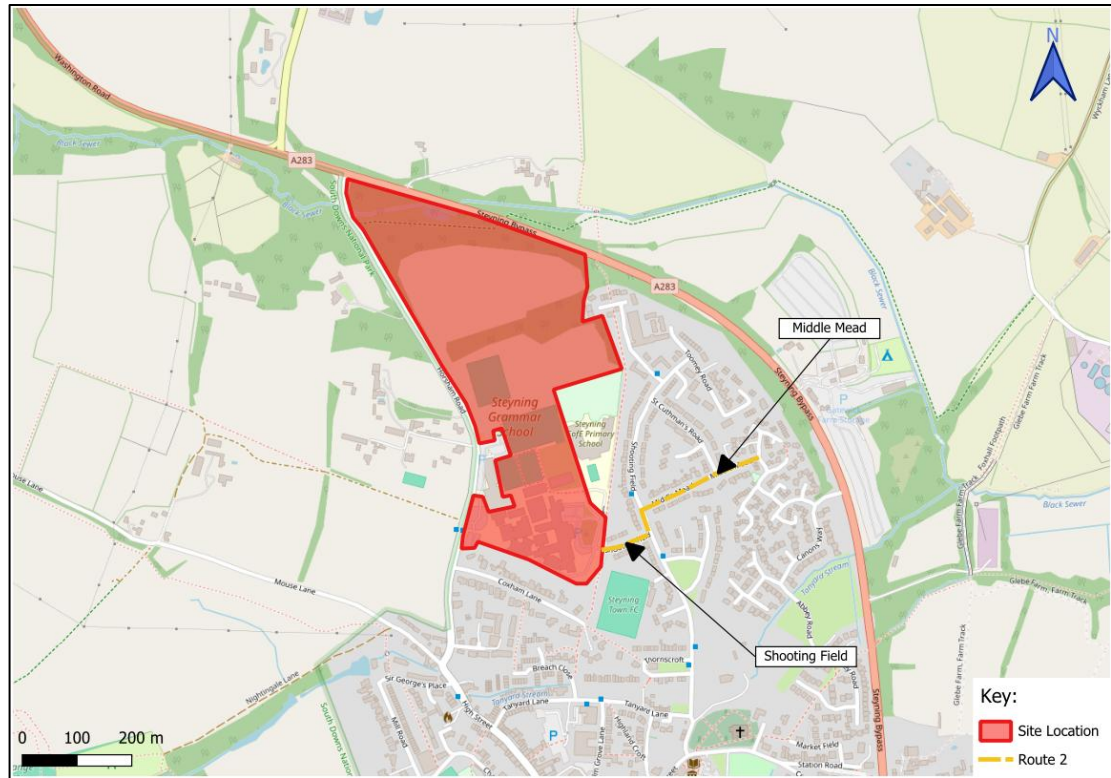


FIGURE 3-5: ROUTE 2

3.4.2 The results of the audit are summarised in Figure 3-6 below.

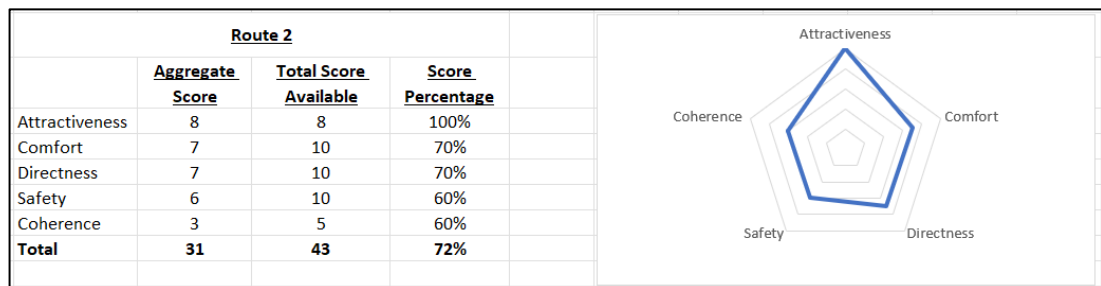


FIGURE 3-6: ROUTE 2 AUDIT RESULTS

3.4.3 Part of this route incorporates a short section of Shooting Field (Route 1) and includes the above-referenced crossing facilities located at the junction of Shooting Field and the school access. There is currently no crossing point along Shooting Field to access the footways on Middle Mead.

- 3.4.4 Footways are provided along both sides of Middle Mead, which measure approximately 1 metre in width and are separated from the carriageway by a circa 0.8 metre wide grass verge. At the crossings over the side roads, dropped kerbs are provided; however there is no tactile paving at the St. Cutham's Road junction and no dropped kerbs or tactile paving at the Farnfold Road junction.
- 3.4.5 Street lighting is present; however the parked cars on the northern side of the road restricted visibility for pedestrians crossing the road. This did nevertheless maintain low vehicle speeds and there is good natural surveillance afforded by the neighbouring properties. The route is level throughout with continuous paved footpaths that have no pot holes or routes growing through the surface.
- 3.4.6 Potential improvements are as follows:-
- Utilising the grass verge to maximise the available footway width;
 - Provision of tactile paving and dropped kerbs at the junctions of St. Cutham's Road and Farnfold Road; and
 - Provision of a pedestrian crossing over Middle Mead itself, comprising dropped kerbs and tactile paving, the location of the crossing would require parking restrictions to aid the crossing and pedestrian visibility .
- 3.4.7 Figure 3-7 below shows the lack of pedestrian crossings along Middle Mead alongside the grass verges which could be utilised to create wider footways.



FIGURE 3-7: MIDDLE MEAD LOOKING EAST WITH CARS PARKED ON THE NORTHERN SIDE

3.5 ROUTE 3 – HORSHAM ROAD

- 3.5.1 Route 3 is approximately 450 metres in length (a seven-minute walk) and is highlighted in Figure 3-8Figure 3-1 below.

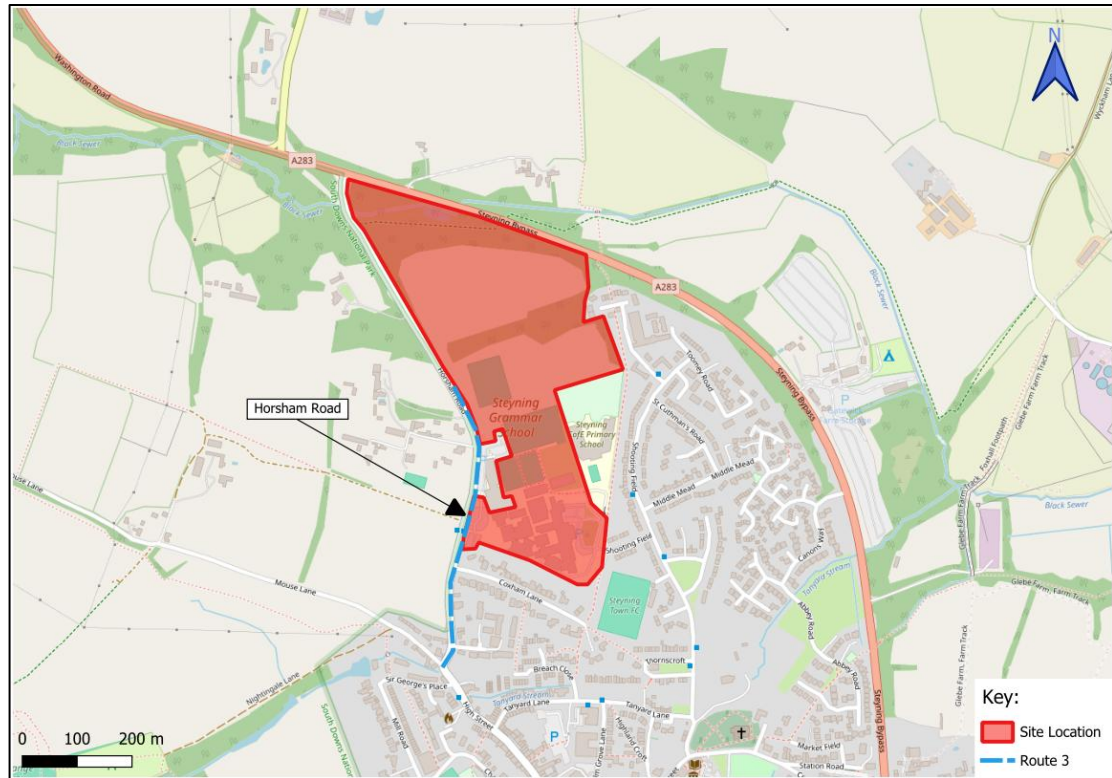


FIGURE 3-8: ROUTE 3

- 3.5.2 The results of the audit are summarised in Figure 3-9 below.

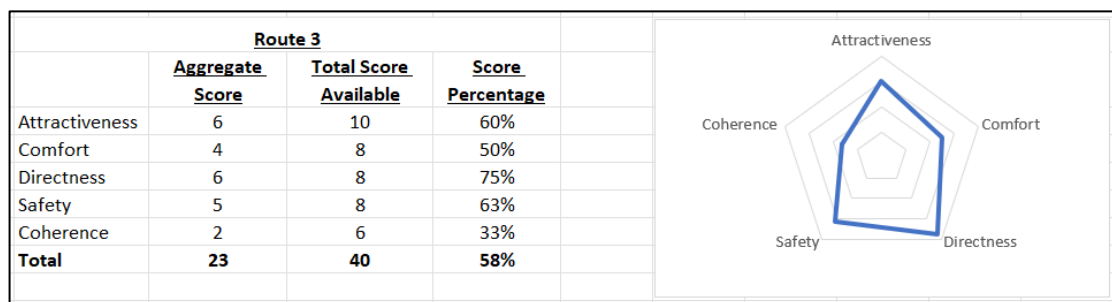


FIGURE 3-9: ROUTE 3 AUDIT RESULTS

- 3.5.3 This route is located to the west of the school site and provides access to the adjacent Steyning Leisure Centre. A continuous footway is provided along the eastern side of the carriageway, which measures circa 1.2 metres in width with

intermittent street lighting. At the time of the audit, the adjacent vegetation was cut back and visibility along the footway was reasonable.

- 3.5.4 Tactile paving is not provided at side road junctions and there are no dropped kerbs or tactile paving from Horsham Road into Mouse Lane. It was also noted that visibility around the bend in this location is restricted.
- 3.5.5 To the south of the access into the leisure centre, bus stops are located on both sides of the carriageway; however the footway serving the northbound bus stop is sub-standard and does not currently include formal crossing facilities to the eastern footway. There are also no dropped kerbs or tactile paving at the access to the leisure centre and bus and coach drop-off and collection area for the school.
- 3.5.6 This route has a steady rising gradient from south to north towards the leisure centre and school. It was noted during the audit at around 10:00 that vehicular traffic movements on Horsham Road were steady but speeds were generally in line with the posted limit (30mph).
- 3.5.7 Potential improvements are as follows:-
- Ensuring vegetation is regularly cut back and maintained to allow pedestrians to safely pass each other; and
 - Provision of dropped kerbs and tactile paving to facilitate access to the northbound bus stop and at the leisure centre and school access.
- 3.5.8 Figure 3-10 and Figure 3-11 below show the potential improvement areas.



FIGURE 3-10: NORTHBOUND BUS STOP ON HORSHAM ROAD



FIGURE 3-11: LACK OF DROPPED KERBS AND TACTILE PAVING AT LEISURE CENTRE ACCESS

3.6 ROUTE 4 – HIGH STREET VIA BREACH CLOSE AND TANYARD LANE

- 3.6.1 Route 4 is approximately 400 metres in length (a six-minute walk) and is highlighted in Figure 3-12 below.

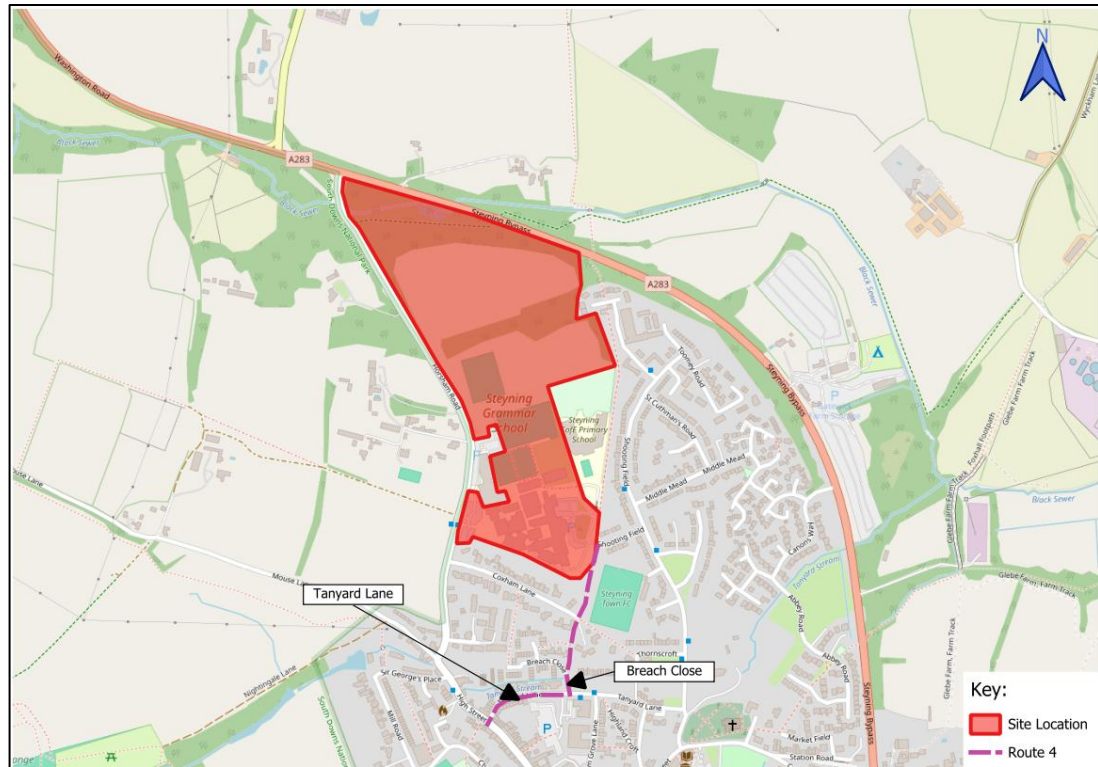


FIGURE 3-12: ROUTE 4

- 3.6.2 The results of the audit are summarised in Figure 3-13 below

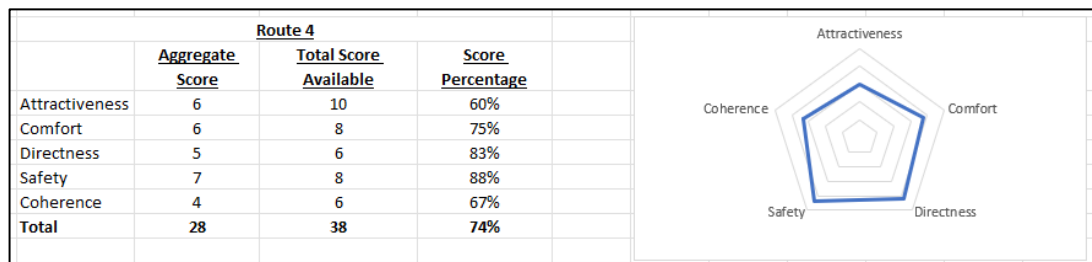


FIGURE 3-13: ROUTE 4 AUDIT RESULTS

- 3.6.3 This route heads south from the school via Public Right of Way (PRoW) STE-2600 to Breach Close and Tanyard Lane. The PRoW measures between 1.5 and 2.5 metres in width, is provided with intermittent street lighting and there are some sharp turns where visibility is restricted. The path is accessible to pedestrians only

and there are staggered gates where this route meets Coxham Lane and continues on to Breach Close.

- 3.6.4 Footpath STE-2600 was overgrown at the time of the audit, which acted to restrict light levels, even during the daytime.
- 3.6.5 Given this route is predominantly on footpaths and along Breach Close, traffic volumes were low. Parts of the route have slightly steeper gradients; however the incline is steady and therefore it is considered accessible to people of all abilities.
- 3.6.6 The footpath leads to the eastern end of Breach Close, where a continuous 1.8 metre wide footway is present to Tanyard Lane. There are no dropped kerbs or tactile paving at the junction with Breach Close. The footway along the western side of Tanyard Lane, which measures 1.8 metres in width, in turn provides a continuous route on to High Street. This footway is subject to street lighting.
- 3.6.7 Along Tanyard Lane there are a number of businesses and residential properties providing good natural surveillance and therefore safety has scored highly. However, Footpath STE-2600 is fenced on both sides and therefore lacks such surveillance.
- 3.6.8 Potential improvements are as follows:-
- Additional lighting and vegetation maintenance along Footpath STE-2600; and
 - Provision of dropped kerbs and tactile paving on Breach Close at the junction with Tanyard Lane.
- 3.6.9 Figure 3-14 and Figure 3-15 below show the potential improvement areas.



FIGURE 3-14: LACK OF DROPPED KERBS ON BREACH CLOSE AT THE JUNCTION WITH TANYARD LANE



FIGURE 3-15: FOOTPATH STE-2600 FROM SHOOTING FIELD TO BREACH CLOSE

3.7 ROUTE 5 - NEWHAM LANE VIA THORNSCROFT AND CHURCH STREET

- 3.7.1 Route 5 is approximately 1 kilometre in length (a 13-minute walk) and is highlighted in Figure 3-16 below.

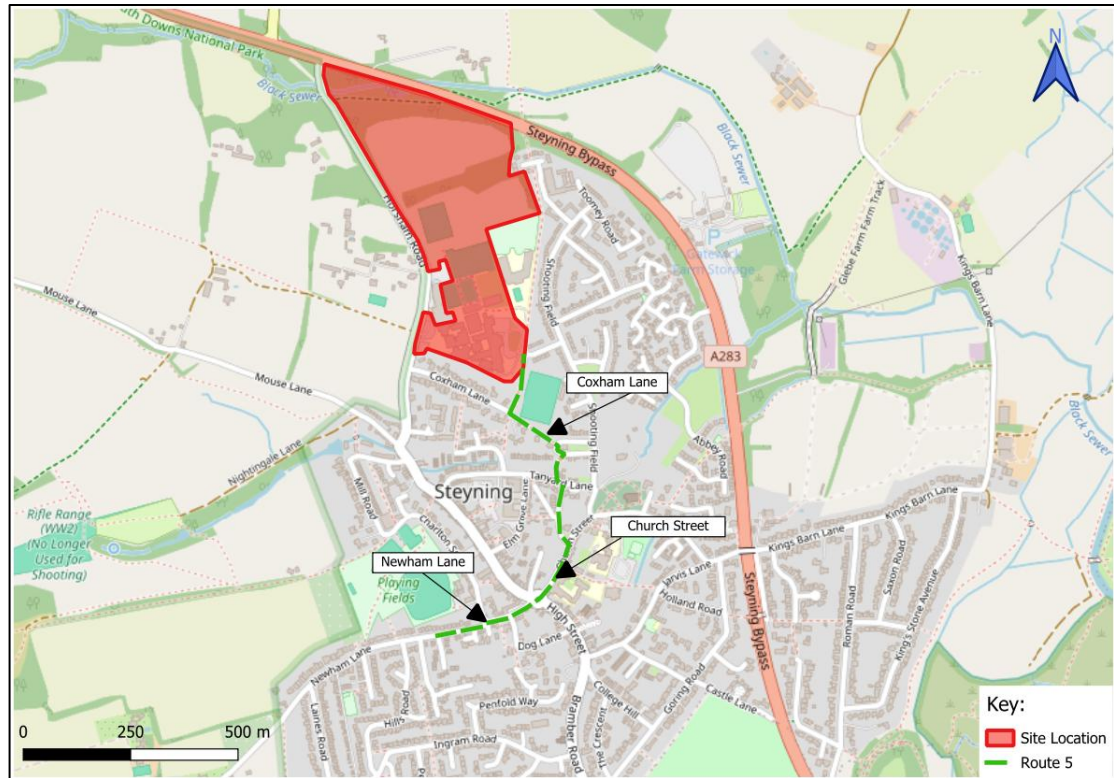


FIGURE 3-16: ROUTE 5

- 3.7.2 The results of the audit are summarised in Figure 3-17 below.

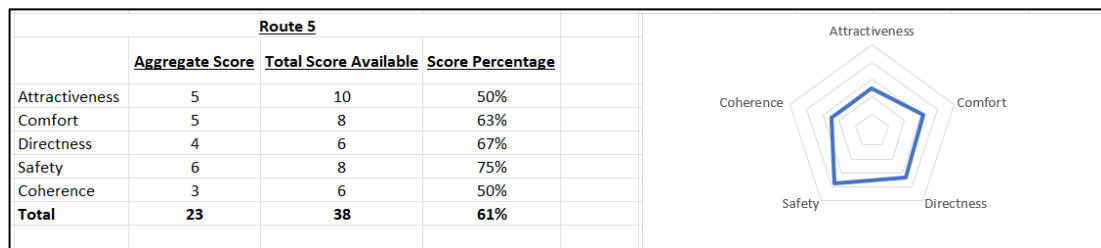


FIGURE 3-17: ROUTE 5 AUDIT RESULTS

- 3.7.3 The route follows part of Route 4 to Coxham Lane, then continues along Footpath STE-2719, which measures 2 metres in width and incorporates steps. Users then join Tanyard Lane for approximately 50 metres before reaching Church Street, where there is no footway. As an alternative, Church Lane offers a continuous footway of approximately 1.8 metres in width and reconnects to Church Street.

- 3.7.4 The majority of this route is not provided with dropped kerbs or tactile paving; specifically at the junctions with Coxham Lane, Tanyard Lane and Church Street.
- 3.7.5 Church Street has narrow footways on both sides of the carriageway which connect to High Street via a mini-roundabout junction, which does not provide formal crossing points. The gradient on this part of the route is relatively steep but flattens on to Church Road. Traffic along Church Road was steady but slow moving at the time of the audit.
- 3.7.6 Sheep Pen Lane has a continuous footway along the northern side of the carriageway, which measures approximately 1.5 to 2 metres in width, and an intermittent footway on the southern side. Newham Lane is provided with a continuous footway on the southern side of the carriageway, and this measures approximately 1.8 metres in width.
- 3.7.7 Each of these roads (except for the crossings over High Street and Church Street) are relatively lightly trafficked. Other than Footpath STE-2719, there is a good amount of street lighting and surveillance from businesses and residential properties.
- 3.7.8 Potential improvements are as follows:-
- Additional lighting and vegetation maintenance along Footpath STE-2719; and
 - Provision of dropped kerbs and tactile paving at the junctions along the route, specifically the High Street mini-roundabout.
- 3.7.9 Figure 3-18 below shows the steady gradient and width of Church Street and Figure 3-19 shows the potential improvement area at the mini-roundabout junction.



FIGURE 3-18: CHURCH STREET GRADIENT



FIGURE 3-19: LACK OF PEDESTRIAN CROSSING OVER HIGH STREET MINI-ROUNDABOUT JUNCTION

3.8 WALKING AUDIT SUMMARY

3.8.1 Figure 3-20 below displays the walking audit summary for the assessed routes to provide an overall score.

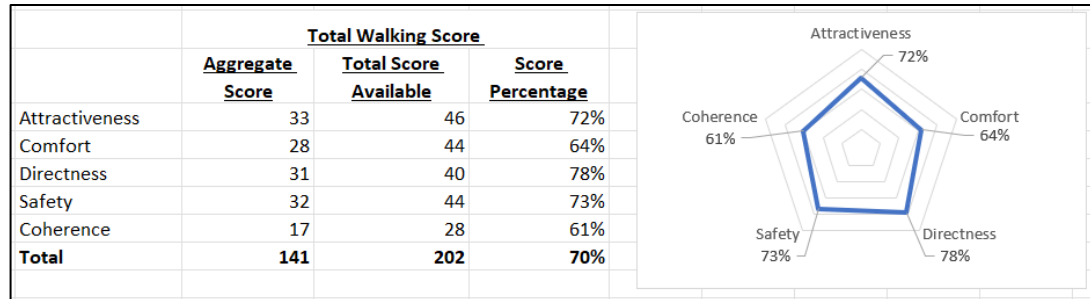


FIGURE 3-20: OVERALL SCORE OF THE AUDITED WALKING ROUTES

- 3.8.2 It is noted that 'Comfort' and 'Coherence' are the only categories that fall below the WRAT 70% threshold for the audited routes in combination. This score can be principally improved via the provision of dropped kerbs and tactile paving at crossing points on the majority of routes.
- 3.8.3 Individually, Routes 3 and 5 do not meet the WRAT 70% threshold, with Route 3 ranking the lowest. This can be addressed via the potential improvement measures identified above, albeit the school has advised that Route 3 is not utilised by students, who are instructed to access the site via Shooting Field.

4 CYCLE LEVEL OF SERVICE ASSESSMENT

4.1 INTRODUCTION

- 4.1.1 This section summarises the findings of the Cycle Level of Service (CLoS) Assessment completed for the principal cycle routes that would be utilised by students and staff to access the school. The outputs from the CLoS assessment tool are attached for reference within **Appendix B**.

4.2 CYCLE ROUTES

- 4.2.1 The Cycle Level of Service (CLoS) Assessment is used to frame discussion about design options and sets a common standard for the performance of cycling infrastructure. It focuses on 'rideability' (i.e. the experience of cycling) and the performance of links and junctions. In this assessment, it provides a baseline score for existing conditions along key routes emanating from the development site and establishes whether there are zero scores which will have a negative impact on the propensity to cycle.
- 4.2.2 CLoS is based on the five design outcomes of safety, directness, coherence, comfort and attractiveness. These outcomes are broken down into specific factors, and indicators are used to measure performance against each of them. The following criteria have been used to assess the identified cycle routes:-
- Safety – collision risk, social safety and feeling safe;
 - Directness – journey time, adherence to desire lines;
 - Coherence – connections, wayfinding;
 - Comfort – surface quality and material, gradient, undulations;
 - Attractiveness – air quality, greenery, noise pollution;

4.3 ROUTE 6 – SOUTH STEYNING VIA BRAMBER ROAD

- 4.3.1 Route 6 is approximately 1.3km in length (representing a five-minute cycle time) and is highlighted in Figure 4-1 below.

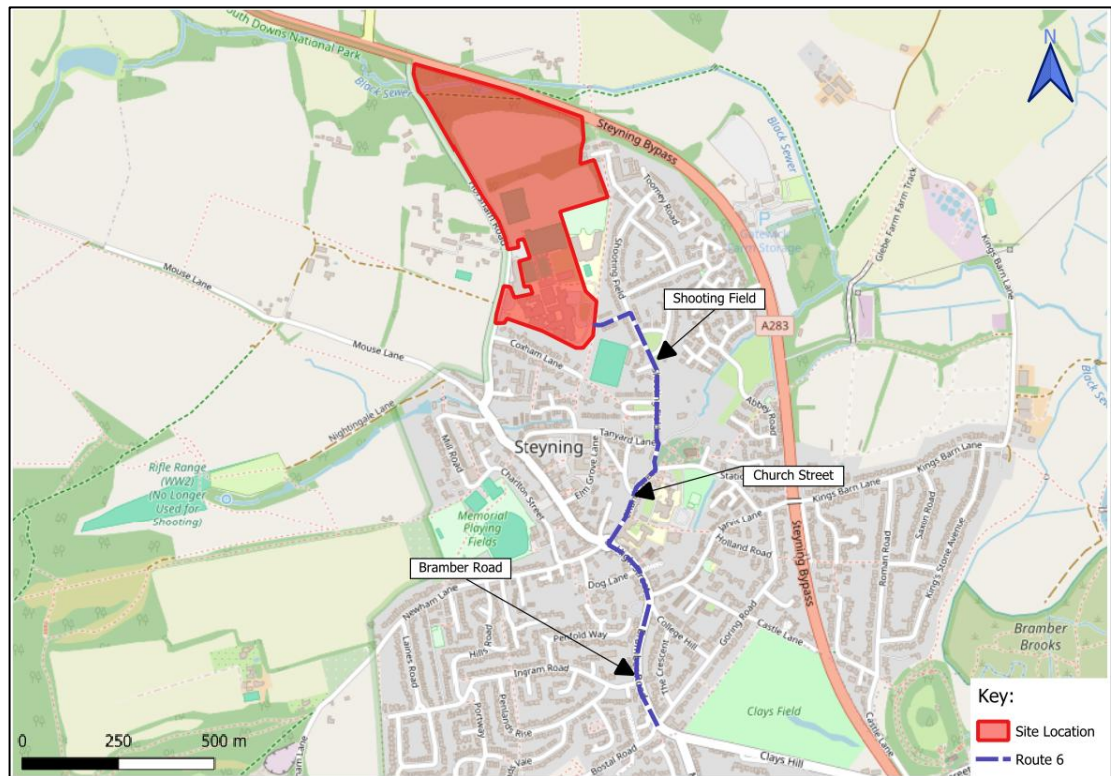


FIGURE 4-1: ROUTE 6

4.3.2 The results of the CLoS Assessment are summarised in Figure 4-2 below:-

Overall	Cohesion	Directness	Safety	Comfort	Attractiveness	Overall Score	Safety Critical?
Shooting Field	83%	90%	56%	63%	60%	68%	No
Church Lane / Church Street	50%	90%	69%	88%	60%	72%	No
High Street / Bramber	67%	70%	44%	88%	50%	60%	No

FIGURE 4-2: ROUTE 6 CLOS ASSESSMENT RESULTS

4.3.3 Route 6 comprises:-

- Shooting Field;
- Church Lane / Church Street; and
- High Street / Bramber Road.

4.3.4 Each of these sections has been assessed in turn. It is noted that there is currently no dedicated cycle route infrastructure on these roads.

Shooting Field

- 4.3.5 The section of Shooting Field that forms part of this route has a carriageway width of approximately 7.0 metres, with cars parked along the eastern side in front of residential properties. There is a slight gradient towards the school access. There is street lighting along this route.
- 4.3.6 The road is subject to a 30mph speed limit. While completing the audit, a number of cyclists were observed, including lone students as well as those with accompanying adults. Passing vehicles were noted to be travelling at low speeds and afforded cyclists with sufficient space.
- 4.3.7 Shooting Field is subject to carriageway degradation and patched repair work, which poses a degree of danger to cyclists.



FIGURE 4-3: LOOKING NORTH ALONG SHOOTING FIELD

Church Lane / Church Street

- 4.3.8 The initial section of Church Lane which connects to Shooting Field has a relatively steep gradient before connecting with Church Street, where it levels out. Church Lane narrows between the junctions with Shooting Field and Church Street and is subject to street lighting.
- 4.3.9 Church Street provides access towards High Street. The road narrows in sections and there is no signed priority; however it was observed that vehicles gave way where necessary and that there was sufficient space for a cyclist to safely pass. Street lighting is present on this section of the route.
- 4.3.10 Traffic travelled at lower speeds through this section of the route and although volumes are higher than on Shooting Field, several cyclists were observed during the audit.

High Street / Bramber Road

- 4.3.11 At the mini-roundabout junction of Church Street / High Street, visibility is restricted in both directions; however vehicle speeds were observed to be low.
- 4.3.12 Cyclists can then continue along High Street, which meets Bramber Road. This stretch of the route is narrow in places and vehicles travel at higher speeds. There is also a steady incline where the route becomes Bramber Road, before a steady decline towards the crossroads junction with Clays Hill. There is intermittent street lighting along this section of the route.
- 4.3.13 The route itself was direct and attractive for the most part, other than the section along Bramber Road. There were minimal highway obstructions for cyclists to negotiate and the surfaces were generally smooth.
- 4.3.14 Potential improvements are as follows:-
- Provision of additional street lighting and vegetation maintenance along the section of Bramber Lane beyond the College Hill junction towards Clays Hill; and
 - Installation of signage and markings to indicate that cyclists are using the carriageway, additionally there is the option to provide directional signage along all parts of the route for cyclists to inform them of the preferred routes to take towards Bramber and Upper Beeding.

4.4 ROUTES 7 AND 8 – UPPER BEEDING VIA KING’S BARN LANE

- 4.4.1 Routes 7 and 8 are approximately 2.8 kilometres in length (representing a 10-minute cycle time) and is highlighted in Figure 4-4 below.
- 4.4.2 It is noted that Routes 7 and 8 are not currently designated cycle routes; however they have recently been upgraded to provide a more accessible walking route. There are aspirations to further enhance them to enable their use by cyclists within the LCWIP for Steyning, Bramber and Upper Beeding. As part of these proposals, the section of route between King’s Barn Lane in Steyning and Upper Beeding, via Saltings Way, will be upgraded to a shared facility.

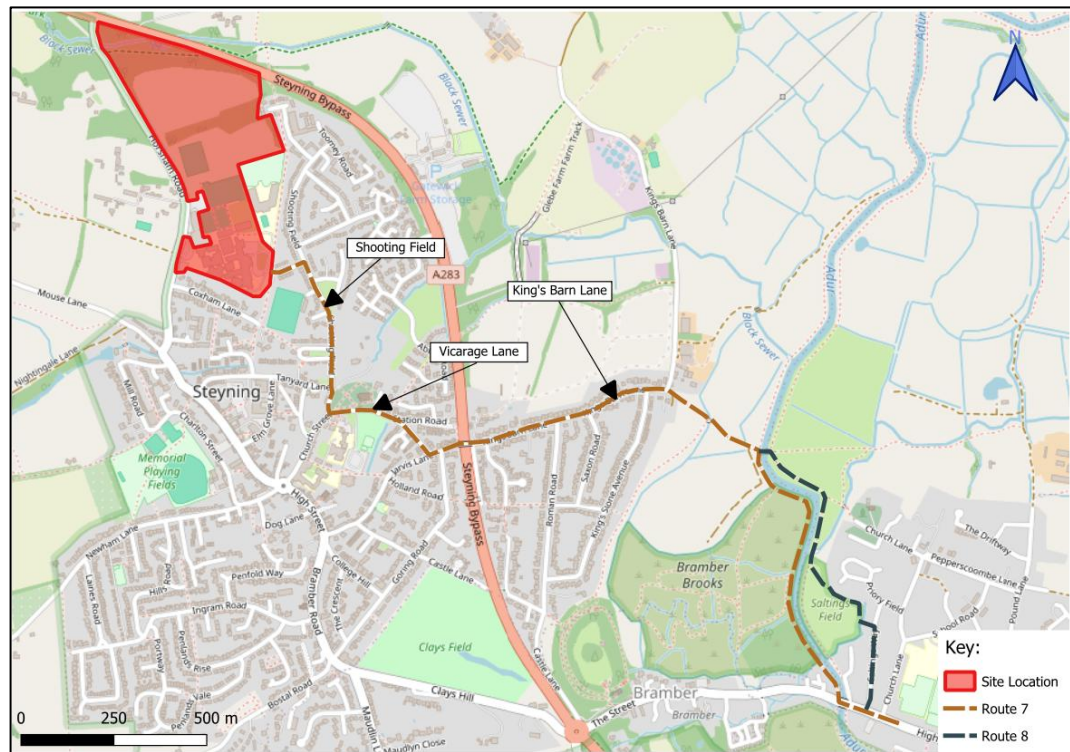


FIGURE 4-4: ROUTES 7 AND 8

4.4.3 The results of the CLoS Assessment are summarised in Figure 4-5 below.

Overall	Cohesion	Directness	Safety	Comfort	Attractiveness	Overall Score	Safety Critical?
Shooting Field	83%	90%	56%	63%	60%	68%	No
Vicarage Lane / Cripps Lane	67%	70%	63%	75%	70%	68%	No
Jarvis Lane / King's Barn Lane	67%	70%	63%	75%	70%	68%	No
Footpaths STE 2731/2, 3204/4 and 3204/6	100%	80%	56%	75%	40%	66%	No

FIGURE 4-5: ROUTES 7 AND 8 AUDIT RESULTS

4.4.4 Routes 7 and 8 comprise:-

- Shooting Field;
- Vicarage Lane / Cripps Lane;
- Jarvis Lane / King's Barn Lane; and
- Footpaths STE 2731/2, 3204/4 and 3204/6 alongside the River Adur.

4.4.5 Each of these sections has been assessed in turn. It is noted that there is currently no dedicated cycle route infrastructure in place.

Shooting Field

- 4.4.6 As described for Route 6 (above).

Vicarage Lane / Cripps Lane

- 4.4.7 Cyclists would route along Vicarage Lane. This section of the route is relatively level, and low traffic volumes were observed during the audit, which made it feel safe and attractive for cycling.
- 4.4.8 Vicarage Lane becomes Cripps Lane, where the carriageway narrows to circa 6.0 metres and there are a number of bends and a slight incline gradient, which reduces its attractiveness for a length of approximately 100 metres.

Jarvis Lane / King's Barn Lane

- 4.4.9 For a short section of circa 50 metres, Cripps Lane connects to Jarvis Lane before becoming King's Barn Lane.
- 4.4.10 King's Barn Lane benefits from low traffic volumes and clear forward visibility on a flat gradient. It provides an attractive route across Steyning Bypass on an overbridge. This part of the route has a carriageway width of approximately 6.0 metres for the most part; however at the eastern end this narrows to circa 4.0 metres. At points, a footway is not present and therefore pedestrians walk along the carriageway; however given the low traffic volumes and speeds in these locations, and the observation of regular pedestrian use of these sections of the route, it is considered to represent a safe and suitable shared use environment.
- 4.4.11 There is street lighting along this section of the route and good surveillance due to overlooking residential properties. Jarvis Lane / King's Barn Lane are well surfaced with tarmac apart from the far eastern end of King's Barn Lane leading onto Footpath STE 2731/2 which becomes an tarmacked route for approximately 10 metres.

Footpaths STE 2731/2, 3204/4 and 3204/6 along the River Adur

- 4.4.12 This section of the route is not currently available to cyclists (as enforced by gates and signage at the junction with King's Barn Lane), but as has been noted, there are proposals to upgrade Route 8 to permit shared use.
- 4.4.13 The recently upgraded route provides a wide part loose bound and part hard surfaced route to the bridge crossing over the river, which then continues southwards along both banks, with the western footpath joining High Street via some narrow steps at a point where there is no footway provision. The eastern footpath connects to Riverside and Saltings Way at two separate points. At present, these surfaces are not comfortable for cyclists and therefore would

require resurfacing if they were to be upgraded to cycle routes. The western footpath would also not facilitate use by cyclists due to the stepped access at the southern end of the route.

- 4.4.14 Route 8 joins Saltings Way via a gravel track. Saltings Way is a quiet residential road with good natural surveillance that could be navigated by cyclists safely.



FIGURE 4-6: GRAVEL PATH ALONG THE RIVERSIDE (NEAR SALTINGS WAY)

- 4.4.15 Potential improvements are as follows:-

- Provision of lighting along both sides of the river (subject to ecological considerations);
- Upgrading the eastern footpath to permit shared use, with resurfacing in a suitable material and widening at the accesses to the south from The Street / Riverside; and
- Installation of cycle route signage and markings throughout.

4.5 ROUTE 9 – UPPER BEEDING VIA ROSEMARY AVENUE

4.5.1 Route 9 is approximately 2.9 kilometres in length (representing a 10-minute cycle time) and is highlighted in Figure 4-7 below.

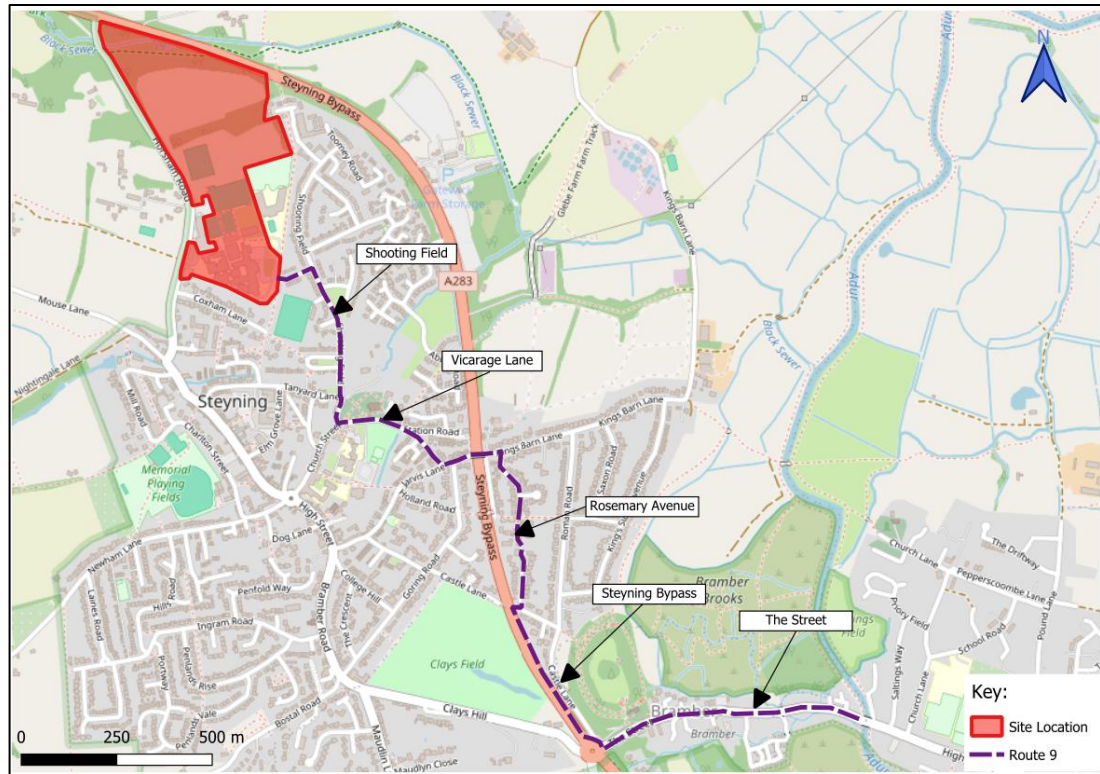


FIGURE 4-7: ROUTE 9

4.5.2 The results of the CLoS Assessment are summarised in Figure 4-8 below.

Overall	Cohesion	Directness	Safety	Comfort	Attractiveness	Overall Score	Safety Critical?
Shooting Field	83%	90%	56%	63%	60%	68%	No
Vicarage Lane / Cripps Lane	67%	70%	63%	75%	70%	68%	No
Rosemary Avenue / Da Braose Way	33%	70%	75%	75%	50%	64%	No
Steyning Bypass	83%	90%	63%	88%	40%	70%	No
The Street	67%	70%	69%	88%	60%	70%	No

FIGURE 4-8: ROUTE 9 AUDIT RESULTS

4.5.3 Route 9 comprises:-

- Shooting Field;
- Vicarage Lane;
- Rosemary Avenue / De Braose Way;

- Steyning Bypass; and
- The Street.

Shooting Field

- 4.5.4 As described for Route 6 (above).

Vicarage Lane

- 4.5.5 As described for Routes 7 and 8 (above).

Rosemary Avenue / De Braose Way

- 4.5.6 Rosemary Avenue is a residential cul-de-sac. As such, the vehicle volumes and speeds are low and on-carriageway cycling is deemed safe and suitable for all groups. The carriageway width is approximately 7.0 metres and is on a gradual incline south towards the end of the cul-de-sac.
- 4.5.7 At the end of the cul-de-sac there is a short alleyway between two properties which connects to De Braose Way. This alleyway is narrow and incorporates two sharp turns. It also has a lack of lighting and surveillance and has staggered railings at each end. This therefore devalues the route for cyclists as they would have to dismount their cycle to pass through these areas. However, located close to this area is National Cycle Route (NCR) 233, which can be accessed via Roman Road from King's Barn Lane.
- 4.5.8 De Braose Way has similar characteristics to Rosemary Avenue, being another residential cul-de-sac.

Steyning Bypass

- 4.5.9 A further short alleyway connects De Braose Way to Steyning Bypass, where the route joins the Downs Link, which runs parallel to the Steyning Bypass as a shared footway / cycleway. This measures approximately 3 metres in width and runs on a steady downhill gradient southwards to the roundabout junction with Clays Hill / Castle Lane / The Street / Maudlin Lane. At the time of the audit, the vegetation adjacent to this section of the route was overgrown and there was no street lighting present.

Alternative Route via Roman Road

- 4.5.10 After assessing the above route and its challenges, it is recommend that cyclists utilise Roman Road, located to the east of Rosemary Avenue / De Braose Way. It is noted that the final 80m of Roman Road forms part of National Cycle Route 23

(NCR 233). This route avoids the two alleyways where cyclists must dismount their bikes to pass through the barriers and also avoids cycling along Steyning Bypass. The alternative route would use Roman Road from King's Barn Lane which connects to Castle Lane (NCR 233) and connects to the roundabout junction with Clays Hill / Castle Lane / The Street / Maudlin Lane to the south.

The Street

- 4.5.11 The connection between Steyning Bypass and The Street is undesirable for cyclists, as when crossing Castle Lane cyclists have to rejoin the carriageway and access the roundabout or drop down a high kerb onto The Street. The Street is provided with a narrow carriageway width of circa 5.4 metres; however the speed limit is 20mph and vehicle volumes are low; therefore on-carriageway cycling is deemed safe and suitable for most groups.
- 4.5.12 Potential improvements are as follows:-
- Lighting of the shared use route along Steyning Bypass; and
 - Dedicated cycle signage throughout the route to ensure safety to cyclists and warn other road users of their shared surface use.

4.6 SUMMARY

- 4.6.1 Figure 4-9 below displays the CLOS Assessment summary for the assessed routes to provide an overall score:-

Overall	Cohesion	Directness	Safety	Comfort	Attractiveness	Overall Score	Safety Critical?
<i>Shooting Field</i>	83%	90%	56%	63%	60%	68%	No
<i>Church Lane / Church Street</i>	50%	90%	69%	88%	60%	72%	No
<i>High Street / Bramber Road</i>	67%	70%	44%	88%	50%	60%	No
<i>Vicarage Lane / Cripps Lane</i>	67%	70%	63%	75%	70%	68%	No
<i>Jarvis Lane / King's Barn Lane</i>	67%	70%	63%	75%	70%	68%	No
<i>Footpaths STE 2731/2, 3204/4 and 3204/6</i>	100%	80%	56%	75%	40%	66%	No
<i>Rosemary Avenue / Da Braose Way</i>	33%	70%	75%	75%	50%	64%	No
<i>Steyning Bypass</i>	83%	90%	63%	88%	40%	70%	No
<i>The Street</i>	67%	70%	69%	88%	60%	70%	No

FIGURE 4-9: OVERALL SCORE OF THE AUDITED CYCLING ROUTES

- 4.6.2 It is noted that 'Cohesion', 'Safety' and 'Attractiveness' for High Street / Bramber Road, Rosemary Avenue / De Braose Way and Steyning Bypass are the only categories that fall below the 50% threshold for the audited routes. The majority of the routes scored below 70% overall as they do not have dedicated cycle infrastructure and at times are not overlooked.

- 4.6.3 These scores can be principally improved via the provision of cycle crossings, street lighting, dedicated signage and markings and for Routes 7 and 8, the creation of shared or segregated cycle paths where possible on the majority of routes.

5 SUMMARY AND CONCLUSION

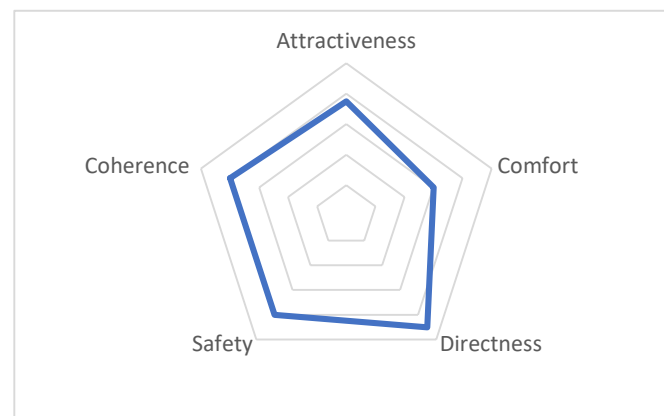
- 5.1.1 This Walking Route Audit and Cycle Level of Service Assessment has been completed to assess the local walking and cycling infrastructure in the vicinity of Steyning Grammar School, on Shooting Field, Steyning, West Sussex.
- 5.1.2 A total of five walking routes were assessed, which scored each route against the following criteria:-
- Attractiveness;
 - Comfort;
 - Directness;
 - Safety; and
 - Coherence.
- 5.1.3 Overall, the assessed walking network was found to be of reasonable quality. Potential improvement schemes for each of the routes have been identified where they would have the greatest benefit. These include the provision of formal crossing points and dropped kerbs; along with appropriate furniture, footway widening and vegetation clearance.
- 5.1.4 A total of four cycle routes were assessed, which were scored against the following criteria:-
- Safety;
 - Directness;
 - Coherence;
 - Comfort; and
 - Attractiveness
- 5.1.5 It was found that overall, these routes are reasonably accessible by cyclists; however, some sections were less attractive. As with the walking routes, potential improvement schemes have been identified where considered viable and proportionate. These will be highlighted to West Sussex County Council as the Local Highway Authority responsible for maintaining and enhancing this infrastructure.

APPENDIX

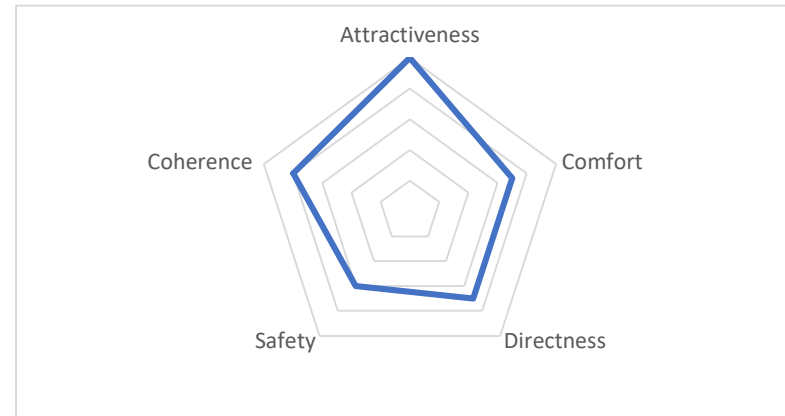
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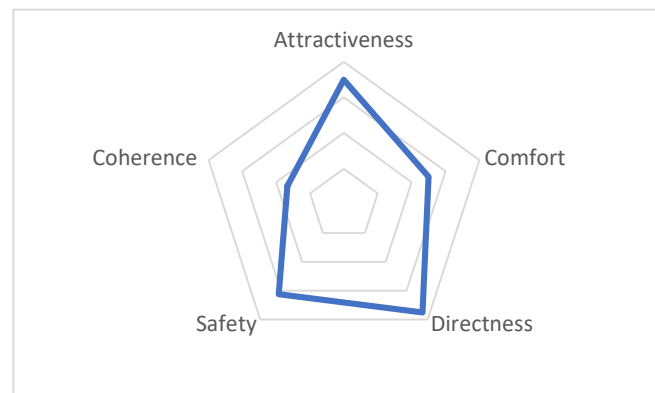
<u>Route 1</u>			
	<u>Aggregate</u>	<u>Total Score</u>	<u>Score</u>
	<u>Score</u>	<u>Available</u>	<u>Percentage</u>
Attractiveness	6	8	75%
Comfort	6	10	60%
Directness	9	10	90%
Safety	8	10	80%
Coherence	4	5	80%
Total	33	43	77%



<u>Route 2</u>			
	<u>Aggregate</u>	<u>Total Score</u>	<u>Score</u>
	<u>Score</u>	<u>Available</u>	<u>Percentage</u>
Attractiveness	8	8	100%
Comfort	7	10	70%
Directness	7	10	70%
Safety	6	10	60%
Coherence	4	5	80%
Total	32	43	74%

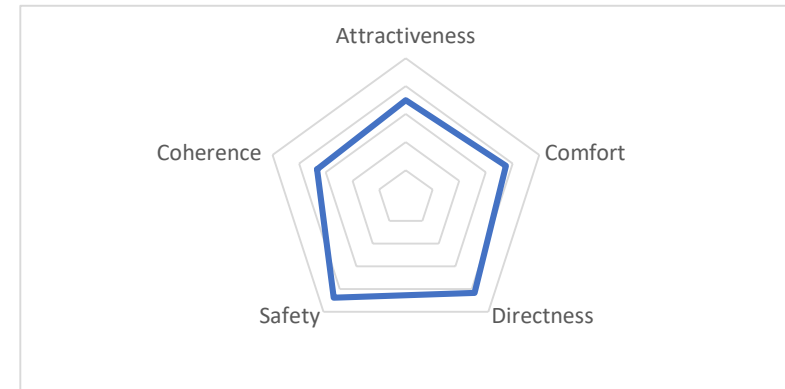


	<u>Route 3</u>		
	<u>Aggregate</u>	<u>Total Score</u>	<u>Score</u>
	<u>Score</u>	<u>Available</u>	<u>Percentage</u>
Attractiveness	7	10	70%
Comfort	4	8	50%
Directness	6	8	75%
Safety	5	8	63%
Coherence	2	6	33%
Total	24	40	60%



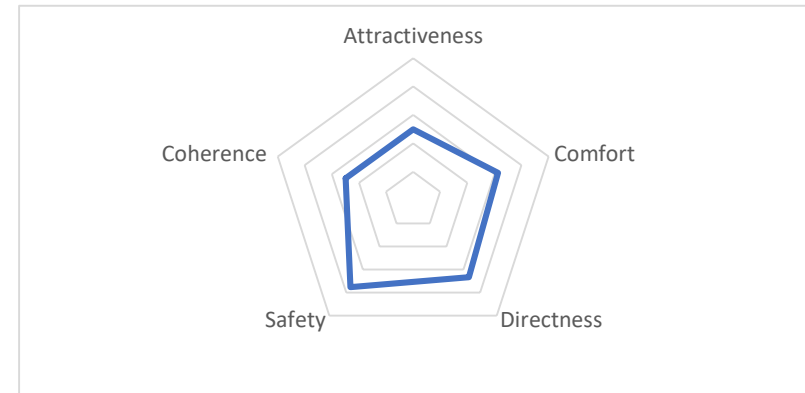
Route 4

	<u>Aggregate Score</u>	<u>Total Score Available</u>	<u>Score Percentage</u>
Attractiveness	7	10	70%
Comfort	6	8	75%
Directness	5	6	83%
Safety	7	8	88%
Coherence	4	6	67%
Total	29	38	76%

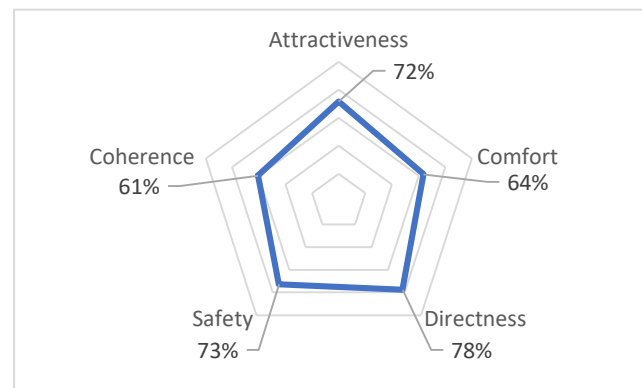


Route 5

	<u>Aggregate Score</u>	<u>Total Score Available</u>	<u>Score Percentage</u>
Attractiveness	5	10	50%
Comfort	5	8	63%
Directness	4	6	67%
Safety	6	8	75%
Coherence	3	6	50%
Total	23	38	61%



<u>Total Walking Score</u>			
	<u>Aggregate</u>	<u>Total Score</u>	<u>Score</u>
	<u>Score</u>	<u>Available</u>	<u>Percentage</u>
Attractiveness	33	46	72%
Comfort	28	44	64%
Directness	31	40	78%
Safety	32	44	73%
Coherence	17	28	61%
Total	141	202	70%



APPENDIX B



Cycle Level of Service Tool Summary

KEY: Quality of Section
Low: Score < 50%
Intermediate: 50% <= Score < 70%
High: Score > 70%
Critical: Design fails due to one or more critical scores.

Route 6

<i>Overall</i>	<i>Cohesion</i>	<i>Directness</i>	<i>Safety</i>	<i>Comfort</i>	<i>Attractiveness</i>	<i>Overall Score</i>	<i>Safety Critical?</i>
<i>Shooting Field</i>	83%	90%	56%	63%	60%	68%	No
<i>Church Lane / Church Street</i>	50%	90%	69%	88%	60%	72%	No
<i>High Street / Bramber</i>	67%	70%	44%	88%	50%	60%	No

Shooting Field

Key Requirement	Factor	Design principle	Indicator	Critical	1 (Poor)	2 (Good)	3 (Excellent)	Score	Comments
Connectivity	Connections	Cyclists should be able to easily and safely join and rejoin along different sections of the same route and between different routes at the network.	1. Ability to join/leave route safely and easily, consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal dismounting	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	3	
	Continuity and Wayfinding	Roads should be completed with no gaps in provision. 'Set of red' - cyclists should be aware how the route continues. Cyclists should not be 'handcuffed', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are abandoned at junctions along the route with no clear indication of how to continue their journey.	The route is made up of different sections, but cyclists can clearly understand how to continue their journey, including through junctions.	Cyclists are provided with a continuous route, including through junctions.	2	
	Density of network	Cycle networks should provide a mesh of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network where mesh width is 20m.	3. Density of routes based on mesh width in distance between primary and secondary routes within the network		Route contributes to a network density mesh width >100m	Route contributes to a network density mesh width 50m-100m	Route contributes to a network density mesh width <50m	1	
	Distance	Roads should follow the shortest route possible, as far as the 'to-the-core' distance is possible.	4. Deviation of route from shortest route is calculated by dividing the actual distance along the route by the straight line (to-see-fig) distance, or shortest road alternative		Deviation factor equals straight line or shortest road alternative >1.4	Deviation factor equals straight line or shortest road alternative 1.2 - 1.4	Deviation factor equals straight line or shortest road alternative <1.2	2	
	Flow Frequency of required steps or give ways	The number of times a cyclist has to stop or leave right of way on a route should be kept to a minimum. This includes stopping and give ways at junctions or crossings, roundabouts, barriers, pedestrian-only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	1	
	Flow Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, bus/cycle crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or required to be at junctions (eg. bus/cycle crossings)	2	
	Flow Delay on links	The length of delay caused by not being on the fastest route through traffic.	7. Ability to maintain speed on fastest route		Cyclists travel at speed of slowest vehicle (including a cycle) when	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	3	
Efficiency	Gradients	Roads should avoid steep gradients, but where they cannot be avoided, increase time, effort and discomfort. Where steep gradients are unavoidable, routes should be planned to minimise the gradient and allow users to retain momentum gained on the descent.	8. Gradients		Route includes sections of steep gradient, more than Chapter 5 of LTN 1/20	There are no sections of steep gradient, but some are recommended to be no steeper than 1:20 LTN 1/20	There are no sections of steep gradient, which is steeper than 1:20	3	
	Reduce narrow speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing safety by cyclists is reducing the speed of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greatest, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway	10th percentile > 27mph (43km/h)	10th percentile > 30mph	10th percentile 20mph-30mph	10th percentile <20mph	1	
	Reduce high motor traffic, where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high motor traffic. This is particularly important at points where risk of collision is greatest, such as at junctions.	10. Motor traffic speed on sections of shared carriageway	10th percentile > 27mph (43km/h)	10th percentile > 30mph	10th percentile 20mph-30mph	10th percentile <20mph	1	
	Reduce high motor traffic, where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high motor traffic. This is particularly important at points where risk of collision is greatest, such as at junctions.	11. Motor traffic volume on sections of shared carriageway	<1000 AADT or <5% AADT	>1000 AADT or >5% AADT	<1000 AADT or <5% AADT	<2000 AADT or <10% AADT	2	
	Risk of collision	Where speed differences and high motor traffic are present, the risk of collision should be reduced. Cyclists should be required to pass slower motor vehicles. This separation can be achieved by using barriers, signs and off-road provision. Such separation should reduce the risk of collision between motor vehicles and the cyclist.	12. Segregation to reduce risk of collision between motor vehicles and cyclists	Cyclists sharing carriageway with motor vehicles in a variable lane in which speed is between 3.0m/s and 3.5m/s with a traffic volume exceeding motor vehicle moving freely into opposite lane to pass cyclists.	Cyclists in a variable lane with motor vehicles outside critical speed 3.0m/s and 3.5m/s with a traffic volume exceeding motor vehicle moving freely into opposite lane to pass cyclists.	Cyclists in a variable lane with motor vehicles outside critical speed 3.0m/s and 3.5m/s with a traffic volume exceeding motor vehicle moving freely into opposite lane to pass cyclists.	Cyclists on route with motor vehicles outside critical speed 3.0m/s and 3.5m/s with a traffic volume exceeding motor vehicle moving freely into opposite lane to pass cyclists.	1	
	A high proportion of collisions involving cyclists occur at junctions, therefore road junctions should be designed to reduce the risk of collision. Junction treatments include: Mini-roundabouts - cyclists priority and speed reduction across side roads. Major roads - separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions	14. Legible road markings and road layout	15. Road layout	16. Road layout	17. Road layout	18. Road layout	1	
	Avoid complex designs which require users to process large amounts of information. Good network design should be self-evident and sufficient to all road users. All users should understand where they and other road users should be and what movements they ought to make.	19. Road layout	20. Road layout	21. Road layout	22. Road layout	23. Road layout	24. Road layout	1	
Safety	Consider and reduce risk from vehicle activity	Roads should be assessed in terms of all road functions, such as a street including car parking, bus stop, parking, including cyclists with shared space.	25. Conflict with vehicle activity	26. Conflict with vehicle activity	27. Conflict with vehicle activity	28. Conflict with vehicle activity	29. Conflict with vehicle activity	1	
	Reduce severity of collisions where they do occur	Wherever possible routes should include 'safer' road types, such as green-paved, built-up, etc. to reduce the severity of a collision should it occur.	30. Road layout	31. Road layout	32. Road layout	33. Road layout	34. Road layout	2	
	Surface quality	Density of defects including non-cyclic friendly materials, loose materials, uneven gullies, potholes, poor quality carriageway paved by heavy pressure cycle lanes.	35. Major and minor defects	36. Major and minor defects	37. Major and minor defects	38. Major and minor defects	39. Major and minor defects	1	
	Resilience or contingency construction providing smooth and level surface	40. Surface quality	41. Surface quality	42. Surface quality	43. Surface quality	44. Surface quality	45. Surface quality	1	
	Effective with conflicting cycle without conflict	Cyclists should be able to conflict with other users both on and off road.	46. Conflict with other users	47. Conflict with other users	48. Conflict with other users	49. Conflict with other users	50. Conflict with other users	1	
	Wayfinding	Non-local cyclists should be able to navigate the route without the need to refer to maps.	51. Wayfinding	52. Wayfinding	53. Wayfinding	54. Wayfinding	55. Wayfinding	2	
	Local safety and perceived vulnerability of user	Roads should be designed to be perceived as safe and secure. Well-lit, well-maintained, well-maintained routes are more attractive and therefore more likely to be used.	56. Local safety	57. Local safety	58. Local safety	59. Local safety	60. Local safety	1	
Other measures	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on road rather than using footpaths which are not suitable for people with disabilities. Footpaths which are not suitable for people with disabilities may reduce the width of footpaths and reduce the width of footpaths for people with disabilities. The design of the path does not meet recommended width.	61. Impact on pedestrians	62. Impact on pedestrians	63. Impact on pedestrians	64. Impact on pedestrians	65. Impact on pedestrians	1	
	Mechanical street clutter	Signs required to support scheme layout	66. Signs required to support scheme layout	67. Signs required to support scheme layout	68. Signs required to support scheme layout	69. Signs required to support scheme layout	70. Signs required to support scheme layout	2	
	Secure cycle parking	Use of access to secure cycle parking with business and on-street.	71. Secure cycle parking	72. Secure cycle parking	73. Secure cycle parking	74. Secure cycle parking	75. Secure cycle parking	1	

Score	Rating
3	Excellent
2	Good
1	Poor
0	Not assessed

Auto Score Total	38
Auto Score	38%
Connectivity	38%
Efficiency	38%
Safety	38%
Other measures	38%

Church Lane and Church Street

	Factor	Design options	Initiation	Control	Effect	1 (Hazard)	2 (Hazard)	3 (Hazard)	4 (Hazard)	Comments
Connectivity	Connections	Cyclists should be able to easily and safely join and diverge along different sections of the same route and between different routes in the network	1. Ability to join/leave main safety and security corridor left and right		Cyclists cannot connect to other network destinations without dismounting	Cyclists can connect to other network destinations through their journey	Cyclists are provided to other routes with no dismounts provided, with an alternative to their journey			
	Continuity and flow/through	Roads should be complete with no gaps in provision, such that the route should not be interrupted – i.e. the route should be continuous	2. Provision for cyclists to follow the whole length of the route		Cyclists are not able to join/leave the network without dismounting	The route is made up of continuous sections, but cyclists can't follow the whole length of the route	Cyclists are provided to other routes with no dismounts provided, with an alternative to their journey			
	Density of network	Cyclists should be provided a network of high quality routes across the network (i.e. the density of the network is the distance between the routes which make up the grid pattern. The distance will be measured with a road width of 20m).	3. Density of routes based on road width and distance between primary and secondary routes within the network		Roads contribute to a network density measured with a road width of 20m	Roads contribute to a network density measured with a road width of 20m	Roads contribute to a network density measured with a road width of 20m			
Distance	Distance	Roads should follow the shortest cycle route available and be as near to the 'as the crow flies' distance as possible	4. Deviation of route Deviation Factor is calculated by dividing the actual distance by the straight line (crow-fly) distance, or the current road alignment		Deviation Factor against straight line or current road alignment is 1.0	Deviation Factor against straight line or current road alignment is 1.2 - 1.4	Deviation Factor against straight line or current road alignment is 1.2 - 1.4			
	Time frequency of use	The number of times a cyclist has to stop or wait at junctions, roundabouts, traffic lights, crossing roads, barriers, pedestrian crossings etc.	5. Stoppage and give way junctions should be avoided		Cyclists are stopped at junctions, roundabouts, traffic lights, crossing roads, barriers, pedestrian crossings etc.	The number of stops or give ways at the junction is 1 or less	The number of stops or give ways at the junction is 1 or less			
	Time delay at junctions	The length of delay caused by the junction. This includes averaging impact of the junction on the cyclist, stopped traffic, stopped vehicles, stopped buses, stopped cyclists etc.	6. Delay at junctions		Delay for cyclists at junctions is 10 seconds or less	Delay for cyclists at junctions is 10 seconds or less	Delay is shorter than 10 seconds			
Efficiency	Time delay on route	The length of delay caused by the route, taking into account the time taken to stop or wait at junctions, roundabouts, traffic lights, crossing roads, barriers, pedestrian crossings etc.	7. Ability to maintain speed on route		Cyclists are stopped at junctions, roundabouts, traffic lights, crossing roads, barriers, pedestrian crossings etc.	Cyclists can usually maintain speed on route	Cyclists can usually maintain speed on route			
	Gradients	Roads should avoid steep gradients where possible, especially on routes where the cyclist is expected to be carrying a heavy load. If steep gradients are unavoidable, routes should be designed to avoid steep gradients and allow users to retain momentum between the descent.	8. Gradient		Roads include steep gradients where the cyclist is expected to be carrying a heavy load	There are no sections of route with a gradient steeper than 1:10	There are no sections of route with a gradient steeper than 1:10			
	Reduced remove speed differences where cyclists are sharing the carriageway	1. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	9. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
Safety	Avoid high motor vehicle traffic	Cyclists should be required to avoid high motor vehicle traffic, particularly important at points where risk of collision is greater, such as junctions	10. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	11. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
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	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	32. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	33. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
Safety	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	34. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	35. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	36. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
Safety	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	37. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	38. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	39. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
Safety	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	40. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	41. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	42. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
Safety	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	43. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	44. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions			
	Reduction of collision	Where speed differences are high, motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	45. Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions		Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is greater, such as junctions	Motor cycle and motor vehicle traffic should be reduced by the speed of the cyclist, reducing the speed of motor vehicles to the same speed as the cyclist. This is particularly important at points where risk of collision is			

RBT: Quality of Section	
0	Low: Score=0
1	Intermediate: 50 < Score=75
2	High: Score=75
C	Outfall: Design fails due to one or more critical sections

Audit Score Total	36
Audit Score (Percentage)	72%
Cost in 2014-17	No
Cohesion	50%
Directness	50%
Safety	60%
Comfort	80%
Attractiveness	60%

High Street and Bramber Road

[illegible]

RFP: Quality of Section	
0	Low: Score 30
1	Modest: 50 to Score 70
2	High: Score 70
C	Difficult: Design fails due to one or more difficult scores.

Cycle Level of Service Tool Summary

KEY: Quality of Section
Low: Score < 50%
Intermediate: 50% <= Score < 70%
High: Score > 70%
Critical: Design fails due to one or more critical scores.

Route 7 and 8

<i>Overall</i>	<i>Cohesion</i>	<i>Directness</i>	<i>Safety</i>	<i>Comfort</i>	<i>Attractiveness</i>	<i>Overall Score</i>	<i>Safety Critical?</i>
Shooting Field	83%	90%	56%	63%	60%	68%	No
Vicarage Lane / Cripps Lane	67%	70%	63%	75%	70%	68%	No
Jarvis Lane / King's Barn Lane	67%	70%	63%	75%	70%	68%	No
Footpaths STE 2731/2, 3204/4 and 3204/6	100%	80%	56%	75%	40%	66%	No

Vicarage Lane

[illegible]

RFP: Quality of Section	
0	Low: Score 30
1	Manageable: 50 to Score 70
2	High: Score 70
C	Difficult: Design fails due to one or more difficult scores.

King's Barn Lane / Jarvis Lane

[illegible]

REV. Quality of Evidence	
0	Low: Score 0-2
1	Intermediate: 3-4 (Score 3-4)
2	High: Score 5-6
3	Critical: Design flaws due to one or more critical sources

Footpaths

[illegible]

RBT: Quality of Section	
0	Low: Score=0
1	Intermediate: 50 < Score=75
2	High: Score=75
C	Offcut: Design fails due to one or more critical scores

Audit Score Total	33
Audit Score Percentage	66%
Coastline Criticality	No
Cohesion	100%
Directness	80%
Safety	56%
Comfort	78%
Attractiveness	40%

Cycle Level of Service Tool Summary

KEY: Quality of Section
Low: Score < 50%
Intermediate: 50% <= Score < 70%
High: Score > 70%
Critical: Design fails due to one or more critical scores.

Route 9

<i>Overall</i>	<i>Cohesion</i>	<i>Directness</i>	<i>Safety</i>	<i>Comfort</i>	<i>Attractiveness</i>	<i>Overall Score</i>	<i>Safety Critical?</i>
<i>Shooting Field</i>	83%	90%	56%	63%	60%	68%	No
<i>Vicarage Lane / Cripps Lane</i>	67%	70%	63%	75%	70%	68%	No
<i>Rosemary Avenue / Da Braose Way</i>	33%	70%	75%	75%	50%	64%	No
<i>Steyning Bypass</i>	83%	90%	63%	88%	40%	70%	No
<i>The Street</i>	67%	70%	69%	88%	60%	70%	No

Rosemary Avenue / Da Braose Way

Key Requirement	Factor	Design principle	1 (Minor)	Critical	2 (Minor)	3 (Minor)	4 (Minor)	Score	Comments
Connectivity	Connections	Cyclists should be able to easily and safely join and rejoin along different sections of the same route between different routes or between routes.	1. Ability to join/leave route safely and easily, consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal dismounting	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	
	Continuity and Wayfinding	Roads should be complete with no gaps in provision. 'Seal of road' - cyclists should be aware how the route continues. Cyclists should not be 'handcuffed', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are abandoned at junctions along the route with no clear indication of how to continue their journey.	The route is made up of different sections, but cyclists can connect between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions.	2	
	Density of network	Cycle networks should provide a mesh of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network where most without 20min.	3. Density of routes based on mesh width in distance between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 500-1000	Route contributes to a network density mesh width <500	3	
	Distance	Roads should follow the shortest route possible, as far as the 'on-the-road' distance is possible.	4. Deviation of route from shortest route calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor >1.4	Deviation factor 1.2 - 1.4	Deviation factor 1.0 - 1.2	4	
	Time	The number of times a cyclist has to stop or lose sight of way or a route should be kept to a minimum. This includes stopping and giving way at junctions or crossing, roadworks, barriers, pedestrian-only zones etc.	5. Stopping and giving way frequency		The number of stops or give ways on the route is less than 3 per km	The number of stops or give ways on the route is between 3 and 4 per km	The number of stops or give ways on the route is more than 4 per km	5	
Efficiency	Time Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, bus/cycle crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or required to be at junctions (eg. bus/cycle crossings)	6	
	Time Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) when	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	7	
	Gradients	Roads should avoid steep gradients, but where they cannot be avoided, increase time, effort and discomfort. Where steep gradients are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8. Gradients		Route includes sections of more than 10% gradient, recommended Chapter 5 of LTN 1/20	There are no sections of more than 10% gradient, recommended in Chapter 5 of LTN 1/20	There are no sections of more than 10% gradient, recommended in Chapter 5 of LTN 1/20	8	
	Reduce narrow speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing safety of cyclists is reducing the speed of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greatest, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	9	
	Reduce high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor traffic. This is particularly important at points where risk of collision is greatest, such as at junctions.	10. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	10	
Safety	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor traffic. This is particularly important at points where risk of collision is greatest, such as at junctions.	11. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	11	
	Risk of collision	Where speed differences and high volumes of motor traffic are present, the risk of collision should be reduced. This can be achieved by reducing the speed of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greatest, such as at junctions.	12. Segregation to reduce risk of collision between cyclists and motor vehicles		Cyclists sharing the carriageway with motor vehicles at risk of collision between cyclists and motor vehicles	Cyclists in cycle lanes are segregated from motor vehicles	Cyclists can share the carriageway with motor vehicles at risk of collision between cyclists and motor vehicles	12	
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor traffic. This is particularly important at points where risk of collision is greatest, such as at junctions.	13. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	13	
	Risk of collision	Where speed differences and high volumes of motor traffic are present, the risk of collision should be reduced. This can be achieved by reducing the speed of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greatest, such as at junctions.	14. Segregation to reduce risk of collision between cyclists and motor vehicles		Cyclists sharing the carriageway with motor vehicles at risk of collision between cyclists and motor vehicles	Cyclists in cycle lanes are segregated from motor vehicles	Cyclists can share the carriageway with motor vehicles at risk of collision between cyclists and motor vehicles	14	
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor traffic. This is particularly important at points where risk of collision is greatest, such as at junctions.	15. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	15	
Quality	Consider and reduce risk from kerbside activity	Roads should be designed to consider the risk of collision between cyclists and motor vehicles. This is particularly important at points where risk of collision is greatest, such as at junctions.	16. Consider and reduce risk from kerbside activity		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	16	
	Reduce severity of collisions where they do occur	Where speed differences and high volumes of motor traffic are present, the risk of collision should be reduced. This can be achieved by reducing the speed of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greatest, such as at junctions.	17. Segregation to reduce risk of collision between cyclists and motor vehicles		Cyclists sharing the carriageway with motor vehicles at risk of collision between cyclists and motor vehicles	Cyclists in cycle lanes are segregated from motor vehicles	Cyclists can share the carriageway with motor vehicles at risk of collision between cyclists and motor vehicles	17	
	Surface quality	Density of defects including non-curable materials, loose materials, potholes, poor quality carriageway, poor quality pavement, poor quality surfacing.	18. Surface quality		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	18	
	Effective with without conflict	Cyclists should be able to cross the road safely without conflict with other users both on and off the road.	19. Effective with without conflict		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	19	
	Wayfinding	Non-local cyclists should be able to find their way without the need to refer to maps.	20. Wayfinding		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	20	
Accessibility	Social safety and perceived vulnerability of user	Roads should be designed to consider the risk of collision between cyclists and motor vehicles. This is particularly important at points where risk of collision is greatest, such as at junctions.	21. Social safety and perceived vulnerability of user		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	21	
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can impact on pedestrians, including people with disabilities. This is particularly important at points where risk of collision is greatest, such as at junctions.	22. Impact on pedestrians, including people with disabilities		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	22	
	Mechanical street clutter	Signage required to support scheme should be designed to support scheme and not be a source of clutter.	23. Mechanical street clutter		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	23	
	Secure cycle parking	Secure cycle parking should be provided to support scheme and not be a source of clutter.	24. Secure cycle parking		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	24	
	Secure cycle parking	Secure cycle parking should be provided to support scheme and not be a source of clutter.	25. Secure cycle parking		80th percentile > 27mph (43km/h)	80th percentile < 25mph	80th percentile 20mph-25mph	25	

Score	Quality of Design
4	Excellent
3	Good
2	Fair
1	Poor
0	Very Poor

Score	Quality of Design
4	Excellent
3	Good
2	Fair
1	Poor
0	Very Poor

Steining Bypass

[illegible]

RBT: Quality of Section	
0	Low: Score=0
1	Intermediate: 50 < Score=75
2	High: Score=75
C	Offical: Design fails due to one or more critical scores

Audit Score Total	35
Audit Score Percentage	70%
Coastline Criticality	No
Cohesion	83%
Directness	59%
Safety	63%
Comfort	88%
Attractiveness	40%

The Street

[illegible]

REV: Quality of Section	
0	Low: Score 30
1	Manageable: 50 to Score 70
2	High: Score 70
C	Difficult: Design Sets due to one or more difficult scores.

Audit Score Total	25
Audit Score Barranilha	70%
Cost in Colicif?	No
Cohesion	67%
Directness	70%
Safety	69%
Comfort	88%
Attractiveness	50%

Cycle Level of Service Tool Summary

KEY: Quality of Section
Low: Score < 50%
Intermediate: 50% <= Score < 70%
High: Score > 70%
Critical: Design fails due to one or more critical scores.

Summary

Overall	Cohesion	Directness	Safety	Comfort	Attractiveness	Overall Score	Safety Critical?
Shooting Field	83%	90%	56%	63%	60%	68%	No
Church Lane / Church Street	50%	90%	69%	88%	60%	72%	No
High Street / Bramber Road	67%	70%	44%	88%	50%	60%	No
Vicarage Lane / Cripps Lane	67%	70%	63%	75%	70%	68%	No
Jarvis Lane / King's Barn Lane	67%	70%	63%	75%	70%	68%	No
Footpaths STE 2731/2, 3204/4 and 3204/6	100%	80%	56%	75%	40%	66%	No
Rosemary Avenue / Da Braose Way	33%	70%	75%	75%	50%	64%	No
Steyning Bypass	83%	90%	63%	88%	40%	70%	No
The Street	67%	70%	69%	88%	60%	70%	No

67%