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Critical Issues Log

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

Critical Issue	Stage	Latitude and Longitude	Location Name	Resolved by Design	Commentary & Feedback
2 - Conflict at Roundabouts and Signal Junctions: more than 2,500vpd cut across main walking, wheeling or cycling streams	**Existing**	**51.3892813070972, -2.378293332725325**	**Weston Road/Park Lane roundabout**	**No**	**ATE Comment - as previously raised vehicle counts show flows on both Park Lane and Weston Road to be above 2,500 vpd - Cyclist are unprotected and mixed with motor traffic, only a zebra on Eastern arm.**
6B - Provision of Crossings: on quieter streets (less than 8,000vpd), desire lines are blocked by parking/loading	Existing	51.38615052621245, -2.3731398569062745	Royal Victoria Park - Northwest of the Obelisk	No	There is currently a desire line behind the trees on the junction. Design team are awaiting root protection zone survey to understand introduction around existing trees located at the junction to inform design and next steps. **ATE Comment - Parking blocks desire line for pedestrians crossing on the northern footway here.**
6A - Provision of Crossings: on busy streets (more than 8,000vpd), formal crossings are more than 400m apart	Existing	51.38806223851483, -2.3779550138142747	Royal Victoria Park - North West Vehicle Access	No	There is currently a desire line behind the trees on the junction. Design team are awaiting root protection zone survey to understand introduction around existing trees located at the junction to inform design and next steps. **ATE Comment - pending root protection surveys and revised deisgn there is a gap in footway provision on north west park access with no formal crossing point and desire lines blocked by parking.**

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Route Check

ATE-RC-2025-3

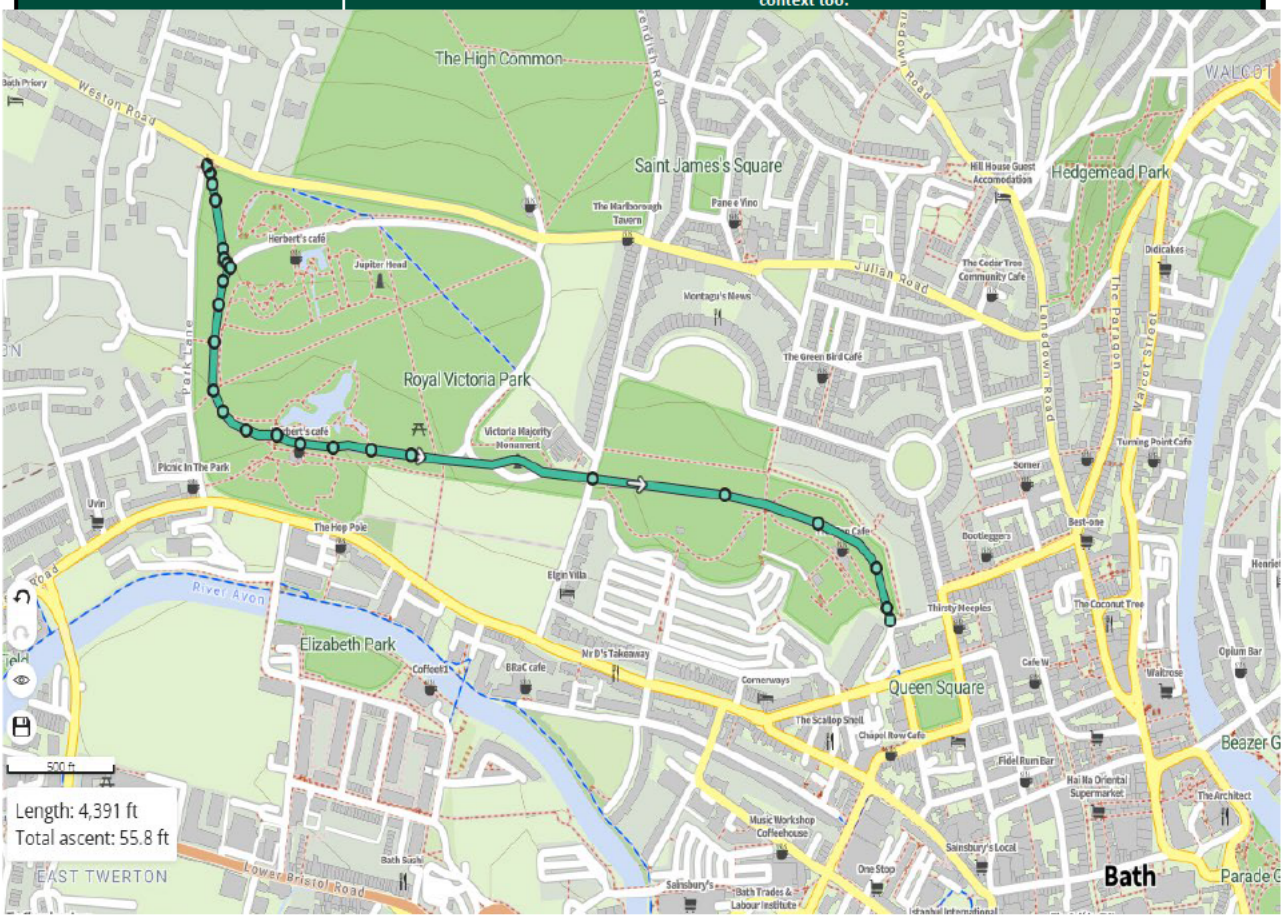
Summary of Scheme

Date of Design Review	20/04/2026
Scheme Reference	
Scheme Name	BWWCL: Weston to Bath City Centre
Scheme Summary	Route through Royal Victoria Park / Royal Avenue as part of a larger scheme connecting Weston to Bath City Centre
Scheme Information Reviewed	Plans as submitted to BOP March 2026
Authority	Bath and North East Somerset Council
Transport/ Combined Authority	West of England Combined Authority
Region	South West
Funding Programme	City Region Sustainble Transport Settlements
Design Stage	Preliminary
Funding Conditions	To meet the goals of improving walking, wheeling and cycling along the corridors. WECA's BOP has reviewed the previous version of the preliminary design and provided design comments.
Reviewer Email Address	[redacted]
Route Length Assessed in this File (km)	1.33
Total Route Length (km)	1.33
Notes	Majority of provision for cyclists is on carriageway, so treated as a single route check. **Verified by ATE on 30/04/2026.**

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

	Latitude and Longitude
Route Start Point	51.389152, -2.378377
Route End Point	51.384452,-2.364610
Weblink to Map	https://maps.app.goo.gl/NH2quMHUBhGTmvoa9

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



The Charmbury Arms
The Café by FLY

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Route Check

Policy Check

#	Policy Principle	Compliance		Commentary
		Existing	Proposed	
PO01	Are cyclists separated from pedestrians?	Yes	Yes	
PO02	Is the route free from barriers, such as chicane barriers, steps or dismount signs?	Yes	Yes	
PO03	Does the route feel direct, logical and intuitive to understand for all road users?	No	No	Currently signage for people walking, wheeling and cycling is very limited. Although wayfinding is proposed to be implemented throughout the route as part of detailed design there is still a gap in pedestrian provision within the Park. Discontinuous footways between the north west entrance and the 'loop' road. Near What3words location (///slick.drank.punt) as well as northwest of the Obelisk (///seat.crisis.note)
PO04	Are surfaces suitable for all users?	Yes	Yes	
PO05	Is appropriate lighting provided?	No	Yes	Scheme proposal links to improved lighting throughout Royal Avenue and Royal Victoria Park.
PO06	Does the route join together, or join other facilities together, as part of a holistic, connected network?	Yes	Yes	Links to City Centre routes

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Policy Conflict Log

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

Policy Conflict	Stage	Latitude and Longitude	Location Name	Resolved by Design	Commentary & Feedback
3 - The route is not direct, logical and intuitive	Existing	51.38806223851483, -2.3779550138142747	Royal Victoria Park - North West Vehicle Access	No	There is currently a desire line behind the trees on the junction. Design team are awaiting root protection zone survey to understand introduction around existing trees located at the junction to inform design and next steps.
3 - The route is not direct, logical and intuitive	Existing	51.38615052621245, -2.3731398569062745	Royal Victoria Park - Northwest of the Obelisk	No	There is currently a desire line behind the trees on the junction. Design team are awaiting root protection zone survey to understand introduction around existing trees located at the junction to inform design and next steps.
5 - Appropriate lighting is not provided	**Existing**	**51.38579037222449, -2.3708073061741124**	**Royal Victoria Park and Royal Avenue**	Yes	Royal Victoria Park currently under lit and Royal Avenue currently unlit. Scheme proposes new lighting along both sections.

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Route Check

Safety Check

Metric	Mode	#	Description	Critical Issue	Red	Amber	Green	Existing		Proposed	
				C	0	1	2	Score	Comments / assumptions	Score	Comments / assumptions
SAFETY											
Conflict at Side Roads and Priority Junctions	Walking / Wheeling / Cycling	SA01	Pedestrian and cyclist conflict with motor traffic at side roads/priority junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	Less than 2,500vpd cut across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	Less than 2,500vpd cut across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that offer greater protection for pedestrian and cycle movements (e.g. exit only, continuous footways, zebra/parallel crossings as appropriate to context).	1	Awaiting traffic survey results but anticipate less than 2,500 vpd vehicles cut across main walking, wheeling or cycling streams.	2	Proposed raised tables throughout for pedestrian desire lines. Light separation for cycle movements against flow and mixed with flow
Conflict at Roundabouts and Signal Junctions	Walking / Wheeling / Cycling	SA02	Pedestrian and cyclist conflict with motor traffic at roundabouts and signal-controlled junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	The principal pedestrian and/or cyclist movements are in conflict with motor traffic movements at roundabouts and/or signal controlled junctions.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junctions.	C	**ATE Comment - cyclists unprotected at Weston Road roundabout**	C	**ATE Comment - cyclists unprotected at Weston Road roundabout**
Lane Widths	Cycling	SA03	Effect of lane widths on conflict between cyclists and motor traffic.	Cyclists are mixed with traffic in lanes between 3.25m and 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is between 3.25m and 3.90m.	Cyclists are mixed with traffic in lanes less than 3.25m wide or over 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is under 3.25m or over 3.90m. Or cyclists are mixed with traffic on busy urban streets with no centre line. Or, there are speed cushions present.	Cyclists are in cycle lanes with light protection or stepped cycle tracks under 1.8m wide (single direction). Or, cyclists are in a protected bidirectional cycle facility under 2.5m wide. Or, cyclists are mixed with traffic on quiet urban streets with no centre line.	Cyclists are protected from motor traffic or off-road entirely.	1	Cyclists are mixed with traffic on quiet urban street with no centre line.	1	Cyclists are mixed with traffic on quiet urban street with no centre line (with flow) as well as light protection for contraflow.
Trip Hazards	Walking / Wheeling	SA04	Risk of pedestrians tripping due to hazards.	There are level differences of greater than 13mm with no tactile information and colour contrast to help identify them.	Many trip hazards.	Few trip hazards.	No trip hazards, level clear surface.	1	Some tree roots resulting in uneven surface.	2	Resurface along particular sections of the route.
Kerbside Activity	Cycling	SA05	Cyclist conflict with kerbside activity, including risk of 'dooring'.	Cycle facility next to parking/loading facility, without a buffer of at least 0.5m. Or, an unprotected cycle lane is next to a frequently-used bus layby.	Frequent kerbside activity for cyclists to contend with. Conflict with cyclists is not well-managed.	Less frequent kerbside activity, and conflict with cyclists is well-managed.	Kerbside activity is well-managed with no or minimal conflict with cyclists.	0	Frequent kerbside activity based on existing scenario	2	Reduced number of parking facilities, significantly reducing likelihood of conflict.
Provision of Crossings	Walking / Wheeling	SA06	Ability of pedestrians to cross the street safely on desire lines.	On very busy streets (more than 8,000vpd) controlled crossings (including zebra crossings) are not present or more than 400m apart. On quieter streets (less than 8,000vpd), desire lines are blocked by parking and loading.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 200-400m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 100-200m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross on desire lines.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 50-100m. On quieter streets (less than 8,000vpd), there are controlled crossings or only one lane of traffic to cross.	C	Critical issue with some instances where parking and/or existing trees obstructs pedestrians from crossing the carriageway.	C	Removing parking where appropriate to enhance crossing facilities - however, waiting for tree root protection surveys to introduce new crossing facilities.
Standard of Crossings	Walking / Wheeling	SA07	Suitability of pedestrian crossings in context.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings of two or more lanes with no gaps in traffic. At signal junctions there are arms with dropped kerbs and tactile paving but no green pedestrian symbol.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings or zebra/parallel crossings. On quieter streets (less than 8,000vpd), crossing points have no implied priority or there are no crossing points.	On very busy streets (more than 8,000vpd), signal crossings are provided for pedestrians. On quieter streets (less than 8,000vpd), crossing points have effective implied priority for pedestrians.	On very busy streets (more than 8,000vpd), signal crossings rest on green for pedestrians or have rapid response. On quieter streets (less than 8,000vpd), crossing points are controlled crossings.	0	There is currently a desire line behind the trees on the junction at Royal Victoria Park and north west of the Obelisk that is missing a crossing.	0	Design team awaiting Root Protection Zone before progressing the design.
Motor Traffic Speed	Walking / Wheeling / Cycling	SA08	85th percentile speed of motor traffic (where cyclists are not protected or pedestrians cross uncontrolled).	85th percentile speed is over 30mph.	85th percentile speed is between 25mph and 30mph.	85th percentile speed is between 20mph and 25mph.	85th percentile speed is under 20mph. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	1	Awaiting traffic survey results but anticipate 85th percentile speed between 20 and 25 mph.	1	Awaiting traffic survey results but anticipate 85th percentile speed between 20 and 25 mph.
Motor Traffic Volume	Walking / Wheeling / Cycling	SA09	Volume of motor traffic at the busiest hour (where cyclists are not protected or pedestrians cross uncontrolled).	More than 1,000 vehicles in the busiest hour. Or, over 5% of traffic is HGVs where there are over 500 vehicles in the busiest hour.	500-1,000 vehicles in the busiest hour. Or, 2-5% of traffic is HGVs where there are 200-499 vehicles in the busiest hour.	200-499 vehicles in the busiest hour. And, less than 2% of traffic is HGVs.	Less than 200 vehicles in the busiest hour. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	1	Awaiting traffic survey results but anticipate less than 500 vehicles in the busiest hour as well as less than 2% of traffic being HGVs.	1	Awaiting traffic survey results but anticipate less than 500 vehicles in the busiest hour as well as less than 2% of traffic being HGVs.
Pedestrian Crossing Speed	Walking / Wheeling	SA10	Required crossing speed at signal crossings (risk of pedestrians coming into conflict with traffic).	Pedestrians who start crossing at the end of the 'invitation to cross' must cross at a speed of over 1.2m/s to get across the whole crossing in time.	There are no detectors to extend crossing times, but pedestrians who start crossing at the end of the 'invitation to cross' can cross at a speed of 1.2m/s and get across the whole crossing in time.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1.2m/s.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1m/s.	N/A		N/A	

Footway Widths	**Walking / Wheeling**	**SA11**	Clear walking and wheeling spaces free of permanent obstructions and furniture, reducing risk of pedestrians walking in the carriageway.	Where the footway is next to the carriageway, there is: • less than 1m clear footway width on any footway • less than 1.5m clear footway width for over 6m • 1m-2m clear footway width with a Pedestrian Comfort Level of D-E Or there is no footway.	Where the footway is next to the carriageway, there is: • less than 2m clear footway width but pedestrian comfort is good (PCL of A-C) • 2m-3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is less than 1.5m.	Where the footway is next to the carriageway, there is: • 2m-3m clear footway width and pedestrian comfort is good (PCL of A-C). • More than 3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is 1.5m-3m.	More than 3m clear footway width and pedestrian comfort is good (PCL of A-C).	**0**	In some instances the footway is less than 1.5 within Royal Victoria Park for over 6m but PCL of A-C. Footway provision on both sides of the carriageway. **ATE Comment - changed from C to 0. Narrow sections of footway are adjacent to parking bays mitigating risk of injury.**	**0**	No proposal to widen footway. Potential footways to worsen exsiting effective width on the footways. **ATE Comment - changed from C to 0. Narrow sections of footway are adjacent to cycle track / parking bays mitigating risk of injury.**
Effective Width next to Tram Lines	**Cycling**	**SA12**	Effective width next to tram line on a straight run or a curve.	Less than 2.4m from tramline edge to kerb on a straight run. Insufficient clearance on a curve.	2.4m from tramline edge to kerb.	More than 2.4m from tramline edge to kerb.	Physical protection is provided for cyclists.	**N/A**		**N/A**	
Crossing Angle of Tram/Train Rails	**Cycling**	**SA13**	Crossing angle (between cyclist desire line and tram or train rails).	Crossing angle less than 60 degrees.	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees (or between 60 and 80 degrees with track filler creating a smooth crossing for cyclists).	Crossing angle between 80 and 90 degrees with track filler creating a smooth crossing for cyclists.	**N/A**		**N/A**	

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Route Check

Street Check

Metric	Mode	#	Description	Red	Amber	Green	Existing		Proposed	
				0	1	2	Score	Comments / assumptions	Score	Comments / assumptions

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Route Check

Street Placemaking Assessment

Metric	#	Description	Red	Amber	Green	Existing		Proposed	
			0	1	2	Score	Comments / assumptions	Score	Comments / assumptions
SOCIAL ACTIVITY									
Street Engagement for Children	SP01	Presence of features which children can engage with.	None.	Some access to formal/natural play spaces for children.	Access to formal/natural play spaces for children and street features that can engage children.				
Social Space	SP02	Proximity to places where people might stop and have a conversation.	Greater than 800m.	400-800m.	Less than 400m.				
Diversity of Activities	SP03	Suitability of the street for different activities, creating conditions for positive interactions.	Single activity street.	Multiple activity street.	Different activities encouraged on the street at different times of day.				
PERSONAL SECURITY									
Surveillance and Activity	SP04	Natural surveillance from the surrounding environment throughout the day and night.	Few buildings overlook the street. There is little activity from people using or moving through the space.	Surrounding buildings do not completely overlook the street throughout day and night. There are some people using or moving through the space.	Mixed use buildings overlook the street or space throughout day and night. There are many people using or moving through the space.				
Forward Visibility and Escape Routes	SP05	Effect of topography, vegetation and built environment on perceived and actual risk of crime.	Poor sight lines or potential ambush points due to buildings, walls, vegetation, corners or topography etc. Enclosed spaces; no or few escape routes.	Streetscape is mostly open with few visibility issues. Some escape routes.	Streetscape is open with good visibility and clear sight lines. Frequent escape routes.				
Visibility of Others	SP06	Effect of lighting and street furniture on perceived and actual risk of crime.	No lighting. Street furniture that creates potential ambush points.	Inadequate lighting, or bright lighting that creates high contrast areas with shadows.	Lighting that does not create high contrast areas with shadows. Street furniture does not create hiding or loitering places.				
CHARACTER AND LEGIBILITY									
Maintenance and Upkeep	SP07	Condition of the streetscape.	Poorly maintained streetscape: overgrown vegetation or significant littering. No winter maintenance. The streetscape has been designed in a way that is hard to maintain.	Elements of the streetscape are well maintained.	Well maintained streetscape: vegetation is well managed and there are no issues with littering. Route is well maintained throughout winter. The streetscape has been designed in a way that is easy to maintain.				
Street Network Layout	SP08	Street network impact on wayfinding.	The street network is complex or there are connectivity issues. Maps or signage are needed to help navigate the area.	The street network helps users find their way in some situations. Users may need to refer to maps or signage at times while moving through the area.	The street network is accessible and its layout helps users navigate the area without the need for maps or signage. Users can see where they are going and know how to get there.				

Place and Movement	**SP09**	Extent to which the form of the street matches its intended place and movement functions.	The form of the street clashes with its intended functions. There are issues with navigation and movement or the street is an unpleasant place to be.	The layout of the street is functional and serves its intended purpose in terms of movement and place.	The form of the street is in full harmony with its intended functions. Users can find their way without a need for maps or signage, and the street is a pleasant place to be.				
Impact of Street Design on Behaviour	**SP10**	Extent to which the street layout influences different types of user behaviour.	The street layout encourages aggressive behaviour, which makes the street an unpleasant place to be. E.g. central hatching, guard railing, wide flared side roads and right-turn pockets.	The street layout controls user behaviour throughout.	The highways layout encourages civilised behaviour, negotiation and forgiveness, which makes the street a pleasant place to be. E.g. side road treatments, minimised junction radii and carriageway width.				
Enforcement of Loading and Parking	**SP11**	Impact of on-street loading, servicing and parking provision on place and movement.	No designated provision: risk of abuse, pedestrian or cycling movement impacted.	Reasonable loading, servicing and parking provision in street area where needed.	Good loading and servicing provision, low impact and integrated. Parking enforcement recognised. Or, no loading or parking provision necessary.				
Street Clutter	**SP12**	Impact of street clutter on place and movement.	Lots of redundant street furniture, advertising, and temporary signage causing obstructions. Signage clutter contributing to visual overload.	Some redundant street furniture, advertising and temporary advertising. Some signage clutter.	No redundant street furniture, advertising or temporary signage. Footways are clear from obstruction and signage clutter is minimal.				
Consistency of Materials and Street Furniture	**SP13**	Consistency and suitability of materials and street furniture in the wider street environment.	Clashes between surface materials, street and the wider street environment, negatively affecting the street's appearance and character.	Consistent surface materials and street furniture which also match the wider street environment.	Surface materials and street furniture complement the wider street environment and enhance the street's appearance and character.				
Visual Interest	**SP14**	Visual distinctiveness of the streetscape.	Uniform, monotonous, boring.	Some variety in the streetscape.	Lots of variety in the streetscape, unique features.				
Cultural Significance	**SP15**	Cultural significance of the street to society.	The street is culturally significant on a regional or national level, but the character of the street does not reflect this.	The street is culturally significant on a local level, but the character of the street does not reflect this.	The character of the street reflects its cultural significance to society.				
Street Features that Support Walking, Wheeling and Cycling	**SP16**	Street features to encourage and enhance active travel journeys, such as: • Benches or other seating • Water fountains • Public tool stands • Cycle pumps • Cycle counters • Interpretation boards • Tactile maps or interactive pedestrian features	No specific street features to encourage and enhance active travel journeys.	One street feature to encourage and enhance active travel journeys.	Many street features to encourage and enhance active travel journeys.				

ENVIRONMENT

Drainage and Water	**SP17**	Effect of drainage and water on user experience, biodiversity, and climate resilience.	Basic drainage infrastructure.	Well-integrated sustainable drainage that is capable of dealing with extreme weather events.	Well-integrated sustainable drainage that is capable of dealing with extreme weather events and creates habitats for flora and fauna.				
Trees	**SP18**	Effect of trees on user experience, biodiversity, and climate resilience.	There are no trees, or only one tree. If assessing a design proposal, there are no trees, or the number of trees has been reduced.	There are multiple trees, with canopies spaced more than 15m apart on average. If assessing a design proposal, most existing trees are to be retained, with the overall number of trees maintained or increased.	There are multiple trees, with canopies spaced less than 15m apart on average. If assessing a design proposal, all existing trees are to be retained, with the overall number of trees maintained or increased.				
Planting	**SP19**	Effect of planting on user experience, biodiversity, and climate resilience.	Little or no planting, providing limited visual interest.	Some planted elements providing visual interest.	A variety of suitable planting that provides habitats for fauna, and wider experiential benefits.				

Ancillary Features to Support Fauna	**SP20**	Effect of ancillary features on user experience, biodiversity and climate resilience. Such as: • Bug hotels • Water features • Wildlife corridors	No features.	One feature.	Multiple features.				
Sustainable Materials	**SP21**	Incorporation of low carbon, sustainable or recycled materials into the design.	No low carbon, sustainable or recycled materials used.	Some low carbon, sustainable or recycled materials used.	Full integration of low carbon, sustainable and/or recycled materials.				
Air Pollution - Exposure	**SP22**	Exposure to NO_X concentration.	The NO_2 concentration is greater than 40µg/m^3. If assessing a design proposal, the NO_2 concentration is greater than 40µg/m^3 and there are no proposals to reduce local traffic volume.	The NO_2 concentration is 32-40µg/m^3. Or, the existing NO_2 concentration is greater than 40µg/m^3 but local traffic volume reduction measures are proposed.	The NO_2 concentration is less than 32µg/m^3. Or, the NO_2 concentration is 32-40µg/m^3 but local traffic volume reduction measures are proposed.				
Air Pollution - Proximity	**SP23**	Proximity to PM10 & NO_X concentration.	No roadside tredges or selective planting. Or, a buffer of less than 0.5m between sources of pollution and pedestrians and cyclists.	0.5-2m buffer between sources of pollution and pedestrians and cyclists. Or, there is a cycle facility at least 2m wide between the footway and carriageway.	Inclusion of roadside tredges or selective planting. Or, a buffer of at least 2m between sources of pollution and pedestrians and cyclists.				
Noise Pollution	**SP24**	Effect of noise pollution from traffic on user experience.	Excessively noisy (more than 78dB).	Slightly noisy (65-78dB).	Comfortable noise levels (less than 65dB).				
Light Pollution	**SP25**	Effect of excessive lighting on the environment and user experience.	Beams from street lighting are excessively bright, excessively blue-violet and/or not shielded. Or, the street layout means that vehicle headlights dazzle pedestrians and cyclists.	Beams from street lighting are no stronger than necessary but are not sufficiently shielded.	Beams from street lighting are shielded, are no stronger than necessary and are warm-coloured. Street layout mitigates the effect of vehicle headlights dazzling pedestrians and cyclists.				
Sunlight	**SP26**	How much sunlight the street receives.	No sunlight penetration.	Less than 2 hours direct sunlight on shortest day of year.	More than 2 hours direct sunlight on shortest day of year.				

Active Travel England

Route Check

PRESENCE OF HORSES

Are horse riders expected on this route? Unanswered

Path Check

Red	Amber	Green
0	1	2

Metric	Mode	#	Description	Existing		Proposed	
				Score	Comments / assumptions	Score	Comments / assumptions

Active Travel England

Route Check

Path Placemaking Assessment

Metric	#	Description	Red	Amber	Green	Existing		Proposed	
			0	1	2	Score	Comments / assumptions	Score	Comments / assumptions

Active Travel England

Route Check

Junction Assessment Tool

Existing: Junction 1	
JAT Diagram	
JAT Score (%)	Not Completed
Junction Name	
Latitude & Longitude	
Commentary / Notes	

Proposed Design: Junction 1	
JAT Diagram	
JAT Score (%)	Not Completed
Junction Name	
Latitude & Longitude	
Commentary / Notes	

Walking and Wheeling Movements	Pedestrian Movement	Score	Comments
A			
B			
C			
D			
E			
F			
G			
H			
I			
J			
	Total Score	Not Completed	

Pedestrian Movement	Score	Comments
Total Score	Not Completed	

Cycling Movements	Cycle Movement	Score	Comments
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
	Total Score	Not Completed	

Cycle Movement	Score	Comments
Total Score	Not Completed	

Active Travel England

Route Check

Results Summary

Overview	Complete	Remaining Issues for review	Next steps
Policy Conflicts	Yes	2	View Comments in Policy Check and Policy Conflict Log tabs
Critical Issues	Yes	3	View Comments in Criticals Issues Log
		Net difference	
Safety Check	Yes	23%	The proposed design will likely improve safety
Street Check	Yes	21%	The proposed design will likely improve route quality
Street Placemaking	No		
Path Check	N/A	N/A	
Path Placemaking	N/A	N/A	
Junction Assessment Tool Check	No	N/A	N/A

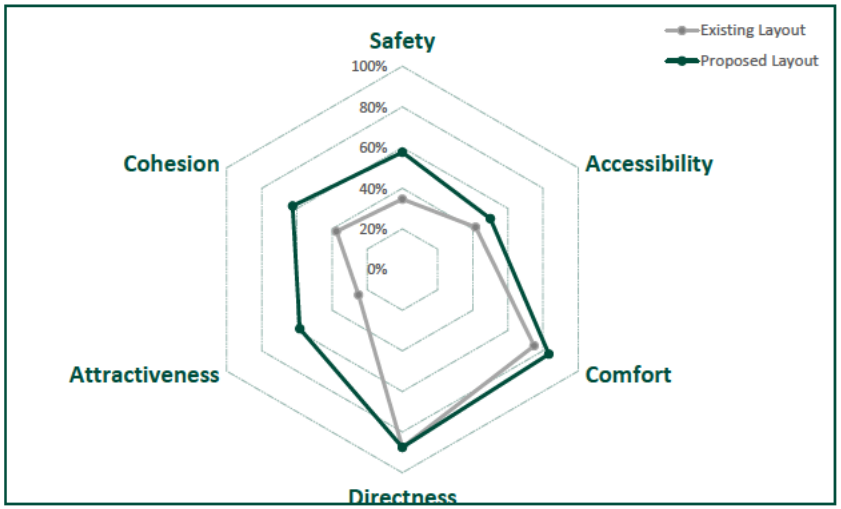
Review Statement

The assessment has identified a gap in pedestrian provision; however, it should be noted that the available traffic survey information relating to vehicle speeds and volumes is limited. As a result, some of the safety checks have necessarily been based on observed flows, estimated volumes, and the character of the surrounding area. This data limitation will need to be addressed as the scheme progresses to enable a more robust assessment.

The proposed design does not currently address an outstanding policy issue relating to a gap in pedestrian provision within Royal Victoria Park, where the footways terminate at the transition between the approach to the north-west entrance and the internal 'loop' road within the Park. There is also an opportunity to enhance the scheme through the provision of additional cycle parking, and the inclusion of further seating would be particularly beneficial.

Street Check Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	35%	58%	23%
Accessibility	42%	50%	8%
Comfort	75%	83%	8%
Directness	88%	88%	0%
Attractiveness	25%	58%	33%
Cohesion	38%	63%	25%
Overall ATE Score	**39%**	**60%**	**21%**



Active Travel England

Route Check

Results Summary

1. Summary of Scheme

		Network Map
Scheme Name	BWWCL: Weston to Bath City Centre	Requires copying from Summary of Scheme Tab
Scheme Reference	0	
Local Authority	Bath and North East Somerset Council	
Design Stage	Preliminary	
Route Length Assessed in this File (km)	1.33	

2. Policy Check Results

Policy Conflicts	Existing Route	Designed Route	Removed	Introduced	Remaining
	3	0	1	0	2

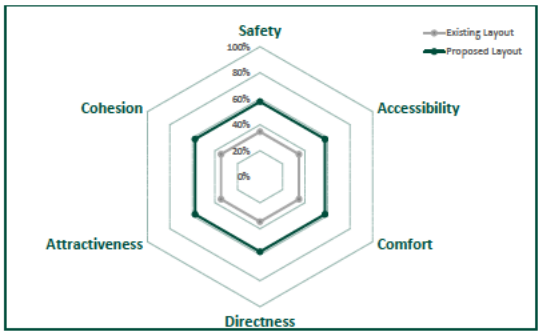
3. Safety Check Results (Critical Issues Only)

Critical Issues	Existing Route	Designed Route	Removed	Introduced	Remaining
	3	0	0	0	3

4. Street Check Results

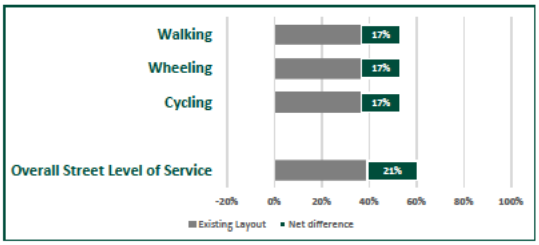
Street Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	35%	58%	23%
Accessibility	35%	58%	23%
Comfort	35%	58%	23%
Directness	35%	58%	23%
Attractiveness	35%	58%	23%
Cohesion	35%	58%	23%
Overall Street Level of Service	39%	60%	21%



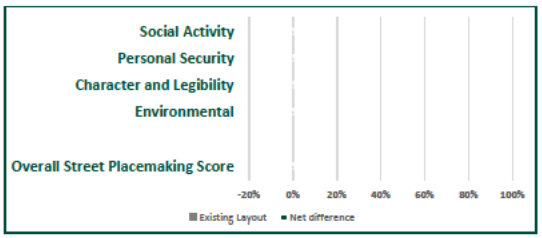
Street Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking	37%	53%	17%
Wheeling	37%	53%	17%
Cycling	37%	53%	17%
Overall Street Level of Service	39%	60%	21%



Street Placemaking

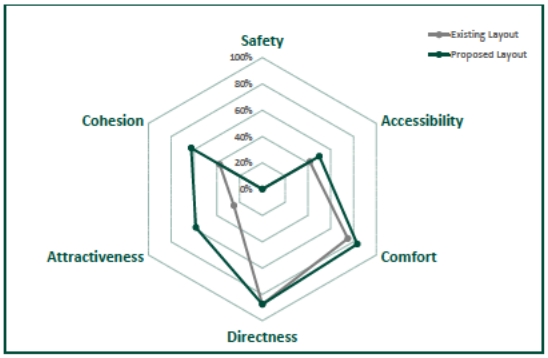
Categories	Existing Layout	Proposed Layout	Net difference
Social Activity			
Personal Security			
Character and Legibility			
Environmental			
Overall Street Placemaking Score			



5. Path Check Results

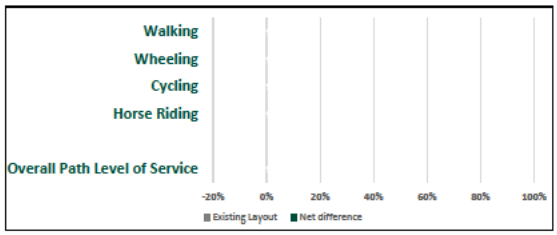
Path Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety			
Accessibility	42%	50%	8%
Comfort	75%	83%	8%
Directness	88%	88%	0%
Attractiveness	25%	58%	33%
Cohesion	38%	63%	25%
Overall Path Level of Service	39%	60%	21%



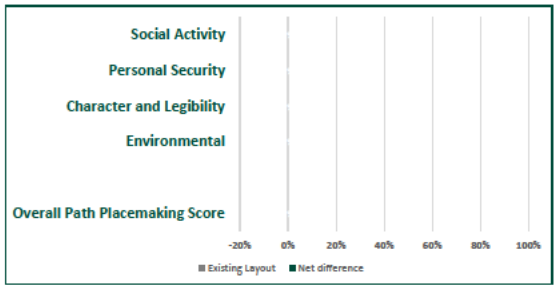
Path Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking			
Wheeling			
Cycling			
Horse Riding			
Overall Path Level of Service			



Path Placemaking

Categories	Existing Layout	Proposed Layout	Net difference
Social Activity			
Personal Security			
Character and Legibility			
Environmental			
Overall Path Placemaking Score			



6. Junction Assessment Tool Check

Junction Level of Service

Junction Name	Modes	Existing Layout	Proposed Layout	Net difference
Not Completed	Walking & Wheeling	Not Completed	Not Completed	
	Cycling	Not Completed	Not Completed	
	All	Not Completed	Not Completed	
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
Overall	Walking & Wheeling			
	Cycling			
	All			

Active Travel England

Route Check

Results Summary

1. Summary of Scheme

		Network Map
Scheme Name	BWWCL: Weston to Bath City Centre	Requires copying from Summary of Scheme Tab
Scheme Reference	0	
Local Authority	Bath and North East Somerset Council	
Design Stage	Preliminary	
Route Length Assessed in this File (km)	1.33	

Overview	Complete	Remaining Issues for review	Next steps	Review statement
Policy Conflicts	Yes	2	View Comments in Policy Check and Policy Conflict Log tabs	The assessment has identified a gap in pedestrian provision; however, it should be noted that the available traffic survey information relating to vehicle speeds and volumes is limited. As a result, some of the safety checks have necessarily been based on observed flows, estimated volumes, and the character of the surrounding area. This data limitation will need to be addressed as the scheme progresses to enable a more robust assessment. The proposed design does not currently address an outstanding policy issue relating to a gap in pedestrian provision within Royal Victoria Park, where the footways terminate at the transition between the approach to the north-west entrance and the internal 'loop' road within the Park. There is also an opportunity to enhance the scheme through the provision of additional cycle parking, and the inclusion of further seating would be particularly beneficial.
Critical Issues	Yes	3	View Comments in Criticals Issues Log	
		Net difference		
Safety Check	Yes	23%	The proposed design will likely improve safety	
Street Check	Yes	21%	The proposed design will likely improve route quality	
Street Placemaking	No			
Path Check	N/A	N/A		
Path Placemaking	N/A	N/A		
Junction Assessment Tool Check	No	N/A	N/A	

2. Policy Check Results (Policy Conflicts Only)

Policy Conflicts	Existing Route	Designed Route	Removed	Introduced	Remaining
	3	0	1	0	2

Remaining Policy Conflicts	Policy Conflict ID	Policy Conflict	Latitude and Longitude	Location Name	Commentary & Feedback
1	_PC03_01P	3 - The route is not direct, logical and intuitive	51.38806223851483, -2.3779550138142747	Royal Victoria Park - North West Vehicle Access	There is currently a desire line behind the trees on the junction. Design team are awaiting root protection zone survey to understand introduction around existing trees located at the junction to inform design and next steps.
2	_PC03_02P	3 - The route is not direct, logical and intuitive	51.38615052621245, -2.3731398569062745	Royal Victoria Park - Northwest of the Obelisk	There is currently a desire line behind the trees on the junction. Design team are awaiting root protection zone survey to understand introduction around existing trees located at the junction to inform design and next steps.
3					
4					
5					
6					
7					
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12					
13					

Active Travel England

Route Check

Results Summary

14					
15					

3. Safety Check Results (Critical Issues Only)

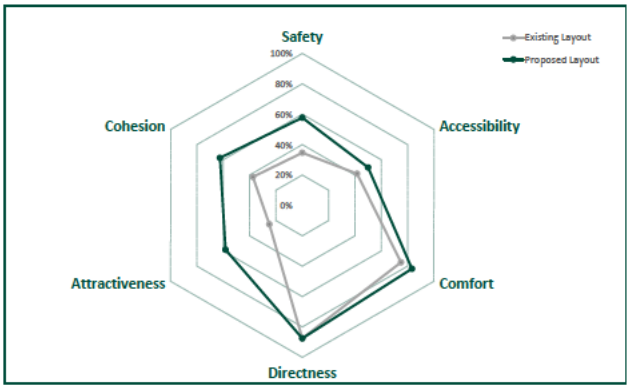
Critical Issues	Existing Route	Designed Route	Removed	Introduced	Remaining
	3	0	0	0	3

Remaining Critical Issues	Critical ID	Critical Issue	Latitude and Longitude	Location Name	Commentary & Feedback
1	_SA02_01P	2 - Conflict at Roundabouts and Signal Junctions: more than 2,500vpd cut across main walking, wheeling or cycling streams	51.3892813070972, -2.378293332725325	Weston Road/Park Lane roundabout	ATE Comment - as previously raised vehicle counts show flows on both Park Lane and Weston Road to be above 2,500 vpd - Cyclist are unprotected and mixed with motor traffic, only a zebra on Eastern arm.
2	_SA06_01P	6B - Provision of Crossings: on quieter streets (less than 8,000vpd), desire lines are blocked by parking/loading	51.38615052621245, -2.373139856906274 5	Royal Victoria Park - Northwest of the Obelisk	
3	_SA06_02P	6A - Provision of Crossings: on busy streets (more than 8,000vpd), formal crossings are more than 400m apart	51.38806223851483, -2.377955013814274 7	Royal Victoria Park - North West Vehicle Access	
4					
5					
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14					
15					

4. Street Check Results

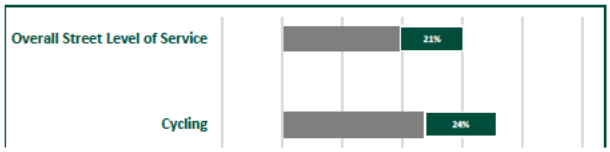
Street Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	35%	58%	23%
Accessibility	42%	50%	8%
Comfort	75%	83%	8%
Directness	88%	88%	0%
Attractiveness	25%	58%	33%
Cohesion	38%	63%	25%
Overall Street Level of Service	39%	60%	21%



Street Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking	37%	53%	17%

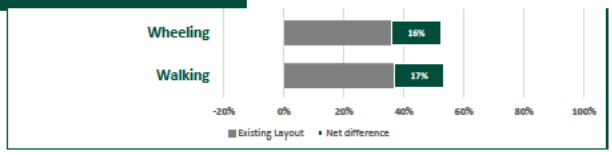


Active Travel England

Route Check

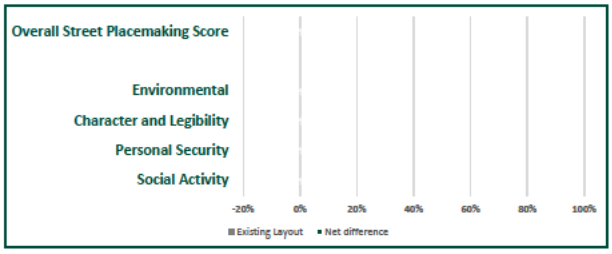
Results Summary

Wheeling	36%	52%	16%
Cycling	48%	71%	24%
Overall Street Level of Service	**39%**	**60%**	**21%**



Street Placemaking

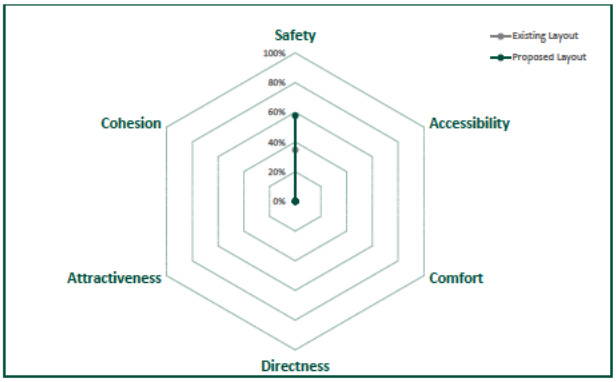
Categories	Existing Layout	Proposed Layout	Net difference
Social Activity			
Personal Security			
Character and Legibility			
Environmental			
Overall Street Placemaking Score			



5. Path Check Results

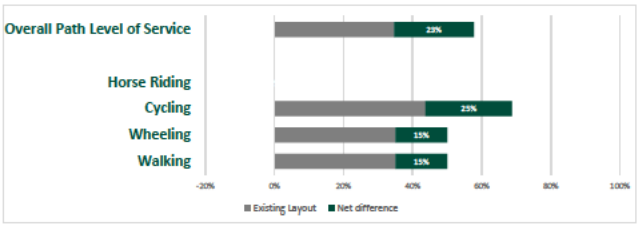
Path Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	35%	58%	23%
Accessibility			
Comfort			
Directness			
Attractiveness			
Cohesion			
Overall Path Level of Service	**35%**	**58%**	**23%**



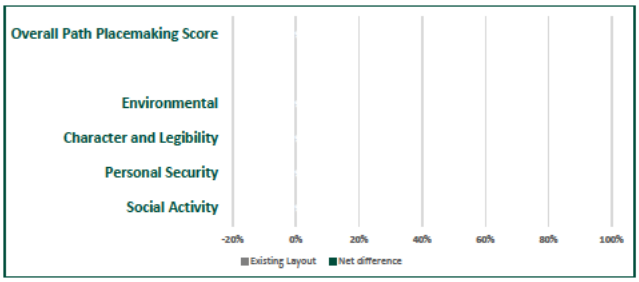
Path Level of Service by Transport Mode

Mode	Existing Layout	Proposed Layout	Net difference
Walking	35%	50%	15%
Wheeling	35%	50%	15%
Cycling	44%	69%	25%
Horse Riding	N/A	N/A	N/A
Overall Path Level of Service	**35%**	**58%**	**23%**



Path Placemaking

Categories	Existing Layout	Proposed Layout	Net difference
Social Activity			
Personal Security			
Character and Legibility			
Environmental			
Overall Path Placemaking Score			



6. Junction Assessment Tool Check

Junction Level of Service

Junction Name	Modes	Existing Layout	Proposed Layout	Net difference
Not Completed	Walking & Wheeling	Not Completed	Not Completed	
	Cycling	Not Completed	Not Completed	
	All	Not Completed	Not Completed	
	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			

Active Travel England

Route Check

Results Summary

	Walking & Wheeling			
	Cycling			
	All			
	Walking & Wheeling			
	Cycling			
	All			
Overall	**Walking & Wheeling**			
	Cycling			
	All			