

Photo audit of Railway Road link Asda to Abercorn Square

<p>Abercorn Square to Asda, North side</p> <p>Looking toward Abercorn Sq. the theatre steps make an interesting feature. The walking environment is good.</p>	
<p>Immediately past the theatre, heading towards Asda the footway abruptly ends.</p>	
<p>After Dock Street the footway begins again. It is of reasonable width, but this is reduced by the lamp posts that are located twice the required distance from the kerb.</p>	
<p>Shorty after, the footway again ends, as a parking forecourt encroached up to the kerb line.</p> <p>Note that there would be space to create a new footway in advance of the kerb line, occupying space that is currently taken up by parked vehicles.</p> <p>There are ambiguous markings here with a partially painted single yellow line within a parking bay.</p>	

This photo illustrates that there is sufficient width to accommodate two-way vehicle traffic without encroaching on the parking bay. The parking bay should be removed and converted to footway (unless the private forecourt land can be converted to footway).



Immediately beyond the previous location, a pub forecourt is taken up entirely by parked cars, while a service vehicle is parked with two wheels on what remains of the narrow footway. Again, people cannot walk here except in the carriageway.

The parking also destroys the appearance and convenient entry to the pub.



Parking on the footway is clearly regarded as acceptable. This behaviour is encouraged by the fact that the footway on this road is discontinuous.



Once alongside a recent development, the footway is of a good standard and width.



Looking back towards the forecourt. parking obstruction. This is what would confront anyone walking from Asda towards the town centre.

It cannot be said that there would be no demand for secondary journeys to the town centre on foot, when these journeys are so poorly provided for.



Footway parking approaching the Mazda forecourt. The junction with Park Road is dangerous for pedestrians



The Mazda forecourt encroaches onto the footway.



Priority is given to people in vehicles. Footway width is sacrificed for the creation of a hatched area and right turn lane for the Mazda entrance.



The approach to Asda roundabout



Evidence of people taking a short cut across the grass to Asda. This arises because the Asda entrance is at the back of the car park instead of at the street frontage.



The roundabout between the two Asda sites is provided with dropped kerbs, but the speed of drivers means that it can be difficult to cross.



People visiting both Asda and the other retail units may choose to drive between the two sites. The walking environment here is unpleasant and traffic-dominated.



Asda to Abercorn Sq., south side

The vehicle entrance gives vehicles priority over pedestrians.



Railway Road is marked out as highway, which dominates its character. The building frontage is reasonable. The lamp post is set to the back of the footway, which maximises pedestrian space.



The footway is treated as a dumping ground for wheelie bins, reducing the width of the footway.



Junction with Eden Terrace is not pedestrian-friendly, and materials and markings are unsightly.



The ample width for vehicles is illustrated



The footway widens, creating some "breathing space" but this also interrupts the building line, and has led to the exposure of an unsightly gable end.



The blank return wall is pressed into service for a commercial sign.



"A" boards narrow the footway and can be unsightly. Together with the large refuse bin the footway all but disappears.



The wall obstruction on the north side is clearly seen. On the south side the footway is reasonable up to John Wesley Street.



The junction with John Wesley Street is inconvenient for pedestrians, who are forced round the corner by guardrailings to the point where their visibility of turning vehicles is obstructed.

