

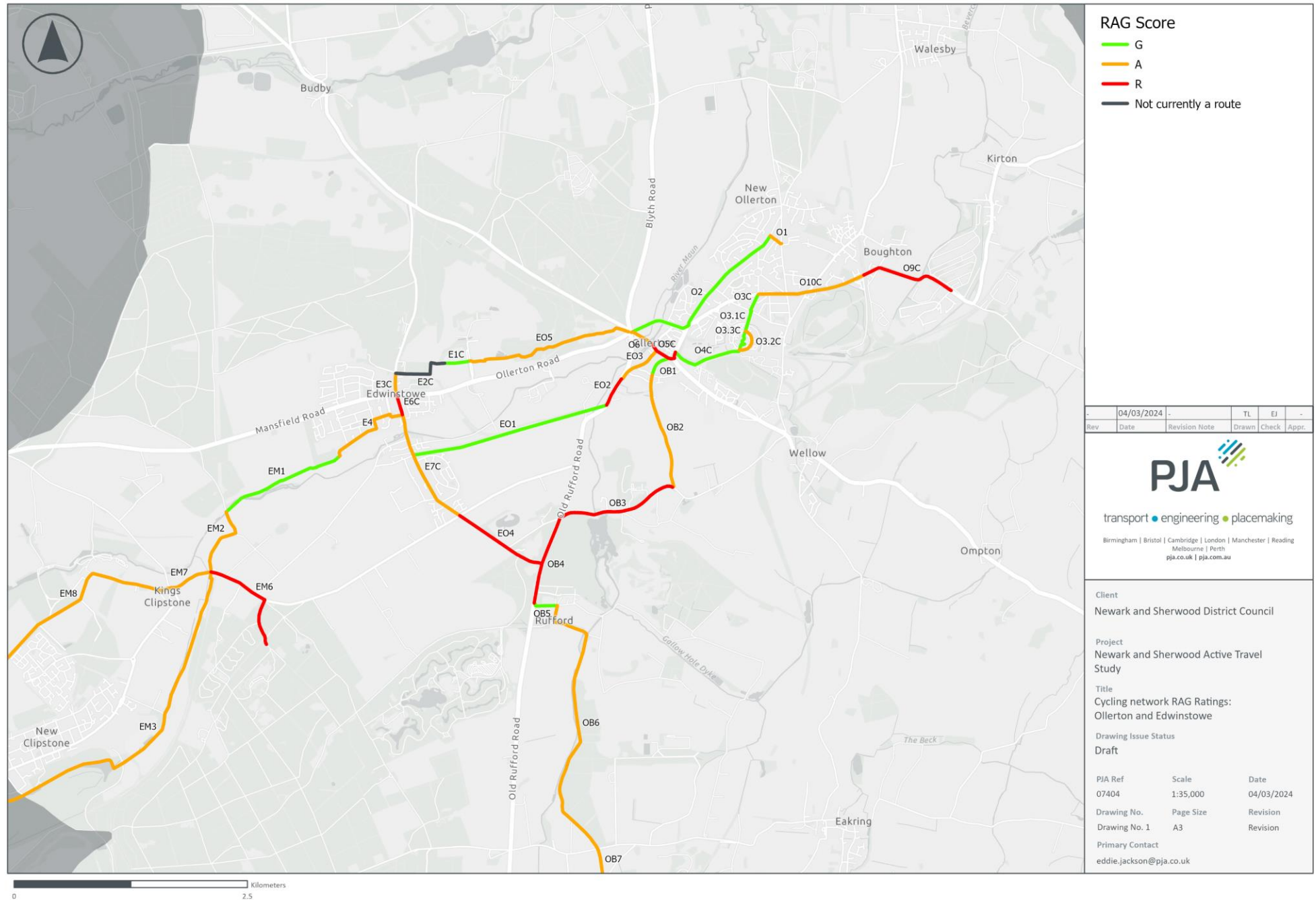
# RST - Ollerton

| Route Code | Route Name     | Section Length (km) | Vehicle Route length | Directness     |                  | Gradient      |                  |                | Safety              |                             |                                      |                      |        | Comfort               |              | Critical Junction crossings                       |       | Grading  |                  |
|------------|----------------|---------------------|----------------------|----------------|------------------|---------------|------------------|----------------|---------------------|-----------------------------|--------------------------------------|----------------------|--------|-----------------------|--------------|---|-------|--|------------------|
|            |                |                     |                      | Existing Ratio | Directness score | Max slope (m) | Max Gradient (%) | Gradient Score | Motor Traffic speed | Motor Traffic Volume (AADT) | Physically protected / Traffic-free? | Raw score (existing) | Unlit? | Passive surveillance? | Safety score | Surface type                                      | Count |  | Section Comments |
| O - 1      | Holly Rise     | 0.15                | 0.55                 | 0.27           | 5                | 98            | 2.0%             | 5              | 30                  | 548                         | FALSE                                | 3                    | FALSE  | FALSE                 | 3            | Smooth, Machine-laid bituminous or similar        | 0     | Some traffic calming measures. Need to provide tactile paving and junction treatment   | A                |
| O - 2      | Walesby lane   | 1.96                | 1.96                 | 1.00           | 5                | 173           | 3.5%             | 3              | 30                  | Light                       | FALSE                                | 3                    | FALSE  | FALSE                 | 3            | Smooth, Machine-laid bituminous or similar        | 0     | Presence of traffic calming measures. Narrow cycle lane in one direction. Low traffic volumes – on carriageway cycling is suitable.                      | G                |
| O - 3C     | Sherwood Drive | 0.20                | 0.2                  | 1.00           | 5                | 29.2          | 1.2%             | 5              | 30                  | Light                       | TRUE                                 | 5                    | FALSE  | FALSE                 | 5            | Smooth, Machine-laid bituminous or similar        | 0     |  | G                |
| O - 3.1C   |                | 0.24                | 0.42                 | 0.57           | 5                | 71.6          | 1.8%             | 5              | N/A                 | Very Light                  | TRUE                                 | 5                    | FALSE  | TRUE                  | 4            | Concrete/stone pavements with filled level joints | 0     |  | G                |
| O - 3.2C   | Darwin Drive   | 0.50                | 1.1                  | 0.45           | 5                | 50            | 2.4%             | 5              | 30                  | Very Light                  | FALSE                                | 3                    | FALSE  | FALSE                 | 3            | Smooth, Machine-laid bituminous or similar        | 0     |  | A                |
| O - 3.3C   |                | 0.63                | 0.63                 | 1.00           | 5                | 35            | 2.2%             | 5              | N/A                 | Very Light                  | TRUE                                 | 5                    | FALSE  | FALSE                 | 5            | Smooth, Machine-laid bituminous or similar        | 0     |  | G                |
| O - 4C     | Middlefield    | 0.77                | 1.2                  | 0.64           | 5                | 125           | 3.2%             | 4              | N/A                 | N/A                         | TRUE                                 | 5                    | TRUE   | TRUE                  | 3            | Smooth, Machine-laid bituminous or similar        | 0     |  | G                |
| O - 5C     | Wellow Road    | 0.35                | 0.35                 | 1.00           | 5                | 160           | 5.7%             | 1              | 30                  | Light                       | FALSE                                | 3                    | FALSE  | FALSE                 | 3            | Smooth, Machine-laid bituminous or similar        | 2     | Lack of passive surveillance along Wellow Road, narrow width and busy junction.  | R                |
| O - 6      | Newark Road    | 0.27                | 0.27                 | 1.00           | 5                | 82.3          | 4.1%             | 4              | 30                  | Light                       | FALSE                                | 3                    | FALSE  | TRUE                  | 2            | Smooth, Machine-laid bituminous or similar        | 1     | Very low volumes due to bus gate on northern end.  | A                |
| O - 9C     | Cocking Hill   | 0.84                | 0.837                | 1.00           | 5                | 290           | 2.4%             | 4              | 40                  | 7084                        | FALSE                                | 0                    | FALSE  | TRUE                  | -1           | Smooth, Machine-laid bituminous or similar        | 0     | High traffic, high speeds, unsafe for cyclists   | R                |
| O - 10C    | Tuxford Road   | 1.35                | 1.35                 | 1.00           | 5                | 260           | 3.3%             | 3              | 30                  | 7084                        | FALSE                                | 1                    | FALSE  | FALSE                 | 1            | Smooth, Machine-laid bituminous or similar        | 2     | Presence of verges on both sides. Scope for segregating cyclists from high-speed heavy traffic. Uncontrolled crossings for pedestrians at busy junctions | A                |

# RST - Edwinstowe

| Route Code | Route Name          | Section Length (km) | Vehicle Route length | Directness     |                  | Gradient      |                  |                | Motor Traffic speed | Motor Traffic Volume (AADT) | Phy. Protected/Traffic-free? | Safety               |             |                               | Safety score | Comfort                                    | Critical Junction crossings   |  | Grading |
|------------|---------------------|---------------------|----------------------|----------------|------------------|---------------|------------------|----------------|---------------------|-----------------------------|------------------------------|----------------------|-------------|-------------------------------|--------------|--|---|--|---------|
|            |                     |                     |                      | Existing Ratio | Directness score | Max slope (m) | Max Gradient (%) | Gradient Score |                     |                             |                              | Raw score (existing) | Unlit? (-1) | No Passive surveillance? (-1) |              |  | Surface type  | Count  |         |
| E - 1C     | Thoresby Vale link1 | 0.28                | 0.275                | 1.00           | 5                | 109           | 2.2%             | 5              | 30                  | Very Light                  | FALSE                        | 3                    | FALSE       | FALSE                         | 3            | Smooth, Machine-laid bituminous or similar |   | Route passing through newly developed neighbourhood – traffic volumes are assumed to be low      | G       |
| E - 2C     | Thoresby Vale link2 | 0.64                | 1.2                  | 0.53           | 5                | 68.6          | 4.0%             | 5              |                     |                             |                              |                      |             | N/A                           | Unsurfaced   |  | Currently doesn't exist. Neighbourhood development work in progress | Not currently a route  |         |
| E - 3C     | Church Street       | 0.23                | 0.23                 | 1.00           | 5                | 60            | 4.0%             | 5              | 30                  | 2675                        | FALSE                        | 2                    | FALSE       | FALSE                         | 2            | Smooth, Machine-laid bituminous or similar |   | Narrow route with narrow footways. Heavy traffic   | A       |
| E - 4      | Residential Aves    | 0.97                | 0.965                | 1.00           | 5                | 100           | 2.3%             | 5              | 30                  | Very Light                  | FALSE                        | 3                    | FALSE       | FALSE                         | 3            | Smooth, Machine-laid bituminous or similar |   | Internal neighbourhood routes with light traffic. On-street linear parking. Footways 1.5-2m wide | A       |
| E - 6C     | High Street         | 0.23                | 0.22                 | 1.05           | 4                | 67.1          | 3.3%             | 5              | 30                  | 2675                        | FALSE                        | 2                    | FALSE       | FALSE                         | 2            | Smooth, Machine-laid bituminous or similar |   | High traffic, narrow lane, narrow footways. On-street linear parking                             | R       |
| E - 7C     | Rufford Road        | 1.29                | 1.3                  | 0.99           | 5                | 83.9          | 3.7%             | 5              | 30                  | 2675                        | FALSE                        | 2                    | FALSE       | FALSE                         | 2            | Smooth, Machine-laid bituminous or similar |   | 7.5-8m wide route. High traffic, needs traffic calming measures                                  | A       |

# RST – Ollerton and Edwinstowe



**RAG Score**

- G
- A
- R
- Not currently a route

|     |            |               |    |    |       |
|-----|------------|---------------|----|----|-------|
| Rev | Date       | Revision Note | TL | EI | Appr. |
| -   | 04/03/2024 | -             | -  | -  | -     |

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**Client**  
Newark and Sherwood District Council

**Project**  
Newark and Sherwood Active Travel Study

**Title**  
Cycling network RAG Ratings: Ollerton and Edwinstowe

**Drawing Issue Status**  
Draft

|   |           |            |
|---|-----------|------------|
| PJA Ref   | Scale     | Date       |
| 07404   | 1:35,000  | 04/03/2024 |
| Drawing No.                                       | Page Size | Revision   |
| Drawing No. 1                                     | A3        | Revision   |
| <b>Primary Contact</b><br>eddie.jackson@pja.co.uk |           |            |



# RST - Newark

| Route Code | Route Name                              | Section     |             | Directness     |                  | Gradient      |                  |                | Motor Traffic       |                             | Safety                       |                      |             | Comfort                       |              | Critical Junction crossings                |       | Grading   |                       |
|------------|---|-------------|-------------|----------------|------------------|---------------|------------------|----------------|---------------------|-----------------------------|------------------------------|----------------------|-------------|-------------------------------|--------------|--|-------|---|-----------------------|
|            |   | Length (km) | Veh. length | Existing Ratio | Directness score | Max slope (m) | Max Gradient (%) | Gradient Score | Motor Traffic speed | Motor Traffic Volume (AADT) | Phy. Protected/Traffic-free? | Raw score (existing) | Unlit? (-1) | No Passive surveillance? (-1) | Safety score | Surface type                               | Count |   | Section Comments      |
| N - 1      | Long Lane                               | 0.32        | 0.323       | 1.00           | 5                | 61.7          | 1.6%             | 5              | 30                  | Light                       | FALSE                        | 3                    | FALSE       | FALSE                         | 3            | Smooth, Machine-laid bituminous or similar |       | Narrow lane, low traffic and speeds.  | A                     |
| N - 2      | Foss Rd                                 | 0.40        | 0.395       | 1.00           | 5                | 72.6          | 1.6%             | 5              | 40                  | 22673                       | TRUE                         | 5                    | FALSE       | FALSE                         | 5            | Smooth, Machine-laid bituminous or similar | 1     |   | A                     |
| N - 3      | A46                                     | 0.51        | 0.505       | 1.00           | 5                | 113           | 1.1%             | 5              | 70                  | 20811                       | FALSE                        | 0                    | TRUE        | TRUE                          | -2           | Smooth, Machine-laid bituminous or similar |       | High speed and heavy traffic route. Needs to be a parallel or entirely disentangled route to connect with N4  | R                     |
| N - 4      | Proposed route through resi development | 2.21        | 4.8         | 0.46           | 5                | 155           | 2.4%             | 5              |                     |                             |                              |                      |             |                               | N/A          | Unsurfaced                                 |       | New potential route through proposed residential development. Unclear about exact route proposals   | A                     |
| N - 5      | New route through resi development      | 0.49        | 0.493       | 1.00           | 5                | 79.5          | 2.3%             | 5              | 50                  | very light                  | FALSE                        | 2                    | TRUE        | TRUE                          | 0            | Smooth, Machine-laid bituminous or similar |       | Away from traffic , overlooked by houses with street lighting   | G                     |
| N - 6      | Staple Lane                             | 1.25        | 1.25        | 1.00           | 5                | 181           | 2.5%             | 4              | 50                  | very light                  | FALSE                        |                      | TRUE        | TRUE                          | -2           | Smooth, Machine-laid bituminous or similar |       | Physically protected. Low pedestrian volumes so shared use may suffice.   | G                     |
| N - 7      | Cross Lane1                             | 1.08        | 1.1         | 0.98           | 5                | 78.3          | 5.3%             | 3              |                     |                             |                              |                      |             |                               |              | Unsurfaced                                 |       | Unsurfaced route, needs improvement in surface quality. Has steep gradient  | Not currently a route |
| N - 8      | Cross Lane2                             | 0.59        | 0.592       | 1.00           | 5                | 96            | 3.2%             | 5              | 40                  | light                       | FALSE                        | 2                    | FALSE       | TRUE                          | 1            | Smooth, Machine-laid bituminous or similar |       | Needs controlled crossing for cyclists. Cyclists need to be protected considering the potential high use of the street due to proposed developments | A                     |
| N - 9      | Fernwood Green public footway           | 0.31        | 0.3         | 1.02           | 4                | 49            | 1.8%             | 5              | N/A                 | N/A                         | TRUE                         | 5                    | FALSE       | TRUE                          | 4            | Smooth, Machine-laid bituminous or similar |       | Traffic free route through Fernwood Play Area   | G                     |
| N - 10     | Goldstraw Lane                          | 0.25        | 0.252       | 1.00           | 5                | 55.9          | 4.0%             | 5              | 30                  | light                       | FALSE                        | 3                    | FALSE       | FALSE                         | 3            | Smooth, Machine-laid bituminous or similar | 1     | The route has lower speeds and traffic volumes, but connects to a multi-lane roundabout which needs treatments                                      | G                     |
| N - 11     | B6326                                   | 0.99        | 0.988       | 1.00           | 5                | 145           | 2.6%             | 5              | 40                  | light                       | TRUE                         | 5                    | FALSE       | TRUE                          | 4            | Smooth, Machine-laid bituminous or similar |       | No passive surveillance, roundabout includes vehicles approaching at high speeds. Needs traffic calming   | A                     |

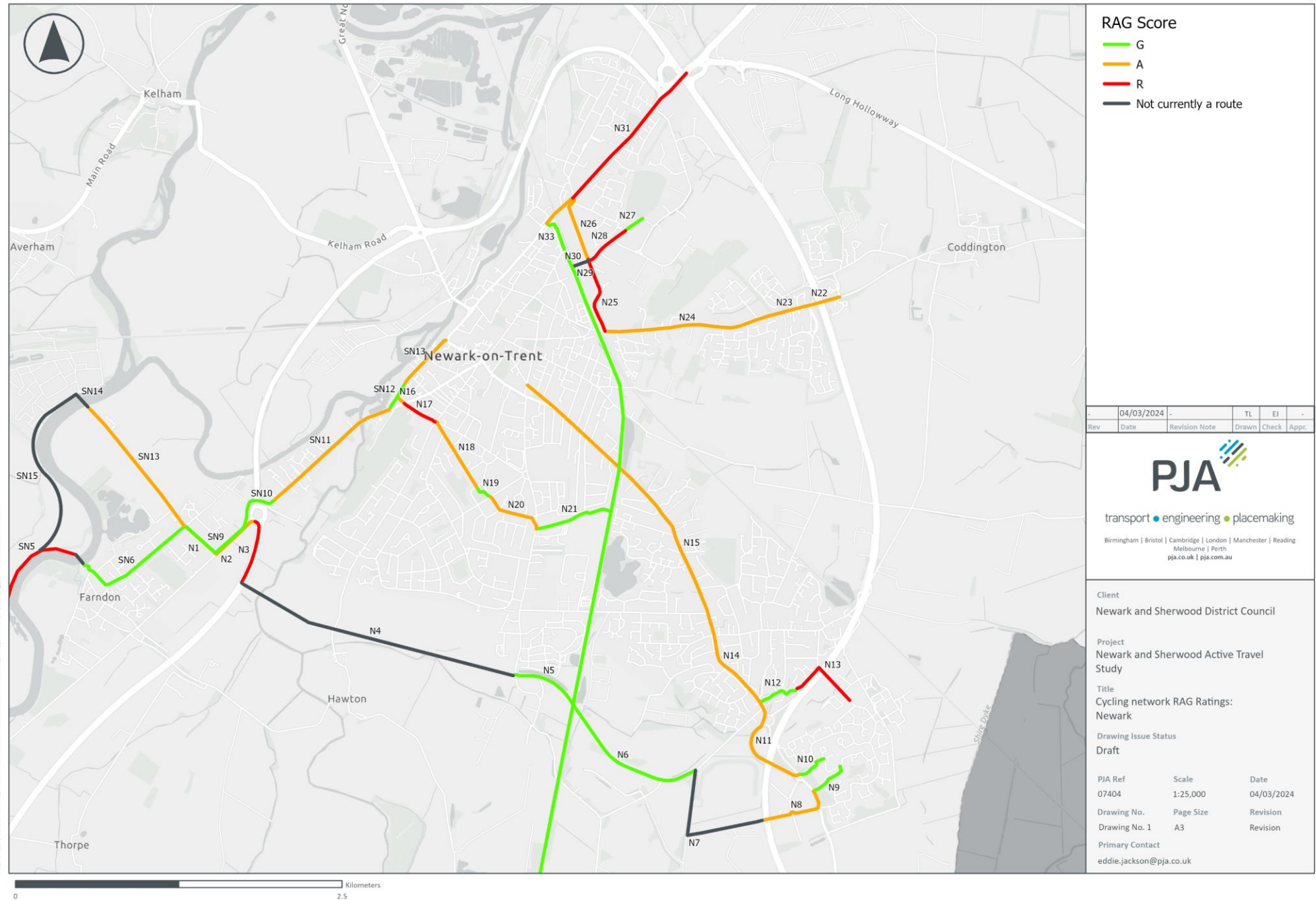
# RST – Newark (continued)

| Route Code | Route Name                             | Directness          |                   | Gradient       |                  |               | Safety           |                |                     |                             | Comfort                         |                      | Critical Junction crossings |                               | Grading |  |              |   |                  |
|------------|--|---------------------|-------------------|----------------|------------------|---------------|------------------|----------------|---------------------|-----------------------------|---------------------------------|----------------------|-----------------------------|-------------------------------|---------|--|--------------|---|------------------|
|            |  | Section Length (km) | Veh. Route length | Existing Ratio | Directness score | Max slope (m) | Max Gradient (%) | Gradient Score | Motor Traffic speed | Motor Traffic Volume (AADT) | Phy. Protected / Traffic-free ? | Raw score (existing) | Unlit? (-1)                 | No Passive surveillance? (-1) |         | Safety score                               | Surface type | Count   | Section Comments |
| N - 12     | Southfield Street/Lacey Green          | 0.33                | 0.334             | 1.00           | 5                | 43.7          | 2.4%             | 5              | 30                  | light                       | FALSE                           | 3                    | FALSE                       | FALSE                         | 3       | Smooth, Machine-laid bituminous or similar | 1            | Route has passive surveillance, is lit and traffic volumes and speeds are low.  | G                |
| N - 13     | Public footway                         | 0.55                | 1.6               | 0.34           | 5                | 99.2          | 1.9%             | 5              |                     |                             |                                 |                      |                             |                               |         | Unsurfaced                                 |              | Public right of way – no longer accessible due to growth. The route has a painted cycle track on the pavement. There is no side road priority and driveways have dropped kerbs creating an uneven surface for people cycling. | R                |
| N - 14     | London Rd1                             | 0.48                | 0.475             | 1.00           | 5                | 62.8          | 2.5%             | 5              | 40                  | 11727                       | FALSE                           | 0                    | FALSE                       | FALSE                         | 0       | Smooth, Machine-laid bituminous or similar |              | The route has a painted cycle track on the pavement. There is no side road priority.  | A                |
| N - 15     | London Rd2                             | 1.45                | 1.45              | 1.00           | 5                | 95.6          | 1.8%             | 5              | 30                  | 11727                       | TRUE                            | 5                    | FALSE                       | FALSE                         | 5       | Smooth, Machine-laid bituminous or similar |              |   | A                |
| N - 16     | Southfield Terrace                     | 0.07                | 0.074             | 1.00           | 5                |               |                  | 5              | 30                  | very light                  | FALSE                           | 3                    | FALSE                       | FALSE                         | 3       | Smooth, Machine-laid bituminous or similar |              |   | A                |
| N - 17     | Boundary Rd                            | 0.28                | 0.275             | 1.00           | 5                | 38.8          | 1.5%             | 5              | 30                  | light                       | FALSE                           | 3                    | FALSE                       | FALSE                         | 3       | Smooth, Machine-laid bituminous or similar | 1            | Needs traffic calming measures due to presence of the school. Uncontrolled crossing at roundabout between Boundary road and Windsor road  | R                |
| N - 18     | Windsor Rd                             | 0.60                | 0.601             | 1.00           | 5                | 83.3          | 1.1%             | 5              | 30                  | light                       | FALSE                           | 3                    | FALSE                       | FALSE                         | 3       | Smooth, Machine-laid bituminous or similar |              | Relatively low traffic volumes – long straight road that can encourage high speeds  | A                |
| N - 19     | Cleveland Square community green space | 0.14                | 0.142             | 1.00           | 5                |               |                  | 5              | N/A                 | N/A                         | TRUE                            | 5                    | FALSE                       | FALSE                         | 5       | Smooth, Machine-laid bituminous or similar |              | Path across the park.   | G                |
| N - 20     | Carlton Rd                             | 0.47                | 0.473             | 1.00           | 5                | 51.6          | 0.9%             | 5              | 30                  | 767                         | TRUE                            | 5                    | FALSE                       | FALSE                         | 5       | Smooth, Machine-laid bituminous or similar |              | Relatively low traffic volumes  | A                |
| N - 21     | Greenway Link                          | 0.60                | 0.601             | 1.00           | 5                | 93.2          | 2.1%             | 5              | N/A                 | N/A                         | TRUE                            | 5                    |                             | TRUE                          | 3       | Smooth, Machine-laid bituminous or similar |              | Route currently passes through newly developed neighbourhood and has good walking and cycling links to the greenway to the town centre. Needs improvement in passive surveillance and lighting                                | G                |
| N - 22     | Beckingham Rd                          | 0.28                | 0.283             | 1.00           | 5                | 44.8          | 2.1%             | 5              | 40                  | 12286                       | TRUE                            | 5                    | FALSE                       | TRUE                          | 4       | Smooth, Machine-laid bituminous or similar |              | Narrow shared use section   | A                |

# RST – Newark (continued)

| Route Code | Route Name                              | Section Length (km) | Veh. Route length | Directness     |                  | Gradient      |                  |                | Motor Traffic speed | Motor Traffic Volume (AADT) | Phy. Protected / Traffic-free ? | Safety               |             |                               | Surface type | Critical Junction crossings                |  | Grading               |
|------------|---|---------------------|-------------------|----------------|------------------|---------------|------------------|----------------|---------------------|-----------------------------|---------------------------------|----------------------|-------------|-------------------------------|--------------|--|--|-----------------------|
|            |   |                     |                   | Existing Ratio | Directness score | Max slope (m) | Max Gradient (%) | Gradient Score |                     |                             |                                 | Raw score (existing) | Unlit? (-1) | No Passive surveillance? (-1) |              | Safety score                               | Count  |                       |
| N - 23     | Beacon Hill Rd1                         | 0.27                | 0.27              | 1.00           | 5                | 128           | 2.1%             | 5              | 40                  | 12286                       | TRUE                            | 5                    | FALSE       | TRUE                          | 4            | Smooth, Machine-laid bituminous or similar | Shared use path is narrow in some places, though protected by a verge in places.   | A                     |
| N - 24     | Beacon Hill Rd2                         | 1.28                | 1.28              | 1.00           | 5                | 316           | 7.8%             | 0              | 40                  | 12286                       | TRUE                            | 5                    | FALSE       | FALSE                         | 5            | Smooth, Machine-laid bituminous or similar | Narrow shared use path. Steep gradient.  | A                     |
| N - 25     | Northern Rd1                            | 0.59                | 0.593             | 1.00           | 5                | 177           | 1.2%             | 5              | 30                  | medium                      | FALSE                           | 3                    | FALSE       | FALSE                         | 3            | Smooth, Machine-laid bituminous or similar | Lightly segregated cycleway on either side. Needs traffic calming measures and protection to the cycle track                                     | A                     |
| N - 26     | Northern Rd2                            | 0.52                | 0.517             | 1.00           | 5                | 66.7          | 1.2%             | 5              | 30                  | medium                      | FALSE                           | 3                    | FALSE       | FALSE                         | 3            | Smooth, Machine-laid bituminous or similar | Lightly segregated cycleway on either side. Needs traffic calming measures and protection to the cycle track                                     | A                     |
| N - 27     | Brunel Drive Link                       | 0.16                | 0.161             | 1.00           | 5                |               |                  | 5              | 30                  | very light                  | FALSE                           | 3                    | FALSE       | FALSE                         | 3            | Smooth, Machine-laid bituminous or similar | Traffic free cut-through   | G                     |
| N - 28     | Brunel Drive                            | 0.37                | 0.366             | 1.00           | 5                | 40.6          | 1.7%             | 5              | 30                  | Light                       | FALSE                           | 3                    | FALSE       | TRUE                          | 2            | Smooth, Machine-laid bituminous or similar | Wide street width large junction radii.  | R                     |
| N - 29     | Industrial site                         | 0.07                | 0.066             | 1.00           | 5                |               |                  | 5              | N/A                 | N/A                         | FALSE                           | 3                    | TRUE        | TRUE                          | N/A          | Smooth, Machine-laid bituminous or similar |  | Not currently a route |
| N - 30     | Footway bridge                          | 0.06                | 1.3               | 0.04           | 5                |               |                  |                |                     |                             |                                 |                      |             |                               | N/A          |  | Direct access from West of station. Bridge from Blueprint industrial site  | Not currently a route |
| N - 31     | Lincoln Road (north, by A46 Roundabout) | 0.27                | 0.274             | 1.00           | 5                | 96            | 2.1%             | 5              | 70                  | 41733                       | FALSE                           | 0                    | FALSE       | TRUE                          | -1           | Smooth, Machine-laid bituminous or similar | High traffic volume, high speeds. Pedestrians and cyclists in conflict due to narrow shared-use footway (though these do separate further north) | R                     |
| N - 32     | Lincoln Rd                              | 1.30                | 1.3               | 1.00           | 5                | 75            | 2.1%             | 5              | 30                  | Heavy                       | FALSE                           | 0                    | FALSE       | FALSE                         | 0            | Smooth, Machine-laid bituminous or similar | High traffic volume, high speeds. Pedestrians and cyclists in conflict due to narrow shared-use footway  | R                     |
| N - 33     | Station parking                         | 0.28                | 0.275             | 1.00           | 5                | 100           | 1.5%             | 5              | 30                  | Light                       | FALSE                           | 0                    | FALSE       | FALSE                         | 0            | Smooth, Machine-laid bituminous or similar | Low traffic route, improvements can be made to wayfinding and legibility   | G                     |

# RST – Newark



# RST – Inter-urban routes (Southwell-Newark)

| Route Code | Route Name                      | Section Length (km) | Veh. Route length | Directness     |                   | Gradient      |                   |                | Motor Traffic speed | Motor Traffic Volume (AADT) | Phy. Protecte d/ Traffic-free ? | Safety               |             |                              | Safety score | Comfort      |  | Critical Junction crossings |  | Section Comments      | Grading |
|------------|---------------------------------|---------------------|-------------------|----------------|-------------------|---------------|-------------------|----------------|---------------------|-----------------------------|---------------------------------|----------------------|-------------|------------------------------|--------------|--------------|--|-----------------------------|--|-----------------------|---------|
|            |                                 |                     |                   | Existing Ratio | Directnes s score | Max slope (m) | Max Gradie nt (%) | Gradient Score |                     |                             |                                 | Raw score (existing) | Unlit? (-1) | No Passive surveillance? (1) |              | Surface type | Count                                      |                             |  |                       |         |
| SN - 1     | Southwell Trail                 | 0.67                | 0.665             | 1.00           | 5                 | 68.7          | 2.6%              | 5              |                     |                             |                                 |                      |             |                              |              |              | Unsurfaced                                 |                             | Narrow, unsurfaced footpath with lack of lighting and passive surveillance.  | A                     |         |
| SN - 2     | Racecourse Rd                   | 3.59                | 3.6               | 1.00           | 5                 | 617           | 1.0%              | 5              |                     |                             |                                 |                      |             |                              |              |              | Unbound graded aggregate                   |                             | Wide carriageway with low/no traffic. Good surface quality. Private road.  | A                     |         |
| SN - 3     | Rolleston Town                  | 0.53                | 0.533             | 1.00           | 5                 | 30.9          | 2.9%              | 5              | 30                  | 1201                        | FALSE                           | 3                    | FALSE       | FALSE                        | 3            |              | Smooth, Machine-laid bituminous or similar |                             | Light traffic, narrow route with blind turns. Needs traffic calming measures.  | A                     |         |
| SN - 4     | Rolleston Rd                    | 0.32                | 0.321             | 1.00           | 5                 | 127           | 1.0%              | 5              | 60                  | 1201                        | FALSE                           | 2                    | TRUE        | TRUE                         | 0            |              | Smooth, Machine-laid bituminous or similar |                             | Higher speed traffic upon leaving the village.   | R                     |         |
| SN - 5     | Swillow Ln                      | 2.50                | 13.4              | 0.19           | 5                 | 195           | 1.5%              | 5              |                     |                             |                                 |                      |             |                              |              |              | Unsurfaced                                 |                             | Unsurfaced route, very poor quality, bumpy surface. No lighting.   | R                     |         |
| SN - 6     | Marsh Ln- Residential           | 1.33                | 1.33              | 1.00           | 5                 | 160           | 1.3%              | 5              | 30                  | Very Light                  | FALSE                           | 3                    | FALSE       | FALSE                        | 3            |              | Smooth, Machine-laid bituminous or similar |                             | Good surface quality, wide footways, very light traffic and passive surveillance. The first half of the route passes through residential area but when it connects to Fosse Road, there is a shared use footway. | G                     |         |
| SN - 9     | Alternative to Marsh Lane       | 0.79                | 0.789             | 1.00           | 5                 | 63.9          | 1.5%              | 5              | 30/40               | 22673                       | TRUE                            | 5                    | FALSE       | FALSE                        | 5            |              | Smooth, Machine-laid bituminous or similar |                             | Pedestrian volumes are low and there is less potential for conflict between people cycling and walking.  | G                     |         |
| SN - 10    | Roundabout                      | 0.25                | 0.252             | 1.00           | 5                 | 42            | 1.0%              | 5              | N/A                 | N/A                         | TRUE                            | 5                    | FALSE       | TRUE                         | 4            |              | Smooth, Machine-laid bituminous or similar |                             | The route is well protected from vehicles at the roundabout. This shared use route has a smooth surface with a decent gradient and is lit. Perfectly safe for cyclists   | G                     |         |
| SN - 11    | Farndon Rd                      | 1.12                | 1.12              | 1.00           | 5                 | 111           | 1.5%              | 5              | 30                  | 22673                       | TRUE                            | 5                    | FALSE       | FALSE                        | 5            |              | Smooth, Machine-laid bituminous or similar |                             | Busy arterial road – people cycling can use a shared use footway that is acceptably wide, though there are frequent side roads with vehicles taking priority over people walking and cycling.                    | A                     |         |
| SN - 12    | Mill Gate Ln2                   | 0.24                | 0.239             | 1.00           | 5                 | 80.5          | 2.5%              | 5              | 30                  | Medium                      | FALSE                           | 3                    | FALSE       | FALSE                        | 3            |              | Smooth, Machine-laid bituminous or similar |                             | Narrow route with intermittent traffic (one way, northbound). Cycling northbound is comfortable though contraflow cycling may present some challenges where the road narrows.                                    | G                     |         |
| SN - 13    | Walters Close                   | 1.18                | N/A               | N/A            | N/A               | 200           | 1.5%              | 5              | N/A                 | 0                           | TRUE                            | 3                    | TRUE        | TRUE                         | 1            |              | Unsurfaced                                 |                             | Adequately wide path though the surface is not bound. No lighting  | A                     |         |
| SN - 14    | Staythorpe Power Station Bridge | 0.15                | N/A               | N/A            | N/A               | N/A           | 0.0%              | 5              | N/A                 | 0                           | TRUE                            | 4                    | TRUE        | TRUE                         | 2            |              | Unsurfaced                                 |                             |  | Not currently a route |         |
| SN - 15    | Staythorpe Link                 | 1.41                | N/A               | N/A            | N/A               | 200           | 2.0%              | 5              | N/A                 | 0                           | TRUE                            | 5                    | TRUE        | TRUE                         | 3            |              | Unsurfaced                                 |                             |  | Not currently a route |         |



# RST – Inter-urban routes (Ollerton-Bilsthorpe, Bilsthorpe-Southwell)

| Route Code | Route Name            | Section Length (km) | Veh. Route length | Directness     |                   | Gradient      |                   |                 | Motor Traffic speed | Motor Traffic Volume (AADT) | Phy. Protecte d/ Traffic-free ? | Safety               |             |                               | Safety score | Comfort                                    |       | Critical Junction crossings  |   | Section Comments | Grading |
|------------|-----------------------|---------------------|-------------------|----------------|-------------------|---------------|-------------------|-----------------|---------------------|-----------------------------|---------------------------------|----------------------|-------------|-------------------------------|--------------|--|-------|--|---|------------------|---------|
|            |                       |                     |                   | Existing Ratio | Directnes s score | Max slope (m) | Max Gradie nt (%) | Gradien t Score |                     |                             |                                 | Raw score (existing) | Unlit? (-1) | No Passive surveillance? (-1) |              | Surface type                               | Count |  |   |                  |         |
| OB - 1     | Bescar Ln1            | 0.26                | 0.264             | 1.00           | 5                 | 42.6          | 3.3%              | 5               | 30                  | 369                         | TRUE                            | 5                    | FALSE       | FALSE                         | 5            | Smooth, Machine-laid bituminous or similar | 0     | Has modal filter at the junction of Bescar lane and Kingston drive. The route is of good quality with passive surveillance and is low traffic.   | G |                  |         |
| OB - 2     | Bescar Ln2            | 1.25                | 1.25              | 1.00           | 5                 | 95            | 3.6%              | 5               | 30                  | Very Light                  | FALSE                           | 3                    | TRUE        | TRUE                          | 1            | Hand-laid bituminous or similar            | 0     | The route is narrow and has poor surface quality, is unlit and has no passive surveillance. However, it is very low traffic.   | A |                  |         |
| OB - 3     | Rufford Ln            | 1.30                | 1.3               | 1.00           | 5                 | 103           | 4.8%              | 3               | 40                  | Light                       | FALSE                           | 2                    | TRUE        | TRUE                          | 0            | Smooth, Machine-laid bituminous or similar | 0     | Steep gradient in some places. Speed limit varies between 30 and 40mph. The closure of Rufford Ford means traffic volumes are low. Very high speeds and volumes that make it unsafe and unsuitable for cycling in the carriageway. There is potential for space re-allocation to provide a cycleway. | R |                  |         |
| OB - 4     | OldRufford Rd         | 0.97                | 0.972             | 1.00           | 5                 | 129           | 3.1%              | 5               | 50                  | 19942                       | FALSE                           | 0                    | TRUE        | TRUE                          | -2           | Smooth, Machine-laid bituminous or similar | 0     | Low traffic street, is lit and has passive surveillance. Critical junction with Old Rufford Road towards Center Parcs  | R |                  |         |
| OB - 5     | May Lodge Rd          | 0.27                | 0.27              | 1.00           | 5                 | 72.9          | 3.9%              | 4               | 20                  | Very Light                  | FALSE                           | 4                    | FALSE       | FALSE                         | 4            | Smooth, Machine-laid bituminous or similar | 0     | Low traffic street, is lit and has passive surveillance. Critical junction with Old Rufford Road towards Center Parcs  | G |                  |         |
| OB - 6     | Public footpath       | 3.08                | 4.6               | 0.67           | 5                 | 164           | 7.3%              | 0               |                     |                             |                                 |                      |             |                               |              | Unsurfaced                                 | 0     | Interurban unsurfaced route. This route avoids heavy, fast-moving traffic on Old Rufford Road.   | A |                  |         |
| OB - 7     | Eakring Rd            | 1.09                | 1.09              | 1.00           | 5                 | 61            | 10.0%             | 0               | 60                  | 2793                        | FALSE                           | 1                    | FALSE       | TRUE                          | 0            | Smooth, Machine-laid bituminous or similar | 0     | High vehicle speeds  | A |                  |         |
| BS - 1     | Eakring Rd            | 0.53                | 0.533             | 1.00           | 5                 | 102           | 1.2%              | 5               | 30                  | 2793                        | FALSE                           | 2                    | FALSE       | FALSE                         | 2            | Smooth, Machine-laid bituminous or similar | 1     | Some vehicles remain at high speed despite lower speed limit.  | A |                  |         |
| BS - 2     | Forest Link           | 0.41                | 0.407             | 1.00           | 5                 | 6.1           | 2.0%              | 5               | 30                  | Very Light                  | FALSE                           | 3                    | FALSE       | FALSE                         | 3            | Smooth, Machine-laid bituminous or similar | 0     | Low traffic volumes  | G |                  |         |
| BS - 3     | Bilsthorpe Bridleway  | 10.10               | 10.1              | 1.00           | 5                 | 467           | 2.6%              | 4               |                     |                             |                                 |                      |             |                               |              | Smooth, Machine-laid bituminous or similar | 0     | Trail in good condition  | G |                  |         |
| BS - 4     | King Street Southwell | 0.74                | 0.736             | 1.00           | 5                 | 300           | 5.1%              | 1               | 30                  | 4940                        | FALSE                           | 2                    | FALSE       | FALSE                         | 2            | Smooth, Machine-laid bituminous or similar | 0     | Station Road is narrow- has parallel parking, narrow footways.   | R |                  |         |

# RST – Inter-urban routes (Edwinstowe-Ollerton)

| Route Code | Route Name                        | Section Length (km) | Veh. Route length | Directness     |                   | Gradient      |                   |                 | Motor Traffic speed | Motor Traffic Volume (AADT) | Phy. Protecte d/ Traffic-free ? | Safety               |             |                               | Safety score | Comfort                                    | Critical Junction crossings |   | Section Comments | Grading |
|------------|-----------------------------------|---------------------|-------------------|----------------|-------------------|---------------|-------------------|-----------------|---------------------|-----------------------------|---------------------------------|----------------------|-------------|-------------------------------|--------------|--|-----------------------------|---|------------------|---------|
|            |                                   |                     |                   | Existing Ratio | Directnes s score | Max slope (m) | Max Gradie nt (%) | Gradien t Score |                     |                             |                                 | Raw score (existing) | Unlit? (-1) | No Passive surveillance? (-1) |              | Surface type                               | Count                       |   |                  |         |
| EO - 1     | Lidgett-Ollerton Public Footpath  | 2.14                | 3                 | 0.71           | 5                 | 89.7          | 2.4%              | 5               |                     |                             |                                 |                      |             |                               |              | Unsurfaced                                 |                             | Unsurfaced interurban route. Relatively flat.   | G                |         |
| EO - 2     | A614                              | 0.30                | 0.3               | 1.00           | 5                 | 86.9          | 3.4%              | 5               | 50                  | 18101                       | FALSE                           | 0                    | FALSE       | TRUE                          | -1           | Smooth, Machine-laid bituminous or similar |                             | High speed and high traffic. Narrow section beneath railway bridge  | R                |         |
| EO - 3     | Station Rd                        | 0.50                | 0.5               | 1.00           | 5                 | 50            | 3.0%              | 5               | 30                  | Light                       | FALSE                           | 3                    | FALSE       | FALSE                         | 3            | Smooth, Machine-laid bituminous or similar |                             | Buildouts at 30-40m intervals that calm traffic. Narrow route. This route is potentially carrying higher traffic volumes due to the closure of Rufford Ford – though the extent of this is unclear. | A                |         |
| EO - 4     | B6034                             | 1.00                | 1                 | 1.00           | 5                 | 95.6          | 3.9%              | 4               | 60                  | 2675                        | FALSE                           | 1                    | TRUE        | TRUE                          | -1           | Smooth, Machine-laid bituminous or similar |                             | High speed, high traffic. There is potential to expand the footway into the verge.  | R                |         |
| EO - 5     | Thorsby Vale cycle public footway | 1.80                | 2                 | 0.90           | 5                 | 73.9          | 4.8%              | 3               |                     |                             |                                 |                      |             |                               |              | Unsurfaced                                 |                             | Unsurfaced interurban route. Involves steep gradient in few patches. Connects to new development at Thorsby Vale  | A                |         |



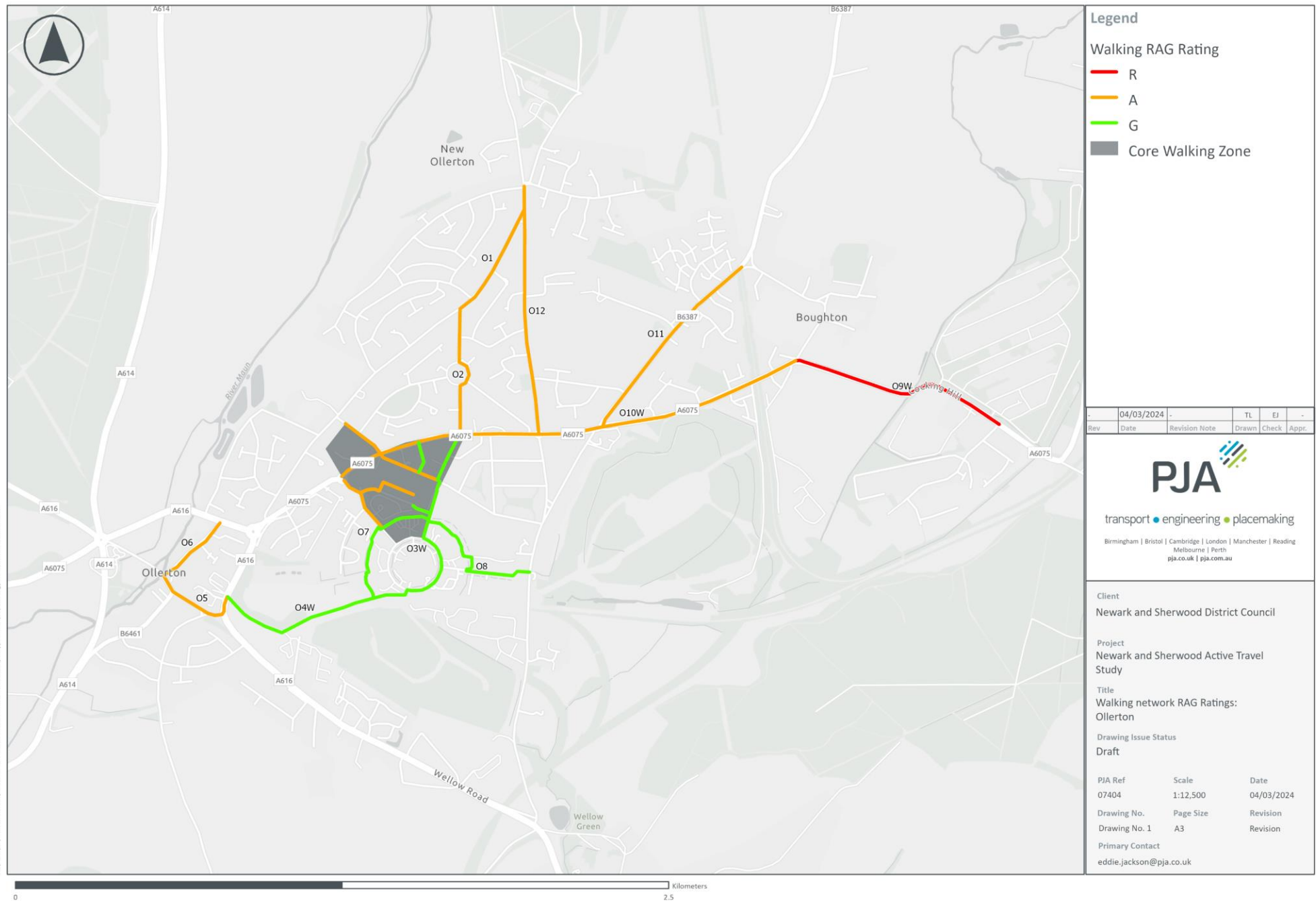
# WRAT (Walking route assessment tool) - Ollerton

| Route Code | Route Name                         | Audit Comments   |   |   |   |   |  | Rating |
|------------|------------------------------------|--|---|---|---|---|--|--------|
|            |                                    | Attractiveness   | Comfort   | Directness  | Safety  | Coherence   | Other  |        |
|            | <b>Ollerton Town Centre Routes</b> |  |   |   |   |   |  |        |
| O1         | Walesby Lane                       | Footways well maintained, with no significant issues noted. Traffic noise and pollution do not affect the attractiveness | Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users. | Footways are provided to cater for pedestrian desire lines.   | Traffic speeds moderate and pedestrians in close proximity.                         | Dropped kerbs and tactile paving absent or incorrect. |  | A      |
| O2         | Lime Tree Road                     | Footways well maintained, with no significant issues noted. Traffic noise and pollution do not affect the attractiveness | Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users. | Footways are provided to cater for pedestrian desire lines.   | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. | Dropped kerbs and tactile paving absent or incorrect. |  | A      |
| O3W        | Sherwood Drive                     | Footways well maintained, with no significant issues noted. Traffic noise and pollution do not affect the attractiveness | Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users. | Footways are provided to cater for pedestrian desire lines.   | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. | Adequate dropped kerb and tactile paving provision.   |  | G      |
| O4W        | Middlefield                        | Footway is well maintained and is free from any kind of traffic and noise.   | Footway is in good condition and wide enough to accommodate pedestrians and cyclists  | Footway follows the pedestrian desire line. One of the most direct route                                  | Traffic free route, good visibility   | Need to provide tactile markings at minor junctions   | Need to improve navigation by providing adequate signages  | G      |
| O5W        | Wellow Road                        | Footway well maintained but lacks in street furniture. Inactive frontages in some patches                                | Footways are in good condition. Narrow widths discourage walkability- widths differ between 1-1.5m in narrowest sections                                    | Follows pedestrian desire lines but need to provide priority crossings as there is no controlled crossing | Moderate traffic, mediocre visibility due to narrow lanes                           | Absence of tactile pavings at key locations           |  | A      |
| O6         | Main Street                        | Traffic noise and pollution do not affect the attractiveness   | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.                                | Footways are provided to cater for pedestrian desire lines.   | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. | Dropped kerbs and tactile paving absent or incorrect. | The junction with church street has a wide mouth creating a long crossing distance. However, traffic volumes are very low.                             | A      |
| O7         | Darwin Drive option                | Footways well maintained, with no significant issues noted.  | Footways level and in good condition, with no trip hazards.   | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).                       | N/A   | N/A   |  | G      |
| O8         | Business park ped route            | Footways well maintained, with no significant issues noted.  | Footways level and in good condition, with no trip hazards.   | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).                       | N/A   | N/A   |  | G      |
| O9W        | Cocking Hill                       | Severe traffic pollution and/or severe traffic noise   | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.                                | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).                       | High traffic speeds, with pedestrians unable to keep their distance from traffic.   | Dropped kerbs and tactile paving absent or incorrect. | Very narrow footway forces pedestrians to be close to oncoming high-speed traffic, with a significant proportion being HGV's and other large vehicles. | R      |
| O10W       | Tuxford Road                       | Levels of traffic noise and/or pollution could be improved   | Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users. | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).                       | Traffic volume moderate and pedestrians in close proximity.                         | Dropped kerbs and tactile paving absent or incorrect. | Amber but transitions towards red towards the edge of the town due to the narrowing footway and higher vehicle speeds.                                 | A      |

# WRAT (Walking route assessment tool) - Ollerton

| Route Code | Route Name                 |   |   |   |   |   |   | Rating |
|------------|----------------------------|---|---|---|---|---|---|--------|
|            |                            | Attractiveness  | Comfort   | Directness  | Safety  | Coherence   | Other   |        |
| O11        | Main Road                  | Active frontages, noise of traffic  | Footway widths between 1.5m-2m; can be widened. Footway parking causing inconvenience   | Crossings are slightly misaligned with pedestrian desire lines                      | Good visibility, low traffic  | Lack of tactile paving                                | Has verges on both sides providing some separation from moving traffic. | A      |
| O12        | Whinney Lane               | Footways are well maintained. High traffic noise  | Footway widths between 1.5m-2m; can be widened. No instances of footway parking   | Staggered crossings increase travel time  | Good visibility to users. Involves speed humps for traffic calming                  | Lack of tactile paving                                |   | A      |
| OCWZ1      | Future Link                | N/A   | N/A   | N/A   | N/A   | N/A   | N/A   | G      |
| OCWZ2      | Path to Tesco              | Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street). | Footways level and in good condition, with no trip hazards.   | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. | Adequate dropped kerb and tactile paving provision.   |   | G      |
| OCWZ3      | Forest Road                | Levels of traffic noise and/or pollution could be improved  | Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users. | Crossings are single phase pelican/puffin or zebra crossings.                       | Traffic volume moderate and pedestrians in close proximity.                         | Dropped kerbs and tactile paving absent or incorrect. |   | A      |
| OCWZ4      | Forest Road/Tesco Car Park | Levels of traffic noise and/or pollution could be improved  | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.                                | Footway provision could be improved to better cater for pedestrian desire lines.    | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. | Adequate dropped kerb and tactile paving provision.   |   | A      |
| OCWZ5      | Edison Rise                | Footways well maintained, with no significant issues noted.   | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.                                | Crossings deviate significantly from desire lines.                                  | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. | Dropped kerbs and tactile paving absent or incorrect. |   | A      |
| OCWZ6      | Beech Avenue               | Footways well maintained, with no significant issues noted.   | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.                                | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. | Dropped kerbs and tactile paving absent or incorrect. |   | A      |
| OCWZ7      | Rufford Avenue             | Footways well maintained, with no significant issues noted.   | Footways level and in good condition, with no trip hazards.   | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road). | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. | Adequate dropped kerb and tactile paving provision.   |   | A      |

# WRAT (Walking route assessment tool) - Ollerton



# WRAT (Walking route assessment tool) - Edwinstowe

| Route Code | Route Name   |  |  |  |   |   |  | Rating |
|------------|--|--|--|--|---|---|--|--------|
|            |  | Attractiveness   | Comfort  | Directness   | Safety  | Coherence   | Other  |        |
| E1W        | Thoresby Vale link1                                    | Footways well maintained, with no significant issues noted. Traffic noise and pollution do not affect the attractiveness | Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheelchair users.                             | Footways are provided to cater for pedestrian desire lines.  | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. | Adequate dropped kerb and tactile paving provision.                       |  | G      |
| E2W        | Thoresby Vale link2                                    | N/A  | N/A  | N/A  | N/A   | N/A   | Not currently a route  | R      |
| E3W        | Church St  | Footways well maintained, with no significant issues noted. Traffic noise and pollution do not affect the attractiveness | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.   | Footways are provided to cater for pedestrian desire lines.  | Traffic speeds moderate and pedestrians in close proximity.                         | Adequate dropped kerb and tactile paving provision.                       |  | A      |
| E4         | Forest Corner  | Footways well maintained, with no significant issues noted. Traffic noise and pollution do not affect the attractiveness | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.   | Footways are provided to cater for pedestrian desire lines.  | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. | Adequate dropped kerb and tactile paving provision.                       |  | G      |
| E5         | Forest Corner to Main Crossroads (Via St Mary's Drive) | No evidence of vandalism with appropriate natural surveillance.  | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.   | Footways are provided to cater for pedestrian desire lines.  | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. | Dropped kerbs and tactile paving absent or incorrect.                     | Narrow walkway from Mansfield Road to St Mary's drive - or wider route by the village hall (the latter requires access through the cemetery which is not surfaced)   | A      |
| E6W        | High Street  | Levels of traffic noise and/or pollution could be improved   | Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).                        | Traffic volume moderate and pedestrians in close proximity.                         | Adequate dropped kerb and tactile paving provision.                       | Attractive due to frontages and streetscape, but the street section is heavily constrained and vehicle movement/storage takes up the majority of the space, leading to footways under 1.5m in several places despite busy pedestrian environment | R      |
| E7W        | Rufford Road   | Footways are well maintained, high traffic noise and pollution   | Footways are in good condition but the widths vary between 1.5m-2m with occasional 'give and take'   | Footways are provided to cater for pedestrian desire lines.  | High traffic volume, moderate speeds  | Adequate dropped kerb and tactile paving provision.                       | Footways get narrowed down at some parts, needs improvement  | A      |
| E8         | Fourth Avenue  | Footways are well maintained, low traffic  | Footways are in a good condition and are more than 2m wide   | Crossings are at pedestrian desire lines but are partially staggered.                                      | Low traffic volumes and good visibility   | Adequate number of dropped kerbs but lacks in tactile paving at crossings |  | A      |
| E9         | Mansfield rd alternative                               | Footways are well maintained, low traffic  | Footways are in a good condition and are more than 2m wide. The footway enables all users without 'give and take'  | Crossings are at pedestrian desire lines And involves controlled crossings with sufficient green man times | Low traffic volumes and good visibility   | Adequate number of dropped kerbs and paving at crossings                  |  | G      |
| E10        | West Lane  | Levels of traffic noise and/or pollution could be improved   | Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.   | Footways are not provided to cater for pedestrian desire lines.  | Traffic speeds moderate and pedestrians in close proximity.                         | Adequate dropped kerb and tactile paving provision.                       |  | A      |
| E11        | East Lane  | Traffic noise and pollution do not affect the attractiveness   | Footways are in good condition but the widths vary between 1.5m-2m with occasional 'give and take'   | Footways are provided to cater for pedestrian desire lines.  | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes. | Dropped kerbs and tactile paving absent or incorrect.                     |  | A      |

# WRAT (Walking route assessment tool) - Edwinstowe

