Bespoke School Street Audit					
Project Number	60677657				
Scheme	Ostman Road				
Location	York				
Date	08/04/2022				
Version Number					
Assessment By	MF				
Checked By	LO				

Key Requirement	Factor	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)
Children Cycling / Scootering on footways	Continuity	Shared use		Children cycling on footway space less than 3m	Pedestrian priority with civilised mixed interaction enabled	Pedestrian priority with suggested alternative route for cyclists
	Comfort	Footway surface		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - e.g. Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.
	Safety hazard for children scootering / cycling	Buffer / Edge protection from the carriageway near to the school gates.		None - No edge protection	Some - Verged buffer	Significant - Enhanced buffer with level difference.
Pedestrians / Children	Engagement On-street	Engagement for children		None	Some	Significant
	Accessibility	Bus stop accessibility		Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm	Bus stop is wheel chair accessible but there is limited clear space around bus stop	Bus stop is wheel chair accessible and there is clear space around the bus stop
	Ease of crossing	Ease of crossing side road	The weakest side road is missing at least 1 dropped kerb or these are not on the desire line.	The weakest side road has dropped kerbs and these are on the desire line or a raised table / continuous footway	The weakest side road has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 10mph but instead of a raised table it at the entrance it has dropped kerbs	The weakest side road has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 10mph and raised table / continuous footway at the entrance
	Safety hazard for children crossing	Standard of crossing facilities		Uncontrolled crossing with no gaps in traffic, lack of priority	Signalised crossing or implied priority	Countdown with signalised crossing, priority with unsignalised
General traffic	Vechile Speeds	Vechile Speeds	is travelling at its fastest the majority of vehicles are travelling	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20mph
	Volume of Motorised Traffic	Volume of Motorised Traffic	There are 1000+ vehicles in the peak our (both directions)	There are 500-999 vehicles in the peak our (both directions)	There are 200-499 vehicles in the peak our (both directions)	There are 199 or fewer vehicles in the peak our (both directions)
	Mix of Vehicles	% of Heavy Vehicles	large vehicles is greater than 5% of motorised traffic in the	The proportion of large vehicles is greater than 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 2% of motorised traffic in the peak hour	No large vehicles use the street
	Reducing private car use	TRO's / Measures to reduce the number of parked cars	nonk hour	There are no new parking restrictions / Existing TRO's ignored / Parking across driveways. street as a whole, assessing the street as a whole, there are no contrictions on	There is a mixuture of parking and public realm ammenity	impact in and around the school gates and is prevented by both TRO's and physical features within
	Reducing convenience of driving short journeys	Through movement of traffic		hasessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions outside the	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole there is no through-movement for private motorised traffic at all times
	Delays	Delays to the number 5 bus route		Delays to number 5 bus route at peak times due to parking outside of school gates.	Delays to the number 5 bus route persist but don't worsen	Improvements or no delay to the number 5 bus route
	Behaviour Influence			Layout encourages aggressive behaviour	Layout controls behaviour throughout	Layout encourages civilised behaviour: negotiation and forgiveness
Environmental	Lighting	Lighting	Assessing the full length of the street, there is no street lighting over the footways on this street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street
	Litter /	Litter		Litter and foliage build-up is considered sigificant	There is some litter and foliage build-up within the study area and at least 1 litter bin provided within the study area.	There is no issue with litter or foliage build-up and at least 1 litter bin is provided within the study area.
	Planting	Amount of planting		Amount of greenery is reduced within the study area.	Amount of greenery is retained within the study area.	Amount of greenery is increased / enhanced within the study area.
	Greening	Green infrastructure and sustainable materials		No green infrastucture or sustainable materials proposed	Some green infrastructure or sustainable materials proposed	All infrastructure is green and materials are sustainable
Cost	Budget	Cost to implement propsed design		High	Med	Low
Buildability	Feasibility	Interfernce with C2s		Significant impacts on statutory undertakers and/ or re-routing of equipment	Minor impacts on statutory undertakers.	None of the proposed works would affect statutory undertakers.
Public Realm	Visual interest Diversity	Quality and distinction Conditions for pleasant interaction		Uniform Single activity area.	Variety Mixed use properties	Unique feature Different uses and users at different times. Social interaction encouraged through street design choices.
	Area character	Materials matched to surroundings		Poor	Some contrast	In keeping
		unroundings				

vietine Leveut	Proposed Layout				
xisting Layout	Option 1	Proposed Layout Option 2	Option 3		
0	1	1	1		
0	2	2	2		
1	2	2	2		
0	1	2	2		
1	2	2	2		
1	2	2	2		
0	2	2	2		
2	2	2	2		
1	1	1	1		
1	1	1	1		
0	1	2	2		
0	0				
1	1	1	1		
1	1	2	2		
2	2	2	2		
2	2	2	2		
1	1	1	1		
2	1	1	1		
2	2	1	0		
2	1	1	1		
0	0	1	2		
0	1	2	2		
0	1	1	2		
20	30	34	35		

46

65%

46

74%

46

76%

Maximum Potential Score	46
Audit % score	43%