

HIGHER IMPACT



FACTORS TO CONSIDER	✓/✗	ADVICE / ASSESSMENT NOTES	NOTES
Are vehicle speeds and volumes low?		If speeds are >30km/h and/or traffic volumes are greater than 3,000 vehicles per day, consider traffic calming treatments and/or separated facilities for walking, cycling, and micromobility	
Are there safe and obvious step-free routes?		Are footpaths of high quality? Are ramps and alternative routes of a shallow gradient, well-advertised, well lit, and slip-resistant?	
Are paths attractive and direct?		Are there opportunities for off-road walking and cycling connections / cut-throughs? Are footpaths wide enough or are there opportunities to widen them?	
Are road crossings appropriate and on desire lines?		Do people need to make circuitous routes to use crossings? Are crossings where people actually cross? Are they safe? Is it the right type of crossing? Are there missing crossings or do they require further protection at signals or unacceptable levels of delay? Check crash history and/or Pedestrian Network Guidance for guidance on crossing types etc.	
Are streets and paths well-lit, following CPTED principles?		Will people feel safe getting to and from the stop in the dark? Does the stop benefit from passive surveillance?	
Are the feeder public transport services reliable?		Investigate the causes of unreliability and implement appropriate public transport priority measures.	
Are the feeder and connecting public transport services located a short walk from each other (ideally 20m or less)?		Reallocate interchange space to bring feeder and connecting public transport services closer together whilst also prioritising access for people walking and people on bikes.	
Are there access and parking facilities at the stop or station for people cycling or using micromobility?		Are cycle and micromobility paths and facilities prioritised above car park access? Are there secure parking or storage, charging points, lockers, and bathrooms? Note: provide cycle parking for a range of users.	
Are the connection times to/from feeder public transport services optimal (not too short or too long)?		Adjust the feeder or connecting public transport service timetables to improve connection times	

LOWER IMPACT	FACTORS TO CONSIDER	✓✗	ADVICE / ASSESSMENT NOTES	NOTES
	Is there obvious wayfinding to direct people to the stop or station?		Is there signage for people unfamiliar with the area?	
	Are there accessible parking and drop-off options at the stop or station?		Is the stop or station accessible to someone who cannot walk far, or who needs to drive there or be dropped off? Are feeder bus stops close to the station?	
	Are there street trees and planting?		Are walking routes attractive, including in hot weather, and with shelter from wind/rain?	
	Is there seating along walking routes?		Are walking routes pleasant, encouraging a sense of place?	
	Are cycle facilities free of glass and debris?		Are cycling and micromobility routes reliably smooth?	
	Is shared cycling/ micromobility (e.g. bikeshare or scooter share) available?		Is there opportunity to provide or promote public or private cycle or micromobility options?	
Would park and ride facilities increase public transport patronage?		Consideration at the end of high-frequency routes, particularly bus and train stations at the ends of lines and where people travel a long way to their destination.		