

## ANNEX F Criteria for Sydney assessment (as used in the audit spreadsheet)

The criteria assessed in the two sample areas of Sydney are set out in the table below. The scores for each criterion were recorded on a scale of -3 to +7, producing a 7 point scale.

These scores were then presented in the spreadsheet using the “traffic light” system, also known as the RAG system (Red Amber Green). Red means that there is a problem or deficiency that needs to be fixed. Green means that the situation is good or very good. Amber means that although acceptable, the situation would benefit from improvement if possible.

Main category	Criteria	Comments following test surveys in sample areas
Context	Information relating to individual links in the network, filled at the office in advance: <ul style="list-style-type: none"> <li>• Street code classification</li> <li>• Part of Sydney designated pedestrian network</li> <li>• Part of Sydney cycle network</li> <li>• Bus route</li> <li>• Speed limit</li> <li>• One or two-way traffic</li> <li>• Gradient</li> </ul>	This information will be helpful in determining the type of projects to be undertaken. For example the street code classification can be used to provide an appropriate width of footway required.
Crossings	Type (e.g. “t” junctions, crossroads, signalled crossing)	
	Deviation from desire line	
	Delay (for traffic lights)	
	Adequacy of capacity (crossing width) taking account of obstructions	For this assessment it was important to survey at peak pedestrian times
	Legibility for sensory impaired	Provision of tactile, colour contrast or audible information. Given the scarcity of this in Sydney, this had a considerable impact on the scores.
	Dropped kerbs (or level crossing or ramps)	Assessed against a standard for ramps that are appropriate for wheelchair users. Given the scarcity of this in Sydney, this had a considerable impact on the scores.
	Surface quality	
Links - Traffic	Volume	Peak hour survey is required
	Proximity to footway	For example the presence of parked cars or line of trees was taken into

		account
	Speed	Speed surveys can be undertaken, but surveyors can also judge if speeds are incompatible with a safe and comfortable pedestrian environment
Links – Footway or Footpath	Width – adequacy for the demand placed on it.	
	Presence of dropped kerbs and vehicle crossovers	The convenience for pedestrians judged against the ideal of a continuous level footway
	Obstructions or clutter	This required careful judgement since some items on the footway (like café tables) can add quality, but can also obstruct.
	Lighting	Judged against a standard whereby footways are well lit for reasons of personal security and ability to see the ground conditions.
	Surface quality	
	Opportunities for crossing mid-block	This relates to the traffic volume and speed criteria, but also to the presence of median strips and the number of traffic lanes.
Links - Environment	Shade	In the Sydney context, this is important. Shade from trees, canopies or buildings
	Seating	Specially provided or informal, such as walls of appropriate height
	Sojourn	Space attractive for stopping, chatting, people watching, window shopping etc.
	Interest	Including art, play, views, plants
	Interface with other modes	Access to and legibility of bus stops, provision of cycle racks

The spreadsheet includes a tab where all three link categories are combined to produce a single score. It was found that the combination score produced less extreme results (and thus perhaps less helpful for targeting where improvements are needed). The differences are shown in the table below.

<b>Links assessment</b>	<b>Surry Hills</b>	<b>George Street</b>
Traffic situation	2 red, 2 amber, 6 green	5 red, 5 amber, 4 green
Footway/Footpath	0 red, 6 amber, 4 green	5 red, 4 amber, 6 green
Environment	0 red, 9 amber, 1 green	4 red, 8 amber, 3 green
<b>Combined</b>	<b>0 red, 8 amber, 2 green</b>	<b>2 red, 10 amber, 3 green</b>

It may be seen, for example, that the combination of the scores (last row in table) to an extent “hides” the problems identified, especially in the George Street area. It is therefore recommended that the audit tool analysis provides the separate link scores for traffic, footway and environment categories.