

Copy and complete for each scheme as necessary

COPECAT

CONCISE CYCLE & PEDESTRIAN AUDIT

PLANNING APPLICATIONS

* See also At-A-Glance Guidance

ISSUE	COMMENTS	CHECKED / NOTES
Funding	<ul style="list-style-type: none"> Explore the opportunity for developer contributions to the provision of cycling and pedestrian facilities* 	
Networks	<ul style="list-style-type: none"> Has the proposal been assessed using the Road User Hierarchy* ? Does the development need to cater for strategic or local cycle and pedestrian networks through the site? Are all roads safe for cyclists and pedestrians to use and cross, or are separate facilities, traffic calming or crossings required? Does the nature and scale of the development require a specific internal pedestrian and cycle route network, as well as connections to the local network? If so, is this included? 	
Routes	<ul style="list-style-type: none"> Is the route: <ul style="list-style-type: none"> Connected? – easy to get from place to place without meeting dead ends or difficult road crossings Convenient? – direct routes without unnecessary detours; shops, services and homes as close together as possible Comfortable? – well maintained and designed, wide enough, well lit, offering shelter and resting places and information Convivial? – friendly, attractive and interesting Safe? – both in terms of road safety and personal security 	
Cycle Parking	<ul style="list-style-type: none"> Has sufficient cycle parking* been incorporated? Is there a differentiation between long stay for staff, short stay for customers/visitors, residents facilities* ? Does installation comply with spacing specifications and security issues* ? 	
Signals	<ul style="list-style-type: none"> Can approach lanes and Advanced Stop Lines* be provided at traffic signals? Have cycle detection loops been installed? Can bypass lanes be provided for any cycle movements? What is the most appropriate type of signalised crossing for the situation and user groups involved? Are full pedestrian facilities to be provided on all arms of traffic signal controlled junctions? Have audible and / or tactile signals been installed? 	
Garage size	<ul style="list-style-type: none"> Can garage accommodate cycles and car(s)? 	
Road Closure	<ul style="list-style-type: none"> Can pedestrian and cycle access be provided safely? 	
Signs, lighting and street furniture	<ul style="list-style-type: none"> Are signs mounted at 2.4m for cyclists, 2.1m for pedestrians? Are destinations signed for pedestrians and cyclists? Is all street furniture necessary? Is street furniture consistent in style and colour? Is all signing, lighting columns and street furniture, including bus stops, arranged to minimise clutter, and outside the path? Is lighting adequate for visually impaired people? 	

Copy and complete for each scheme as necessary

COPECAT

CONCISE CYCLE & PEDESTRIAN AUDIT

ROUTE PLANNING

* See also At-A-Glance Guidance

ISSUE	COMMENTS	CHECKED / NOTES
Route location	<ul style="list-style-type: none"> • Is the route: <ul style="list-style-type: none"> – Connected? – easy to get from place to place without meeting dead ends or difficult road crossings – Convenient? – direct routes without unnecessary detours; shops, services and homes as close together as possible – Comfortable? – well maintained and designed, wide enough, well lit, offering shelter and resting places and information. Does it avoid busy traffic, substantive areas of on-road parking and steep gradients*, within reason? – Convivial? – friendly, attractive and interesting – Safe? – both in terms of road safety and personal security • Can / does the route coincide with any school or workplace travel plan initiatives? • Can / does the route coincide with any safer routes initiatives, e.g. to schools or stations • If the route intersects with other routes, have all movements been catered for? 	
Selection of techniques to cater for cyclists	<ul style="list-style-type: none"> • Can traffic flows / speeds be reduced, or the numbers of heavier vehicles reduced? • Can on-road cycle lanes be implemented? • Can an off-road route be provided? 	

PUBLIC TRANSPORT SCHEMES

ISSUE	COMMENTS	CHECKED / NOTES
Stop location and design	<ul style="list-style-type: none"> • Is stop in a safe, secure and convenient location? • Is stop fully accessible for all pedestrians, wheelchair users and cyclists if appropriate? • Has a shelter been provided which allows good visibility of approaching vehicles and is acceptable in highway safety terms? • Has sufficient footway width been provided to accommodate waiting passengers and passers-by? • Have GMPTE been consulted? 	
Interchanges	<ul style="list-style-type: none"> • Do safe, secure and convenient access routes for pedestrians, wheelchair users and cyclists exist, and are they clearly marked? • Has secure and convenient long and short stay cycle parking* been provided? • Are operators aware of cycle parking procedures*? 	
Metrolink	<ul style="list-style-type: none"> • Do pedestrian and cycle routes cross tracks at 90 degrees where possible? • Is rail height is flush or thereabouts with carriageway? • Are pedestrian tactile warning surfaces in place? 	
Cycle carriage	<ul style="list-style-type: none"> • Has provision been made for cycle carriage, where appropriate? 	

See also Bus Lane and Bus layby in Highway Schemes section

Copy and complete for each scheme as necessary

COPECAT

CONCISE CYCLE & PEDESTRIAN AUDIT

STRUCTURES SCHEMES

* See also At-A-Glance Guidance

ISSUE	COMMENTS	CHECKED / NOTES
Bridges / steps	<ul style="list-style-type: none"> • Has sufficient width* been provided to accommodate pedestrians and cyclists? • Can a wheeling ramp or channel be provided? • Is the gradient appropriate, are risers of consistent height and have handrails been provided*? • Is the parapet height* appropriate for the intended users? 	
Subways	<ul style="list-style-type: none"> • Can the subway be replaced with a surface crossing or bridge? • Are widths* adequate? • Can lighting and visibility be improved? • Are the approaches suitable for cyclists and disabled people, with appropriate gradients, ramps, steps and handrails*? • Are cyclists and pedestrians segregated? • Does adjacent vegetation require removal? 	

MAINTENANCE SCHEMES

* See also At-A-Glance Guidance

ISSUE	COMMENTS	CHECKED / NOTES
Street works	<ul style="list-style-type: none"> • Do road works* cater for pedestrians and cyclists? • Are pavement works guarded by appropriate barriers*? • Are temporary lanes of suitable width for cyclists and general traffic ? (below 3m or over 4m preferred) 	
Resurfacing	<ul style="list-style-type: none"> • Can crossing facilities be provided on reinstatement? • Can footways and other pedestrian facilities be improved on reinstatement? • Can cycle lanes, advanced stop lines and other facilities be provided on reinstatement? • May surfacing treatments risk cyclists' safety, cause discomfort? Do they meet DMRB skid resistance standards? 	
Patching	<ul style="list-style-type: none"> • Has increased consideration been given to haunches and defects within 2m of carriageway edge? • Have reinstatements been carried out satisfactorily? 	
Drainage	<ul style="list-style-type: none"> • Are gullies located away from crossing points? • Are gullies cycle friendly? Consider use of beany blocks or replacement gully covers if existing gully covers use parallel bars • Are gullies flush with surface? 	
Lining	<ul style="list-style-type: none"> • Can cycle lanes, advanced stop lines and other facilities be provided on reinstatement? 	
Vegetation	<ul style="list-style-type: none"> • Are only thornless shrubs used adjacent to cycle route? • Does overhanging vegetation require removal? 	
Street cleansing	<ul style="list-style-type: none"> • Can sweeping regime be improved for pedestrian and cycle routes? • Are cycle facilities, particularly bypasses, swept frequently enough? • Are litter bins regularly emptied? • Is graffiti and fly posting dealt with promptly? • Are measures to reduce dog fouling necessary? 	

Copy and complete for each scheme as necessary

COPECAT

CONCISE CYCLE & PEDESTRIAN AUDIT

HIGHWAYS SCHEMES

* See also At-A-Glance Guidance

FACILITY	COMMENTS	CHECKED / NOTES
New Signal Junction	<ul style="list-style-type: none"> • Can cyclists and pedestrians make all movements easily? • Have approach lanes and Advanced Stop Lines* (ASLs) been provided? • Can bypass lanes be provided for any movements? • Can cyclists turn right easily? • If left turn filters are used, can a lane be provided to help cyclists to go straight on? • Have cycle detection loops been installed? • Can timings be arranged to benefit vulnerable road users? • Have audible and / or tactile signals been installed? 	
T-junction	<ul style="list-style-type: none"> • Have wide junction mouths been avoided where possible? • Have pedestrian crossing facilities been provided? • Have advisory cycle lanes been extended across junction mouths? 	
Roundabouts	<ul style="list-style-type: none"> • Can another form of junction control, e.g. signals, be used? • Can vehicle speeds be further reduced? • Can a single lane circulatory system* be used? • If not, has a peripheral cycle path been provided at large roundabouts? • Have pedestrian crossing facilities been provided? • Do facilities for pedestrians and cyclists minimise delay? 	
New Zebra or controlled crossing	<ul style="list-style-type: none"> • Has puffin crossing been considered rather than a zebra, for pedestrian only routes? • Has a toucan crossing been installed if crossing point is on strategic or local cycle network? • Have tactile paving / facilities been installed? • Does crossing conform to latest guidance? 	
New refuge / island	<ul style="list-style-type: none"> • Is refuge depth at least 2m (to allow cyclists to wait on refuge) and crossing width 3m or 4m (to allow cyclists/pedestrians to pass) if on the cycle network? • If insufficient room for refuge, can a controlled crossing be implemented instead? • Has a high quality cycle bypass been provided if refuge / island creates a pinch point, especially on a high speed road (40mph or above)? 	
Cycle Lanes	<ul style="list-style-type: none"> • If multiple traffic lanes exist, can one be removed to create room for cyclists? • Is lane width* 2m (or a minimum of 1.5m) for a long length? Local narrowing below 1.2m is acceptable to ensure continuity of cycle lane. • Is there sufficient space next to parking/loading areas* ? • Are mandatory lanes or no-waiting TRO necessary if parking problems exist? • Can advisory lanes be extended through pinch points? • Is green coloured surfacing necessary where conflict is likely to occur? 	
Inside/Nearside Lane Width	<ul style="list-style-type: none"> • For carriageways where there is insufficient space for a cycle lane, can the nearside lane be at least 4.25m width? 	
One-Way Street	<ul style="list-style-type: none"> • Would a contra-flow cycle lane* be appropriate, especially if the road is part of the cycle network? 	

Copy and complete for each scheme as necessary

HIGHWAYS SCHEMES CONTINUED

Pedestrian / Shared use cycle paths adjacent to carriageway	<ul style="list-style-type: none"> • Has on-road provision, with traffic volume and speed reductions, been considered? • Has the route been given priority over driveways and accesses, and can it be given priority at side roads* ? • Has parking on the path been prevented or discouraged? • Has at least 1.5m width provided for pedestrians, and 2.0m for cyclists been provided, if segregated* ? • Is the crossfall between 1 and 2%? • Has correct signing and lining been provided* ? • Are tactile markings required? • Is 'cycle calming' necessary to reduce danger at possible points of conflict? • Can cyclists join main carriageway at 90 degrees? • Have cycle, pedestrian and disabled groups been consulted? 	
Off-highway routes	<ul style="list-style-type: none"> • Has status of cycle path been determined as adopted highway, bridleway, cycle track or concessionary? • Has adequate width* been provided if shared use? • Has the path got a suitable alignment* ? • Have drainage problems been addressed? • Is surfacing all-weather, easy to maintain, comfortable, skid-resistant, appropriate to the path's status and sympathetic to the surroundings? • Have signing, lining and tactile markings been provided? • Can the route be given priority over minor roads* ? • Is lighting required, especially if a commuter route? • Can cyclists join main carriageway at 90 degrees? • Have cycle, pedestrian and disabled groups been consulted? 	
Traffic Calming	<ul style="list-style-type: none"> • Have vertical deflections* for cyclists been avoided (whilst maintaining effect on cars), or cycle friendly deflections such as sinusoidal humps* used (special authorisation may be required)? • Has a 1m gap (0.75m min) been left in between traffic calming features and the edge of the carriageway? • Have high quality bypasses* been provided at pinch points? 	
Road Closure	<ul style="list-style-type: none"> • Can safe pedestrian and cycle access be maintained*, both physically and in TROs? 	
Drop kerb	<ul style="list-style-type: none"> • Is kerb flush, and has tactile paving been provided for pedestrians if on a pedestrian route? 	
Bus Lay-by	<ul style="list-style-type: none"> • Is upstand flush between carriageway and lay-by? 	
Bus Lane	<ul style="list-style-type: none"> • Is the lane width 4.25-4.6m to allow buses and cyclists to overtake each other? 	
Drainage	<ul style="list-style-type: none"> • Are any conventional gullies located at pinch point or pedestrian crossing point? Alternative gully design or location may be required. • Do gully grate bars run perpendicular to kerb? 	
Signs, lighting and street furniture	<ul style="list-style-type: none"> • Are signs mounted at 2.4m for cyclists, 2.1m for pedestrians? • Is all street furniture necessary? • Is street furniture consistent in style and colour? • Is all signing, lighting columns and street furniture, including bus stops, arranged to minimise clutter, and outside the path where possible? • Are destinations signed for pedestrians and cyclists? • Is lighting adequate for visually impaired people? 	
Cycle Parking	<ul style="list-style-type: none"> • Does installation comply with spacing specifications and security issues? 	