

Appendix 2

Thurrock Local Cycling & Walking Infrastructure Plan - Scored List of Measures

Field definitions

Proposed features

Feature ID GIS ID

Street Street Name

Type Category of proposed measure

Notes Proposed measure

Propensity to Cycle values

PCT_com Number of cycle trips

Tgt-PCT Government Target scenario minus PCT_com

Mkt-PCT Near market scenario minus PCT_com

Prioritisation Scoring

Local TA Impact of the measure on accessibility to Local Trip Attractors (Rail, Town Centres, Leisure Facilities, Shopping Centres)

1. Does not benefit accessibility to the facility
2. Access improvements on existing links to a single facility
3. Access improvements on existing links to several facilities
4. Creating new access point or connection to a single facility
5. Creating new access point or connection to several facilities

School Impact of the measure on school journeys. Rated from 1 (lowest impact) to 5 (highest impact)

Delivery Estimation on easiness to deliver the measure

1. Major challenges to deliver including large land acquisition, large consultation or significant environmental or technical issues
2. Major challenges to deliver including some land acquisition, local consultation or medium environmental or technical issues
3. Little challenges to deliver including parking removal, focalized environmental or technical issues
4. Little challenges to deliver including public land repurpose or small technical issues
5. No environmental or technical issues, no land acquisition or repurpose and no consultation required

Cost Potential cost requirements to deliver the measure

0. Do minimum - E.g. no TRO or simply removal of a fixed barrier or similar
- 1. TRO needed or simple signage changes in a small area
- 2. Some digging required or kerb lines moved or as -1 but over a larger area
- 3. Much digging required at multiple sites or involvement of signals, National Rail, external highway authorities or service providers
- 4. Major scheme - and/or large land purchase or use of non highway land

Bike Benefit to the cycling network. Rated from 1 (lowest benefit) to 5 (highest benefit)

1. Improvement of safety, attractiveness or comfort on existing minor link
2. Integral safety, attractiveness and comfort improvements on existing minor link
3. Integral safety, attractiveness and comfort improvements on existing link of major relevance to the wider network
4. New link with highest standard for safety, attractiveness and comfort with minor relevance on the network
5. New link with highest standard for safety, attractiveness and comfort in a direct way and integral to the wider network

Walk Benefit to the walking network. Rated from 1 (lowest benefit) to 5 (highest benefit)

1. Improvement of safety, attractiveness or comfort on existing minor link
2. Integral safety, attractiveness and comfort improvements on existing minor link
3. Integral safety, attractiveness and comfort improvements on existing link of major relevance to the wider network
4. New link with highest standard for safety, attractiveness and comfort with minor relevance on the network
5. New link with highest standard for safety, attractiveness and comfort in a direct way and integral to the wider network

PNC Value assigned according to MSOA where measures are located based on Sports England' Place Need Classification (adult and child average)*

- 1 - The fourth quartile of need, MSOAs that will be given a lower priority
- 2 - The third quartile of need
- 3 - The second quartile of need
- 4 - The first (highest) quartile of need, MSOAs with highest priority

Obesity Value assigned according to MSOA where measures are located based on Prevalence of overweight (including obesity) at Year 6*

- 1 - 11.1% to 27.8%
- 2 - 27.9% to 32.0%
- 3 - 32.1% to 35.7%
- 4 - 35.8% to 40.6%
- 5 - 40.7% to 55.8%

Score/RA Sum of priority scores. Value to be used for guidance only, scheme must be judged against changing circumstances

Schemes that score lower (e.g. for a high cost) may be essential to the network and viceverse

*Schemes spanning different MSOAs where PNC or obesity values are different have been duplicated to show both values

Aveley

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_26	Park Lane/M25 bridge	Shared Use	Enhancing east-west connections across M25 at Gatehope	11	18.17	12.21	3	3	4	-3	5	3	4	4	23
Line_ID_26	Park Lane/M25 bridge	Shared Use	Enhancing east-west connections across M25 at Gatehope Drive bridge [additional proposal tabled during assessment]	11	18.17	12.21	3	3	4	-3	5	3	3.5	5	23.5
Line_ID_27	Nethan Drive	School Street	Implement School Street with speed table at entrance. Also look at wider issues around one-way loop	8	20.85	14.1	3	3	4	-1	3	3	3.5	5	23.5
Line_ID_28	Mill Road	Cycle facility to LTN1/20	Provide cycle facilities & investigate ways to reduce traffic, especially non-local	8	18.1	13.11	3	3	3	-2	4	2	3.5	5	21.5
Line_ID_29	Purfleet Road	Shared Use	Provide cycle facilities (shared footway?) & investigate ways to reduce traffic	2	18.1	13.11	3	2	3	-2	3	3	3.5	5	20.5
Line_ID_49	The Shrubbery path	Footway improvements	North-south link on western side of M25 from Stifford Road to Bridleway 230 Belhus Chase	11	18.17	12.21	2	2	2	-2	3	3	3.5	5	18.5
Line_ID_51	High Street/ Stifford Road	School Street	Timed closure (School Street)	8	17.19	11.01	4	4	3	-2	3	4	3.5	5	24.5
Line_ID_51	High Street/ Stifford Road	School Street	Timed closure (School Street)	8	17.19	11.01	4	4	3	-2	3	4	4	5	25
Point_ID_27	Love Lane	N/A	New school being built. Is the access to the path to the south being preserved?	2	18.1	13.11	3	3	5	0	3	3	3.5	5	25.5
Point_ID_29	Stifford Road	Crossing Improvement	Provide a parallel crossing. 2m width restriction at roundabout (westbound). Could form part of a traffic reduction measure for High Street/Stifford road	8	17.19	11.01	3	3	5	-1	3	3	3.5	5	24.5
Point_ID_30	Park Lane	Crossing Improvement	Install speed table, extend parking restrictions & 20 mph limit to Aveley Bypass & widen footway to north to allow shared use. Pavement parking on west side footway should be controlled.	8	20.85	14.1	3	3	4	-1	3	3	3.5	5	23.5
Point_ID_31	Park Lane - Gatehope Drive	Footway Improvement	Improve path to east & lighting, widen gate to east over M25. Need to confirm land ownership issues.	11	18.17	12.21	3	3	4	-1	3	3	3.5	5	23.5
Point_ID_32	Lance Corporal NM way	Crossing Improvement	Widen link paths to crossing esp on north side & install lighting. Not sure if subway should be repaired or closed as this would reduced maintenance liabilities & allow path widening.	11	18.17	12.21	3	3	4	-2	3	3	3.5	5	22.5
Point_ID_33	Lance Corporal NM way	Crossing Improvement	Convert to parallel crossing	8	20.85	14.1	3	3	3	-1	3	3	3.5	5	22.5
Point_ID_36	Purfleet Road	Footway Improvement	Implement parking restrictions. Stop pavement parking - on-street parking will also help with speeds	2	18.1	13.11	3	3	5	0	3	3	3.5	5	25.5
Point_ID_37	Ship Lane	Footway Improvement	Widen footway to make shared use pavement at the north. Reduce vehicle speeds - shared use on wider footway. Only direct link to south	8	15.04	6.05	3	3	2	-2	3	3	4	5	21
Point_ID_41	Nethan Drive	Footway Improvement	Widen path & remove staggered barrier. Link to Toucan crossing	11	18.17	12.21	3	2	4	-1	3	3	3.5	5	22.5
Point_ID_42	Park Lane	Crossing Improvement	Improve connections at southern end of bridge. Widen speed table at Meadow Drive & sign cycle link. Bridge is used informally by cyclists despite low parapet (fall risk). Access at south end could be better.	8	20.85	14.1	3	3	5	0	3	3	3.5	5	25.5
Point_ID_43	Nethan Drive	Footway Improvement	Widen path & allow cycling. Provide drpped kerbs. Link to school entrance	8	20.85	14.1	3	3	4	-1	4	2	3.5	5	23.5
Point_ID_46	Ship Lane / High Street	Bus Gate	Bus gate south of junction to remove through traffic. Continuous pavement treatment across junction mouth	8	15.04	6.05	4	3	2	-2	3	3	4	5	22
Point_ID_66	Purfleet Road	Crossing Improvement	Narrow entry geometry and provide continuous pavements across the junction.	2	18.1	13.11	3	3	4	-1	2	2	3.5	5	21.5
Point_ID_67	Purfleet Road	Crossing Improvement	Narrow entry geometry and provide continuous pavements across the junction.	2	18.1	13.11	3	3	4	-1	2	2	3.5	5	21.5
Point_ID_69	Purfleet Road	Crossing Improvement	Narrow entry geometry and provide continuous pavements across the junction.	14	18.6	11.53	3	3	4	-1	2	2	3.5	5	21.5
Point_ID_71	Purfleet Road	Crossing Improvement	Narrow entry geometry and provide continuous pavements across the junction.	14	18.6	11.53	3	3	4	-1	2	2	3.5	5	21.5
Point_ID_73	Purfleet Road	Crossing Improvement	Narrow entry geometry and provide continuous pavements across the junction.	14	18.6	11.53	3	3	4	-1	2	2	3.5	5	21.5
Point_ID_74	Purfleet Road	Crossing Improvement	Narrow entry geometry and provide continuous pavements across the junction.	14	18.6	11.53	3	3	4	-1	2	2	3.5	5	21.5

Point_ID_93	Wennington Interchange	Crossing Improvement	Crossing improvements	2	18.1	13.11	1	1	2	-3	2	2	3.5	5	13.5
Point_ID_94	Wennington Interchange	Crossing Improvement	Crossing improvements	2	18.1	13.11	1	1	2	-3	2	2	3.5	5	13.5
Point_ID_95	Lance Corporal NM way	Crossing Improvement	Crossing improvements	2	18.1	13.11	2	3	4	-2	2	2	3.5	5	19.5

South Ockendon

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_30	Daiglen Drive	Cycle facility to LTN1/20	Provide with flow protected cycle lanes with floating parking	18	20.48	7.77	5	4	3	-3	5	3	4	4	25
Line_ID_45	Brickkiln Wood paths	Footway improvements	FP1 south of Dennises Lane - create new bridleway on land understood to be owned by National Highways adjacent to M25 that that does not form part of the highway, to reopen link for walkers and create new link for cyclists and horse riders.	10	16.32	6.1	1	1	3	-2	1	1	4	5	14
Line_ID_46	Oak and Ash plantation paths	Footway improvements	Improved north-south links via the Gatehope route	11	20.78	8.58	2	1	4	-2	2	2	4	4	17
Line_ID_46	Oak and Ash plantation paths	Footway improvements	Improved north-south links via the Gatehope route through Little Belhus Country Park to West Road	11	20.78	8.58	2	1	4	-2	2	2	4	5	18
Line_ID_47	M25 bridge	Footway improvements	Improved north-south links via the Gatehope route	11	18.17	12.21	2	1	4	-1	4	2	4	4	20
Line_ID_47	M25 bridge	Footway improvements	Improved north-south links via the Gatehope route through Little Belhus Country Park to West Road	11	18.17	12.21	2	1	4	-1	4	2	3.5	5	20.5
Line_ID_54	Erriff Drive	Cycle facility to LTN1/20	Pavement parking issues here. Float parking and slightly reduce pavements to provide cycle lane	11	20.78	8.58	3	4	3	-2	5	3	4	4	24
Line_ID_54	Erriff Drive	Cycle facility to LTN1/20	Pavement parking issues here. Float parking and slightly reduce pavements to provide cycle lane	11	20.78	8.58	3	4	3	-2	5	3	4	5	25
Line_ID_55	Foyle Drive	Cycle facility to LTN1/20	Remove (or float) pavement perking and use some verge space.	11	20.78	8.58	3	4	3	-2	5	3	4	4	24
Line_ID_55	Foyle Drive	Cycle facility to LTN1/20	Remove (or float) pavement perking and use some verge space.	11	20.78	8.58	3	4	3	-2	5	3	4	5	25
Line_ID_57	Arisdale Avenue	Shared Use	Extend the shared use to the top of this road. not ideal but width constraints limit the options. 20mph?	11	20.78	8.58	2	2	3	-1	3	3	4	5	21
Line_ID_75	South Road	Shared Use	Improve Shared use south of Tamarisk Road and provide shared use north of there. Possibly 20MPH?	17	20.22	19.14	3	4	4	-3	3	3	4	4	22
Line_ID_75	South Road	Shared Use	Improve Shared use south of Tamarisk Road and provide shared use north of there. Possibly 20MPH?	17	20.22	19.14	3	4	4	-3	3	3	3	4	21
Line_ID_75	South Road	Shared Use	Improve Shared use south of Tamarisk Road and provide shared use north of there. Possibly 20MPH?	17	20.22	19.14	3	4	4	-3	3	3	4	5	23
Point_ID_28	Stifford Road	Crossing Improvement	Provide a controlled crossing	11	20.54	8.48	2	3	4	-1	4	4	4	4	24
Point_ID_38	Stifford Road	Crossing Improvement	Improve links on/off carriageway - straight across crossing for cyclists, on a 4m wide island, single stage if	10	20.09	7.96	2	3	4	-2	4	3	4	4	22
Point_ID_39	Stifford Road	Crossing Improvement	Single stage Toucan phase crossing, no guardrail. Extensive guardrail on island	17	20.22	9.14	3	3	4	-2	3	3	4	4	22
Point_ID_40	Broxburn Drive - Foxglove Road	Cycle Permiability	Crossing of Broxburn Rd. Allow cycling on bridge, remove staggered barriers & improve access at Foxglove Rd	8	18.16	6.35	3	3	5	0	3	3	4	5	26

Chadwell St Mary

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_15	Claudian way	Cycle facility to LTN1/20	Very wide pavements and corner geometries potential to float the parking and provide facilities for cyclists behind the park cars	10	22.28	8.74	3	3	3	-2	4	3	4	5	23
Line_ID_16	Path	Footway improvements	Potential useful cycling link here but would mean adding new track on the existing desire line. See photo	14	18.06	6.51	3	3	4	-1	4	2	4	5	24
Line_ID_17	Path	Footway improvements	Potential cycling connection through the estate and on into the schools	14	18.06	6.51	3	3	3	-2	2	2	4	5	20
Line_ID_18	Brentwood Road	Shared Use	Add shared use on the east side which will mean some parking removal and verge removal	14	18.06	6.51	3	3	3	-2	3	2	4	5	21
Line_ID_19	Path	Footway improvements	Small link to potential network	14	19.8	7.93	3	3	4	0	2	2	4	5	23
Line_ID_20	Path	Footway improvements	Useful cycling link.	14	19.8	7.93	3	3	4	0	2	2	4	5	23
Line_ID_21	Muckingford Road	Shared Use	Establish shared use and create a link to East Tilbury. Will require verge use to the east where there are currently no pavements.	13	23.2	17.85	4	2	2	-3	5	4	4	5	23
Line_ID_21	Muckingford Road	Shared Use	Establish shared use and create a link to East Tilbury. Will require verge use to the east where there are currently no pavements.	13	23.2	17.85	4	2	2	-3	5	4	3	5	22
Line_ID_22	Linford Road	Shared Use	Alt.... If shared use can only be provided over this stretch, it takes it to the edge of this urban area and provides good connectivity.	13	23.2	17.85	4	2	3	-2	4	3	4	5	23
Line_ID_22	Linford Road	Shared Use	Alt.... If shared use can only be provided over this stretch, it takes it to the edge of this urban area and provides good connectivity.	13	23.2	17.85	4	2	3	-2	4	3	3	5	22
Line_ID106	Footpath 174	Footway improvements	Shared path creation across a field	9	20.95	8.84	2	2	2	-3	4	3	4	5	19
Line_ID112	Brentwood Road	Footway improvements	Shared path - will require large land purchase	13	21.38	6.9	3	1	2	-4	2	2	2	3	11
Line_ID112	Brentwood Road	Footway improvements	Shared path - will require large land purchase	13	21.38	6.9	3	1	2	-4	2	2	4	5	15
Line_ID113	Biggin Lane	Footway improvements	Shared path. fades to dirt at the east end	11	23.2	17.85	2	2	3	-3	1	1	4	5	15
Line_ID113	Biggin Lane	Footway improvements	Shared path. fades to dirt at the east end	11	23.2	17.85	2	2	3	-3	1	1	3	5	14
Point_ID_15	Claudian Way	Crossing Improvement	Improve crossing by Longhouse rd. Raised table	10	22.28	8.74	3	3	4	-1	2	2	4	5	22
Point_ID_16	Claudian Way	Crossing Improvement	Main entrance not served by crossings of Claudia way. Guardrail and some high traffic speed	14	18.06	6.51	3	3	4	-1	2	2	4	5	22
Point_ID_17	Brentwood Road	Cycle Permiability	"A" barrier... removal	10	22.28	8.74	3	3	5	0	2	3	4	5	25
Point_ID_18	Brentwood Road	Cycle Permiability	Routes need better connection. Provide parallel crossings or some form of connection to cycling routes	10	22.28	8.74	3	3	3	-1	3	3	4	5	23
Point_ID_19	Cross Keys junction	Crossing Improvement	Improve crossing to connect the shared use tracks running north south... possible diagonal crossing	15	19.8	7.93	2	4	2	-2	3	2	4	5	20
Point_ID_26	Chadwell Road	Junction Improvement	Inadequate connectivity between the shared use paths at this roundabout. Crossing improvements. Narrow entry lanes, lower speeds	9	20.95	8.84	3	3	4	-1	3	2	4	5	23
Point_ID_75	B149	Junction Improvement	Improvements to interconnectivity of cycle ways. Better crossings.	15	19.8	7.93	3	3	4	-2	3	2	4	5	22

Tilbury

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_96	Civic Square	Cycleway	Cycle path to be delivered with Civic Square regen	15	23.69	10.74	3	2	3	-2	2	2	4	5	19
Line_ID107	St Andrews Road	Footway improvements	Shared path (improvements)	19	27.26	13.46	2	1	5	-1	1	1	4	5	18
Line_ID108	Dock Road to A1089 link	Footway improvements	New bridge over railway line town-ferry - future developer funded	15	23.69	10.74	4	1	1	-4	4	4	4	5	19
Line_ID109	London Road to Windrush Way link	Footway improvements	New bridge over railway line town-fort/port2 - future developer funded	15	23.69	10.74	4	1	1	-4	4	4	4	5	19
Line_ID110	Dock Road to A1089 link (Port entrance)	Footway improvements	New bridge over railway line town-port - future developer funded	19	27.26	11.95	4	3	1	-4	4	4	4	5	21
Point_ID_89	Dock Road	Crossing Improvement	Crossing improvements	19	27.26	11.95	0	0	0	0	0	0	4	5	9

Chafford Hundred

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_42	Mill Lane	Footway improvements	Cutback vegetation improve visibility to road	6	10.96	4.63	3	2	5	0	3	3	2	4	22
Line_ID_70	A126	Cycle facility to LTN1/20	Provide protected facilities as part of a comprehensive treatment of all access to Lakeside	11	25.1	13.37	5	1	3	-3	5	2	4	5	22
Line_ID102	Elizabeth Road	Footway improvements	Shared path (improve)	10	16.86	9.12	3	2	5	-1	2	2	3	4	20
Point_ID_56	Rainbow Road	Footway Improvement	Improve lighting, surfaces and remove staggered barriers	6	19.18	11.13	3	3	5	-1	3	3	2	4	22
Point_ID_57	Mill Lane	Crossing Improvement	Remove staggered barriers/railings. Provide drop kerb and add zebra and parallel crossing. Potential for a SUDS scheme on the south side.	6	10.96	4.63	3	2	4	-2	3	3	2	4	19
Point_ID_59	Devonshire Road	Crossing Improvement	Provide continuous pavement across this junction.	10	23.76	12.06	3	3	4	-2	3	3	4	5	23
Point_ID_60	Devonshire Road	Crossing Improvement	Continuous footway across this junction. Narrow geometry	10	23.76	12.06	3	3	4	-1	3	3	2	4	21
Point_ID_61	Devonshire Road	Crossing Improvement	Continuous footway at this junction	10	23.76	12.06	3	3	4	-1	3	3	3	5	23
Point_ID_62	Drake Road	Crossing Improvement	Parallel crossing on a raised table	11	12.97	5.28	3	2	4	-1	3	3	3	4	21
Point_ID_63	Merlin Close	Crossing Improvement	Move the drop kerb to the path of travel. Improve park access	11	12.97	5.28	2	2	5	0	3	3	3	4	22
Point_ID_64	Warren Lane	Crossing Improvement	Continuous footway at this junction	1	12.8	5.49	3	3	4	-1	3	3	3	4	22
Point_ID_65	A126	Crossing Improvement	Extremely dangerous crossing as drivers accelerate up the slip road... Improve ped crossing and cycle connectivity. Part of Lakeside review	11	25.1	13.37	5	1	2	-2	4	3	4	5	22
Point_ID_76	Pilgrims Roundabout	Crossing Improvement	Crossing improvements on all arms. Potential for "dutch" roundabout here.	6	19.18	11.13	3	3	2	-2	3	4	3	4	20
Point_ID_77	London Road	Bus Gate	possible Bus Gate - check location with client	18	27.67	16.49	5	3	2	-2	5	3	4	5	25
Point_ID_82	Treacle Mine Roundabout	Crossing Improvement	Improve all crossings. Make more direct for cyclists on this important node	12	19.6	7.09	3	3	2	-3	3	3	3	3	17
Point_ID_91	Pilgrims Lane	Crossing Improvement	Crossing improvements	10	16.49	7.03	2	1	3	-2	2	2	3	4	15

Lakeside

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Point_ID_79	Lakeside	Crossing Improvement	Lakeside Review, A separate peice of work - Better ped and cycle access on all sides	44	31.13	15.77	5	1	2	-3	5	5	4	5	24
Point_ID_83	Junction 31	Major Scheme	Provide crossing improvements and better E/W & N/S connectivity for the cycle routes.Should be considered alongside Lakeside measures	44	31.13	15.77	3	3	1	-4	5	3	4	5	20
Point_ID_84	Thurrock Services Roundabout	Crossing Improvement	Part of Lakeside proposals	44	31.13	15.77	3	3	3	-3	3	3	4	5	21
Point_ID_92	Cygnat View	Crossing Improvement	Add signalised crossing	44	31.13	15.77	3	1	3	2	3	3	4	5	24

Mardyke

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_50	Mardyke bridge	Cycleway	Mardyke Bridge - Proposed new cycleway bridge over the Mar Dyke immediately to the south of the A13.	44	31.13	15.77	1	1	4	-3	3	3	4	5	18

North Stifford

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_65	Stifford Hill/High Road	20 MPH	Could provide a useful cycling link North/South	10	16.49	7.03	2	2	4	-1	3	3	3	4	20
Line_ID101	Clockhouse lane (Bridge)	Cycleway	Make cycleable. Taller railings	10	16.49	7.03	3	2	4	-2	2	2	3	4	18
Point_ID_78	Stifford Hill	Crossing Improvement	Improve crossings for pedestrians	10	16.49	7.03	3	3	3	-2	1	3	3	4	18

Corringham / Stanford-le-Hope

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_00	Path from St Margrets Ave to Butts Lane	Footway improvements	Path improvements, wayfinding, surface, lighting	8	21.05	19.96	2	3	5	-3	3	3	3	2	18
Line_ID_01	Path from St Margrets Ave to Fairview Avenue	Footway improvements	Path improvements, surface improvements at lower end	8	21.05	19.96	2	3	5	-2	3	3	3	2	19
Line_ID_02	London Road/Church Hill	Cycle facility to LTN1/20	Cycle lane for eastbound cyclists. Increase pavement widths	8	17.23	16.69	3	3	2	-2	4	3	3	2	18
Line_ID_03	Southend Road	Crossing Improvement	Additional pedestrian crossings, control pavement	5	19.14	18.19	2	3	3	-2	2	2	2	2	14
Line_ID_03	Southend Road	Crossing Improvement	Additional pedestrian crossings, control pavement	5	19.14	18.19	2	3	3	-2	2	2	3	2	15
Line_ID_03	Southend Road	Crossing Improvement	Additional pedestrian crossings, control pavement	5	19.14	18.19	2	3	3	-2	2	2	3	3	16
Line_ID_03	Southend Road	Crossing Improvement	Additional pedestrian crossings, control pavement	5	19.14	18.19	2	3	3	-2	2	2	3.5	4	17.5
Line_ID_04	Path along the manorway	Cycleway	Additional lighting and removal of "A" barriers	8	11.18	10.6	3	4	5	-2	3	2	3	2	20
Line_ID_04	Path along the manorway	Cycleway	Additional lighting and removal of "A" barriers	8	11.18	10.6	3	4	5	-2	3	2	3	3	21
Line_ID_05	London Road to Chantry Cress p	Cycleway	Allow cycling on this key link.	8	17.23	16.69	3	3	5	-4	4	1	3	2	17
Line_ID_06	The Manorway Underpass	Footway improvements	Improve path allowing shared use	9	17.99	14.9	2	4	5	-2	4	2	3	3	21
Line_ID_07	Corringham Road	Cycle facility to LTN1/20	Remove pavement parking and provide with flow cycle lanes	9	17.99	14.9	4	4	3	-2	5	3	3	2	22
Line_ID_07	Corringham Road	Cycle facility to LTN1/20	Remove pavement parking and provide with flow cycle lanes	9	17.99	14.9	4	4	3	-2	5	3	3	3	23
Line_ID_08	The Sorrells	20 MPH	Provide DYL to allow cycle lanes	3	11.18	10.6	5	4	3	-2	5	4	3	3	25
Line_ID_08	The Sorrells	20 MPH	Provide DYL to allow cycle lanes	3	11.18	10.6	5	4	3	-2	5	4	3.5	4	26.5
Line_ID_09	St Johns Way	Cycleway	Allow cycling	7	15.02	15.05	1	3	5	-2	4	2	3.5	4	20.5
Line_ID_10	Path to Central Ave	Cycleway	Allow cycling	11	15.62	12.23	1	3	5	-4	4	2	3.5	4	18.5
Line_ID_11	Southend Road	Cycle facility to LTN1/20	Provide Cycle facilities - With flow behind parking southbound.	10	16.59	15.01	3	4	4	-2	5	2	3	2	21
Line_ID_11	Southend Road	Cycle facility to LTN1/20	Provide Cycle facilities - With flow behind parking southbound.	10	16.59	15.01	3	4	4	-2	5	2	3	3	22
Line_ID_12	High St and Southend Rd.	20 MPH	Provide Cycle facilities and/or 20 MPH	8	17.23	16.69	3	3	4	-2	5	3	3	2	21
Line_ID_13	Springhouse Rd	Cycle facility to LTN1/20	With flow cycle lanes or 20mph if not possible	11	13.66	10	5	3	3	-2	5	3	3	3	23
Line_ID_13	Springhouse Rd	Cycle facility to LTN1/20	With flow cycle lanes or 20mph if not possible	11	13.66	10	5	3	3	-2	5	3	3.5	4	24.5
Line_ID_14	Lampits Hill	Cycle facility to LTN1/20	With flow cycle lanes	6	16.63	15.32	2	3	4	-2	4	2	2	2	17
Line_ID_14	Lampits Hill	Cycle facility to LTN1/20	With flow cycle lanes	6	16.63	15.32	2	3	4	-2	4	2	3.5	4	20.5
Line_ID_60	London Road	Cycle facility to LTN1/20	With flow cycle lanes	6	17.64	16.79	4	3	3	-2	5	2	3	2	20
Line_ID_74	Southend Road	Shared Use		6	16.63	15.32	2	1	4	-2	3	2	2	2	14
Line_ID_76	Southend Road	Cycle facility to LTN1/20	Use existing advisory lanes. Widen and protect	6	16.63	15.32	2	1	4	-2	3	1	2	2	13
Line_ID_77	N/A	Cycleway	New cycling connection	6	14.65	11.96	5	4	4	-1	3	2	3	3	23
Line_ID_78	N/A	Shared Use	New cycling and walking link. Consider a mobility hub at the station.	8	17.23	16.69	5	4	3	-1	5	4	3	2	25
Line_ID_83	Valmar Avenue	20 MPH	Calm street (part of Stanford West scheme)	8	21.05	19.96	3	3	4	-1	2	2	3	2	18
Line_ID_84	Wharf Road	20 MPH	Calm street (part of Stanford West scheme)	8	21.05	19.96	3	3	4	-1	2	2	3	2	18
Line_ID_85	Copland Road	20 MPH	Calm street (part of Stanford West scheme)	8	21.05	19.96	3	3	4	-1	2	2	3	2	18
Line_ID_86	Salisbury Avenue	20 MPH	Calm street (part of Stanford West scheme)	8	21.05	19.96	3	3	4	-1	2	2	3	2	18
Line_ID_87	Hadfield Road	20 MPH	Calm street (part of Stanford West scheme)	8	21.05	19.96	3	3	4	-1	2	2	3	2	18
Line_ID_88	Rectory Road	20 MPH	Calm street (part of Stanford West scheme)	8	21.05	19.96	3	3	4	-1	2	2	3	2	18
Line_ID_89	Fairview Avenue	20 MPH	Calm street (part of Stanford West scheme)	8	21.05	19.96	3	3	4	-1	2	2	3	2	18
Line_ID_90	Runnymede road	20 MPH	Calm street (part of Stanford West scheme)	8	21.05	19.96	3	3	4	-1	2	2	3	2	18
Line_ID_91	Ruskin Road	20 MPH	Calm street (part of Stanford West scheme)	8	21.05	19.96	3	3	4	-1	2	2	3	2	18
Line_ID_92	Rayleigh Road	20 MPH	Calm street (part of Stanford West scheme)	8	21.05	19.96	3	3	4	-1	2	2	3	2	18
Line_ID_97	Branksome Avenue	20 MPH	Calm street (previous opposition)	7	18.38	21.9	2	2	4	-1	1	1	2	2	13
Line_ID_97	Branksome Avenue	20 MPH	Calm street (previous opposition)	7	18.38	21.9	2	2	4	-1	1	1	3	2	14
Line_ID_97	Branksome Avenue	20 MPH	Calm street (previous opposition)	7	18.38	21.9	2	2	4	-1	1	1	3	3	15
Line_ID_97	Branksome Avenue	20 MPH	Calm street (previous opposition)	7	18.38	21.9	2	2	4	-1	1	1	3.5	4	16.5
Line_ID_98	Wharf Road	Cycleway	Cycle route	8	21.05	19.96	2	1	3	-2	2	2	3	2	13

Line_ID_98	Wharf Road	Cycleway	Cycle route	8	21.05	19.96	2	1	3	-2	2	2	3	3	14
Line_ID_99	N/A	Cycleway	Cycle route	8	17.23	16.69	2	1	1	-3	4	4	3	2	14
Line_ID100	Fobbing Road/Lion Hill	Footway improvements	Review potential to link Fobbing and Corringham	5	16.33	14.81	3	2	4	-2	2	2	2	2	15
Line_ID100	Fobbing Road/Lion Hill	Footway improvements	Review potential to link Fobbing and Corringham	5	16.33	14.81	3	2	4	-2	2	2	3.5	4	18.5
Point_ID_00	St Margrets Avenue	Footway Improvement	Remove "A" barrier	8	21.05	19.96	2	3	5	0	3	3	3	2	21
Point_ID_01	Butts Lane	Footway Improvement	Remove "A" barrier	8	21.05	19.96	2	3	5	0	3	3	3	2	21
Point_ID_02	St Margrets Avenue	Footway Improvement	Add dropped kerb	8	21.05	19.96	2	3	4	0	3	2	3	2	19
Point_ID_03	London Road	Crossing Improvement	Rail crossing. limprovement for both modes	8	17.23	16.69	3	2	2	-3	5	3	3	2	17
Point_ID_04	London Road	Crossing Improvement	High speeds/volume here. convert to zebra crossing	8	17.23	16.69	3	3	3	-2	1	2	3	2	15
Point_ID_05	Southend Road Roundabout	Junction Improvement	high speed roundabout improve crossings and provide let down kerbs	10	16.59	15.01	3	3	2	-3	5	5	3	2	20
Point_ID_06	Southend Road	Footway Improvement	Bollards blocking pavements (parking control). Area review	10	16.59	15.01	3	3	4	-1	1	3	3	3	19
Point_ID_07	The Manorway	Cycling Improvement	Remove "A" barrier	2	11.18	10.6	2	3	5	0	3	3	3	3	22
Point_ID_08	Hardie Park Entrance	N/A	Make accessible after park closes. Prvide lighting of	8	17.23	16.69	3	3	3	-2	3	3	3	2	18
Point_ID_09	St Margrets Avenue	Footway Improvement	Improve ramp access	8	21.05	19.96	3	3	4	-2	3	2	3	2	18
Point_ID_10	Southend Road Roundabout	Junction Improvement	Tighten arms and improve crossings...Add cycle facilities	8	17.23	16.69	3	3	3	-3	4	3	3	2	18
Point_ID_11	Abbots Drive	Crossing Improvement	staggerd barrier not DDA compliant. Remove	6	14.65	11.96	3	3	5	0	2	2	3	3	21
Point_ID_12	Springhouse Road	Crossing Improvement	Crossing improvmnt. Parallel crossing	11	15.62	12.23	5	3	4	-1	2	3	3.5	4	23.5
Point_ID_85	Southend Road	Junction Improvement	Provide cycling and walking connectivity	6	16.63	15.32	2	1	4	-1	3	1	2	2	14
Point_ID_86	Southend Road	Junction Improvement	Provide cycling and walking connectivity	6	16.63	15.32	2	1	4	-2	3	1	2	2	13
Point_ID_87	Southend Road	Junction Improvement	Provide cycling and walking connectivity	6	16.63	15.32	2	1	4	-1	3	1	2	2	14
Point_ID_90	Manorway	Crossing Improvement	Crossing improvements	11	15.62	23.23	3	2	3	-2	2	2	3.5	4	17.5

East Tilbury

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_72	East Tilbury Road	20 MPH	20 MPH Camera Controlled	6	23.2	17.85	3	2	4	-1	3	3	3	5	22
Line_ID_79	N/A	Cycleway	LTC future scheme	11	23.2	17.85	5	4	2	-3	5	5	3	2	23
Line_ID_79	N/A	Cycleway	LTC future scheme	11	23.2	17.85	5	4	2	-3	5	5	3	5	26
Line_ID_80	Buckingham Hill Road	Shared Use	Provide pavement for shared use and an alternative to the proposed new active travel mlink for East tillbury	11	23.2	17.85	3	1	2	-3	5	4	3	2	17
Line_ID_80	Buckingham Hill Road	Shared Use	Provide pavement for shared use and an alternative to the proposed new active travel mlink for East tillbury	11	23.2	17.85	3	1	2	-3	5	4	2	3	17
Line_ID_80	Buckingham Hill Road	Shared Use	Provide pavement for shared use and an alternative to the proposed new active travel mlink for East tillbury	11	23.2	17.85	3	1	2	-3	5	4	3	5	20
Line_ID104	N/A	Cycleway	Cycle path across green and a new cycle bridge over the rail line	11	23.2	17.85	2	2	1	-3	2	2	3	5	14

The Fens

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_59	Orsett Cock Roundabout	Crossing Improvements	Junction review to improve pedestrian and cyclist	6	17.59	13.45	2	1	1	-3	4	3	2	3	13
Line_ID_93	Conway's road	Footway improvements	will require large land purchase +20MPH	3	14.45	9.34	3	2	2	-3	2	2	2	3	13
Line_ID_94	Orsett Road	Footway improvements	will require large land purchase +20MPH	3	14.45	9.34	3	2	2	-3	2	2	2	3	13
Line_ID_95	Brentwood Road	Footway improvements	Shared path - will require large land purchase	3	14.45	9.34	3	2	2	-3	2	2	2	3	13
Point_ID_88	Brentwood Road	Crossing Improvement	New crossing	6	17.59	13.45	3	3	2	-2	2	2	2	3	15

Grays

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_23	Bridleway 112	Footway improvements	Very overgrown. Add lighting	12	22.16	12.31	3	4	5	-1	3	3	3.5	3	23.5
Line_ID_24	Wood View	Cycle facility to LTN1/20	Put the cycle lane inside the parking	12	22.16	12.31	3	4	4	-3	5	1	3.5	3	20.5
Line_ID_24	Wood View	Cycle facility to LTN1/20	Put the cycle lane inside the parking	12	22.16	12.31	3	4	4	-3	5	1	2	4	20
Line_ID_35	Hathaway Road	Cycle facility to LTN1/20	Float parking to provide with flow cycle lanes. Existing door zone provision not up to LTN 1/20. Consider banning parking.	11	21	9.4	3	3	2	-2	4	3	3	3	19
Line_ID_35	Hathaway Road	Cycle facility to LTN1/20	Float parking to provide with flow cycle lanes. Existing door zone provision not up to LTN 1/20. Consider banning parking.	11	21	9.4	3	3	2	-2	4	3	2	4	19
Line_ID_37	Lodge Lane	Cycle facility to LTN1/20	This could be the main scheme proposal including... Bi directional tracks on both sides using cross hatching and a bit of verge or bi directional share use on both sides... In any case, consideration has to be made of interconnection with existing routes	13	21	9.4	3	4	3	-3	3	2	3	3	18
Line_ID_37	Lodge Lane	Cycle facility to LTN1/20	This could be the main scheme proposal including... Bi directional tracks on both sides using cross hatching and a bit of verge or bi directional share use on both sides... In any case, consideration has to be made of interconnection with existing routes	13	21	9.4	3	4	3	-3	3	2	3.5	3	18.5
Line_ID_37	Lodge Lane	Cycle facility to LTN1/20	This could be the main scheme proposal including... Bi directional tracks on both sides using cross hatching and a bit of verge or bi directional share use on both sides... In any case, consideration has to be made of interconnection with existing routes	13	21	9.4	3	4	3	-3	3	2	2	4	18
Line_ID_37	Lodge Lane	Cycle facility to LTN1/20	This could be the main scheme proposal including... Bi directional tracks on both sides using cross hatching and a bit of verge or bi directional share use on both sides... In any case, consideration has to be made of interconnection with existing routes	13	21	9.4	3	4	3	-3	3	2	3	4	19
Line_ID_38	Southend Road	Cycle facility to LTN1/20	With flow lanes over this section, although it does tighten somewhat as you get to the southern portion... may require parking removal	13	21	9.4	5	4	2	-3	5	3	2	4	22
Line_ID_39	Palmer's Avenue	Cycle facility to LTN1/20	Buffered cycle lanes inside the parking, with flow or 20 MPH cycle street with limited parking	17	25.27	12.98	3	3	2	-3	5	3	3	5	21
Line_ID_40	Bradleigh Avenue	Traffic Management	NorthSouth cycle and pedestrian route incorporating diagonal filter. It is noted this would also benefit the four schools along this road	10	21	9.4	3	4	2	-1	4	3	2	4	21
Line_ID_40	Bradleigh Avenue	Traffic Management	NorthSouth cycle and pedestrian route incorporating diagonal filter. It is noted this would also benefit the four schools along this road	10	21	9.4	3	4	2	-1	4	3	3	5	23
Line_ID_41	Connaught Avenue	Traffic Management	Low traffic route created by model filter at the North end. 20 MPH?	13	24.58	14.2	3	4	2	-1	4	3	3	3	21
Line_ID_44	Orsett Road	20 MPH	20 MPH, Camera controled,Self enforcing measures. Cycle Street?	14	25.27	12.98	5	3	4	-1	4	3	3	5	26
Line_ID_44	Orsett Road	20 MPH	20 MPH, Camera controled,Self enforcing measures. Cycle Street?	14	25.27	12.98	5	3	4	-1	4	3	4	5	27
Line_ID_53	London Road	20 MPH	Challenging to do anything other than reduce speed due to width constraint. High number of HGVs. Possibly times to align with school times?	18	31.13	15.77	3	4	2	-4	5	3	4	5	22
Line_ID_56	Hathaway Road	20 MPH	20 MPH, Camera controled,Self enforcing measures. Cycle Street?	17	25.27	12.98	3	3	4	-1	4	3	3	3	22
Line_ID_56	Hathaway Road	20 MPH	20 MPH, Camera controled,Self enforcing measures. Cycle Street?	17	25.27	12.98	3	3	4	-1	4	3	3	5	24
Line_ID_58	Clarence Road	20 MPH	Parking removal is challenging here due to preponderance of terraced housing. Can traffic volume	14	29.12	14.06	4	3	4	-1	3	3	3	5	24
Line_ID_63	London Road	Cycle facility to LTN1/20	Allow eastbound cycle access to Supermarket carpark - Contraflow	14	34.97	23.26	5	3	4	-1	5	2	4	5	27

Line_ID_64	Argent Street	20 MPH	20 MPH, Camera controled,Self enforcing measures. Cycle Street?	30	37.45	18.67	3	3	4	-1	3	3	4	5	24
Line_ID_69	Derby Road Bridge	Cycle facility to LTN1/20	Parking removal to provide space for cycle lanes	30	29.12	14.06	3	3	3	-2	5	3	3	5	23
Line_ID_69	Derby Road Bridge	Cycle facility to LTN1/20	Parking removal to provide space for cycle lanes	30	29.12	14.06	3	3	3	-2	5	3	4	5	24
Line_ID_73	Thurrock Park Way to Manor Road link	Cycleway	Developer funded new connection for walking and wheeling.	19	26.71	13.46	3	3	4	0	5	5	3	5	28
Line_ID_73	Thurrock Park Way to Manor Road link	Cycleway	Developer funded new connection for walking and wheeling.	19	26.71	13.46	3	3	4	0	5	5	4	5	29
Line_ID_82	Crown Road	Cycle facility to LTN1/20	Improved cycling connection to Derby road avoiding bridge. To include junction works for the northbound stretch	30	37.45	18.67	3	3	4	-2	3	3	4	5	23
Line_ID105	Bridleway 112	Footway improvements	Path improvements, wayfinding, surface, lighting	12	22.16	12.31	3	2	4	-1	1	1	3.5	3	16.5
Line_ID111	Thurrock Park Way to Curzon Drive link	Footway improvements	New bridge over railway line - future developer funded	19	26.71	13.46	3	3	1	-4	4	4	3	5	19
Line_ID111	Thurrock Park Way to Curzon Drive link	Footway improvements	New bridge over railway line - future developer funded	19	26.71	13.46	3	3	1	-4	4	4	4	5	20
Line_ID114	Footpath 108	Footway improvements	Shared path	9	22.79	22.79	2	3	4	-1	1	1	3.5	3	16.5
Line_ID114	Footpath 108	Footway improvements	Shared path	9	22.79	22.79	2	3	4	-1	1	1	4	5	19
Point_ID_20	King Edward Drive	Crossing Improvement	Provide parallel crossing is the best option here. Dropped kerbs. Relocate the bus stop not to interfere with the crossing	12	22.16	12.31	3	3	4	-1	3	3	3.5	3	21.5
Point_ID_21	Stanford Road	Junction Improvement	NorthSouth connectivity really poor here. Long diversions to junctions to the Eastern West... One for further consideration as part of a larger scheme?	12	22.16	12.31	5	3	2	-2	3	3	3.5	3	20.5
Point_ID_22	Wood View	Crossing Improvement	DDA gate fail. Provide accessible facilities	13	20.82	9.92	3	3	5	0	2	3	2	4	22
Point_ID_23	Daneholes Roundabout	Major Scheme	This whole roundabout and surrounding area needs a major design review with respect, cycling and walking. Too many issues to list. It's a large separate piece of work	12	22.16	12.31	5	3	1	-4	5	5	3.5	3	21.5
Point_ID_24	Wood View	Crossing Improvement	Move the shared use sign out of the path. The curent arrangement is not good for wheelers of various sorts.	12	22.16	12.31	3	3	5	0	3	3	3.5	3	23.5
Point_ID_25	Wood View	Cycling Improvement	Allow bikes on this path.... (Or are the signs just missing?) Do children who live on the other side of the motorway use it to access the school opposite?	12	22.16	12.31	3	3	4	-1	3	1	3.5	3	19.5
Point_ID_47	Hathaway and Lodge Lane	Crossing Improvement	Remove staggered crossing and guardrail - replace with single stage Toucan	10	21	9.4	3	3	2	-3	3	5	2	4	19
Point_ID_48	Lodge Lane	Crossing Improvement	Replacing informal crossing with zebra. Update tactiles to compliant design	11	21	8.77	3	3	3	-1	3	3	3	3	20
Point_ID_49	Lodge Lane	Crossing Improvement	Complete junction redesign. Reduce radius at junction. Remove guard railing, shortened crossing distances	13	20.82	9.92	3	3	2	-3	5	5	2	4	21
Point_ID_50	Lodge Lane	Major Scheme	Peninsulaize the western section creating a large urban park that connects with the proposed cycle running to the West... Return to two-way working	14	22.78	10.24	5	3	1	-4	5	5	3.5	3	21.5
Point_ID_51	Southend Road	Crossing Improvement	Traffic calming scheme involving raised tables, tighten geometries and shortened crossing distances to improve cycling and pedestrian amenity	17	25.27	12.98	3	3	2	-3	3	3	3	5	19
Point_ID_52	Bradleigh Avenue	Crossing Improvement	Remove roundabout tighten geometry. Shorten crossing distances and add greening	17	25.27	12.98	3	3	3	-2	3	4	3	5	22
Point_ID_53	Ward Avenue	Traffic Managment	Diagonal filter running from the southwest to the northeast.	10	21	9.4	3	4	2	-1	3	4	2	4	21
Point_ID_54	Lodge Lane	Crossing Improvement	Will need a controlled crossing for North/South movements and connections to the cycle route to the East and West	10	21	9.4	3	4	2	-2	5	4	3	3	22
Point_ID_58	London Road	Cycle Permiability	Junction should be looked at to provide better cycle connection southward	15	27.78	15.4	3	3	4	-2	4	3	4	5	24

Purfleet-on-Thames

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_25	Aveley-Purfleet new link with A14	Footway improvements	Aveley to Purfleet Link - Upgrading poor quality public footpath to bridleway status and create traffic-free link.	2	18.1	13.11	2	3	3	-2	5	3	3.5	5	22.5
Line_ID_31	Arterial Road Purfleet	Shared Use	Widen shared path. Crash barriers move to the kerb. Pollution/noise levels vey high	2	18.1	13.11	3	3	3	-2	3	3	3.5	5	21.5
Line_ID_31	Arterial Road Purfleet	Shared Use	Widen shared path. Crash barriers move to the kerb. Pollution/noise levels vey high	2	18.1	13.11	3	3	3	-2	3	3	4	5	22
Line_ID_32	London Road/New Tank Hill Road	Shared Use	Shared use on east pavement or protected cycle lanes. As part of large new Purfleet Riverside development	17	29.2	24.25	3	3	4	-2	3	3	3.5	5	22.5
Line_ID_32	London Road/New Tank Hill Road	Shared Use	Shared use on east pavement or protected cycle lanes. As part of large new Purfleet Riverside development	17	29.2	24.25	3	3	4	-2	3	3	4	5	23
Line_ID_33	Ship Lane	Shared Use	Shared use footway on east side with junction treatment at south end. Also consider if parallel route in fields might be feasible	8	31.13	15.77	3	2	2	-2	3	1	3.5	5	17.5
Line_ID_33	Ship Lane	Shared Use	Shared use footway on east side with junction treatment at south end. Also consider if parallel route in fields might be feasible	8	31.13	15.77	3	2	2	-2	3	1	4	5	18
Line_ID_34	Arterial Road Purfleet	Shared Use	Improve existing shared use footway, with improved crossings & junction treatment	8	15.04	6.05	3	1	4	-2	3	2	4	5	20
Line_ID_62	London Road	20 MPH	Make the connection to London Road and 20MPH	44	31.13	15.77	3	3	2	-2	5	2	4	5	22
Line_ID_71	London Road	20 MPH	Assumes the proposed Bus Gate goes ahead	22	30.18	16.95	3	3	4	-2	4	3	4	5	24
Point_ID_34	Arterial Road Purfleet	Crossing Improvement	Realign crossings to reduce distance. Island? Very wide forecourt crossings with no control.	22	30.18	16.95	3	3	3	-2	3	3	4	5	22
Point_ID_35	Arterial Road Purfleet	Crossing Improvement	Widen refuge to 4m & convert to Toucan	2	18.1	13.11	3	3	4	-1	3	3	3.5	5	23.5
Point_ID_45	Ship Lane south	Crossing Improvement	Safe crossing of Ship Lane arm - signalised junction with Toucan phase	44	31.13	15.77	3	3	2	-2	3	3	4	5	21

South Stifford

Proposed features				Propensity to Cycle values			Prioritisation Scoring								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_43	Wouldham Road	Shared Use	Implement shared use pavement (both sides?). This can connect to the Riverside path	15	31.13	15.77	2	2	4	-1	2	2	4	5	20
Line_ID_81	Mill Lane	School Street	Provide a School Street and 20 MPH with self enforcing measures and camera control	11	25.1	13.37	3	4	4	-1	4	3	2	4	23
Line_ID_81	Mill Lane	School Street	Provide a School Street and 20 MPH with self enforcing measures and camera control	11	25.1	13.37	3	4	4	-1	4	3	4	5	26

Stifford Clays

Proposed linear features				Propensity to Cycle			Prioritisation Scoring - See "Notes" tab								
Feature_ID	Street	Type	Notes	PCT_commu	Tgt-PCT	Mkt-PCT	Local TA	School	Delivery	Cost	Bike	Walk	PNC	Obesity	Priority RAG
Line_ID_66	Stifford Clays Road	Shared Use	Float some parking and build new pavements	19	24.01	9.69	2	3	3	-2	3	3	3	3	18
Line_ID_67	Stifford Clays Road	20 MPH	20MPH Provide self enforcing measures or camera	19	24.01	9.69	1	3	5	-1	3	3	2	3	19
Line_ID_67	Stifford Clays Road	20 MPH	20MPH Provide self enforcing measures or camera	19	24.01	9.69	1	3	5	-1	3	3	3	3	20
Line_ID_68	Blackshots Lane	20 MPH	20MPH Provide self enforcing measures or camera control. May need some restriction to pavement parking	10	26.09	12.18	3	3	5	-1	3	3	2	3	21
Line_ID_68	Blackshots Lane	20 MPH	20MPH Provide self enforcing measures or camera control. May need some restriction to pavement parking	10	26.09	12.18	3	3	5	-1	3	3	3	3	22
Line_ID_68	Blackshots Lane	20 MPH	20MPH Provide self enforcing measures or camera control. May need some restriction to pavement parking	10	26.09	12.18	3	3	5	-1	3	3	3.5	3	22.5
Line_ID103	Long Lane	20 MPH	Review, 20mph or cycle facility?	13	24.58	14.2	3	3	4	-1	2	2	3	3	19
Line_ID103	Long Lane	20 MPH	Review, 20mph or cycle facility?	13	24.58	14.2	3	3	4	-1	2	2	3.5	3	19.5
Point_ID_55	Conought Avenue	Traffic Managment	Model filter at the junction with long lane on Conought Avenue	13	24.58	14.2	3	4	2	-1	3	3	3	3	20
Point_ID_80	Stifford Interchange	Crossing Improvement	Nort/South connectivity is poor or nonexistant for cycling and walking. Junction review.	10	16.49	7.03	3	1	2	-3	5	5	3	3	19
Point_ID_81	Stifford Clays Road	Junction Improvement	Protect the turn for cyclists and provide ped crossing facility	19	24.01	9.69	2	3	4	-1	3	3	3	3	20