



Deansgate South Planning Appeal

Accessibility Evidence Proof

For Fusion Students

Date: 28 February 2022

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DOCUMENT CONTROL SHEET

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1. INTRODUCTION

1.1 Background of the Witness

- 1.1.1 My name is Sam Denby. I am a Chartered Member of the Chartered Institute of Logistics and Transportation [CMILT] and I have a BA (Hons) in Geography from the University of Manchester and a MSc in transport Engineering and Planning from the University of Salford.
- 1.1.2 I have 20 years' experience in the highways and transportation consultancy field and have worked and been based in Manchester my whole career.
- 1.1.3 This has provided me with extensive experience of transportation / development planning and development control matters, having provided advice in both private and public sector roles during this time.
- 1.1.4 I am a Transportation Technical Director with Hydrock Consultants Ltd, prior to which I was a Principal Transport consultant with JMP Consultants. I am responsible for the transport teams in Manchester and, more widely, for the technical content of Hydrock's transportation work in the North of England.
- 1.1.5 I have been employed by Hydrock since 2014, prior to which I was a Principal transport consultant leading JMP's Transportation Development Planning team in Manchester.
- 1.1.6 During the last 20 years, I have advised both private and public sector organisations in relation to the highway impacts of a significant number and range of development proposals throughout the North of England.
- 1.1.7 I give evidence on behalf of the appellant, Fusion Manchester Devco Ltd, relating to the accessibility and sustainability matters associated with a proposed redevelopment of the site at Deansgate South, Manchester for a student accommodation scheme comprising 534 bedrooms, across 261 units.
- 1.1.8 In relation to the appeal, it is in this regard that Hydrock Consultants Ltd are instructed by Fusion Manchester Devco Ltd to prepare evidence on the aspects of:
- Location;
 - Accessibility; and
 - Safety.
- 1.1.9 The evidence in which I have prepared and provide for this appeal reference APP/B4215/W/21/3287525 in this proof of evidence is true and has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are my true and professional opinions.

1.2 Scope of Evidence/ Reasons for Refusal

- 1.2.1 Following determination by the Planning and Highways Committee on the 3rd of June 2021, the development was refused planning permission on the 4th of June 2021. The highways and transportation reasons for refusal are set out in Core Document CD-A88.

1.2.2 The following paragraphs set out the accessibility related elements:

1. The proposal is not in close proximity to the University campuses or to a high frequency public transport route which passes this area and the applicant has failed to demonstrate robustly that there is unmet need for the proposed student accommodation; that they have entered into an agreement with an education provider for the provision of student accommodation; or that their proposal is deliverable.

Furthermore, the proposal does not demonstrate a positive regeneration impact in its own right and would be contrary to the Great Jackson Street Development Framework and the efforts made to create a high-quality residential area. It would, therefore, adversely impact upon the safety and welfare of future students, would not create a balanced high-quality neighbourhood of choice and would be detrimental to the character of the area, undermining the on-going regeneration of the wider locality, including Castlefield and the Great Jackson Street area. It would thereby be contrary to policies SP1, H1, H12, CC3, CC8, CC10, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

1.2.3 This evidence proof will deal with the factual distances of the site to and from key locations. The Planning Proof of Evidence (Core DocumentCD-D1) will deal with the policy meaning of proximity.

1.2.4 The evidence proof will address the following elements for refusal of:

- Location;
- Accessibility; and
- Safety.

1.3 Consultation and Agreement with the Local Highway Authority

1.3.1 Manchester City Council as the Local Highway Authority was approached by Hydrock in on the 22nd of October in 2021. The correspondence provided additional details with regards to the number of cycle parking spaces and the impact of street trees on footway widths within proximity of the proposed development site.

1.3.2 The correspondence also detailed additional funding Fusion Dev Co Ltd were willing to provide as a commitment to the scheme. The additional funding is as follows:

- Additional funding towards the improvement of the public realm provision beyond the site's boundaries, including the repair and replacement of broken paving on Deansgate up to the value of £50,000
- Installation and sponsorship of a Greater Manchester Bike Hire stand(s) in proximity to the proposed development site up to the value of £30,000; and
- The installation of a signalised pedestrian crossing on Medlock Street, up to the value of £75,000.

1.3.3 Hydrock was advised on the 24th of November 2021 by Manchester City Council's Case officer that the City Council's position is set out within the Planning Refusal and the City Council has no further comments to make.

1.3.4 On the 26th of January 2022, Manchester City Council provided updated Heads of Terms in relation to highways and public realm items to be provided by the proposed development. The Heads of Terms are provided in Core DocumentCD-C7c.

1.3.5 At the time of writing this Proof of Evidence, there is not a completed Statement of Common Ground.

2. DEVELOPMENT CONTEXT

2.1 Introduction

2.1.1 The planning application (reference: 129406/FO/2021) associated with the appeal seeks permission for the following development proposals:

- A 28-storey purpose-built student accommodation scheme, comprising of 534 student bedrooms with associated amenity/ ancillary spaces and external landscaping.

2.2 Local Highway Network

2.2.1 The A56 Chester Road/ Bridgewater Viaduct is a key route into the city centre. In proximity to the development the A56 has two lanes of traffic into the city centre and two lanes out of the city centre.

2.2.2 The Bridgewater Viaduct has footways that are 3.0m wide that are well lit and in good condition. The footways leading into the City Centre host a bus shelter and a Manchester City Council owned digital advertising screen that narrows the footway to less than 2.0m for short sections. The aforementioned advertising screen is one of many Manchester City Council screens that narrow the footways at various points within Manchester city centre.

2.2.3 Deansgate in this location is a minor road that provides access to the Knott Mill area of Manchester City Centre. Footways in excess of 2.0m are provided on either side of the carriageway, that are in good condition and well lit.

2.2.4 This section of Deansgate is currently experiencing high levels of investment in public realm. A summary of planning applications and public realm improvements are presented below:

- 111719/FO/2016/C1 - *Construction of four residential buildings, ancillary amenity building for residents accommodating a tennis court, swimming pool and gym facilities (Use Class C3), ground floor retail units (Use Classes A1, A2, or A3), amenity space for residents within residential buildings, new public realm and landscaping, basement car parking and related highway, access, servicing, engineering and associated works.* - The public realm works provided by this development include improved footway materials on Deansgate, a new river walkway and high-quality public realm and dwell space along the River Medlock linking Deansgate to City Road East. This development also provides improved footways and active frontages along Owen Street to the south of the proposed development site. (Core Document: CD-H9).
- 132199/FO/2021 - *Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works* (Not yet consented). - The public realm works will provide further footway improvements along Owen Street and increased permeability towards Great Jackson Street through the proposed development site's public realm. The works will also create a new street provisionally named Pond Street which connects Owen Street to River Place and City Road East. The works will also provide improvements to footway materials along Great Jackson Street. (Core Document: CD-H14).

- 129273/FO/2021 - Demolition of existing structures and the construction of two residential buildings of 56 storeys (plus basement and roof plant) (use class C3), with ground floor commercial uses (use class E), car parking, cycle provision, landscaping, access and other associated works (Not yet consented). - The proposed public realm works will provide improved footway materials along Great Jackson Street towards the junction with Garwood Street complementing the proposed works of the adjacent sites. (Core Document: CD-H12).

2.3 Pedestrian Accessibility to Key Services

- 2.3.1 With regards to pedestrian access, the site benefits from established pedestrian facilities within the local area.
- 2.3.2 Manual for Street [MfS], published in 2007, highlights that walkable neighbourhoods are typically characterised by having a range of facilities available within 10 minutes (up to about 800m) walking distance of residential areas which residents may comfortably access on foot.
- 2.3.3 The location of the site within Manchester City Centre means that a wide range of everyday key facilities are within a convenient 10-minute walking distance.
- 2.3.4 A map of amenities within the area is presented in **Figure 5.1** within **Section 5**, in addition to Core Document CD-D17).
- 2.3.5 It should also be noted that substantial investment in the area will also provide further amenities such as a primary school and GP surgery on Silvercroft Street 200m to the south west of the development site.

2.4 Pedestrian Accessibility to the University Campuses

- 2.4.1 As shown in **Figure 5.1** the development site is approximately 400m from Downing Student's River Street Development and 600m from Vita Student's First Street Development.
- 2.4.2 Five main walking routes have been identified from the development site to the main university campuses at Birley Fields and the Oxford Road Corridor. They are:
 - Route 1 - Whitworth Street to the Oxford Road Corridor;
 - Route 2 - Deansgate, First Street, Hulme Street to the Oxford Road Corridor;
 - Route 3 - Deansgate, Medlock Street, Princess Road to the Oxford Road Corridor;
 - Route 4 - Deansgate to the Birley Fields Campus; and
 - Route 5 - Cambridge Street Underpass.
- 2.4.3 Walking Routes 1 to 4 are deemed to be high quality and acceptable routes between the site and the University Campuses.
- 2.4.4 Walking Route 5 is currently not deemed to be an acceptable route from the proposed development site to the University Campuses based on perceived levels of crime and personal safety.
- 2.4.5 The detailed Walking and Cycling Audit is presented in **Appendix A**.

2.5 Access by Public Transport

- 2.5.1 The site is within walking distance to bus stops on the A56 Bridgewater Viaduct, the B6469 Whitworth Street providing high frequency services to transport interchanges within the City Centre such as Piccadilly Gardens and Shudehill, in addition to other regional destinations such as the Trafford Centre and Salford Quays.
- 2.5.2 The site is also within walking distance to Deansgate Railway Station providing high frequency services to destinations such as Salford Crescent for the University of Salford in addition to other destinations on the national rail network.
- 2.5.3 Deansgate-Castlefield Metrolink station is also within walking distance of the site, providing high frequency services across the city region including to MediaCity where the University of Salford has a campus.
- 2.5.4 In summary, the proposed development site is well served by public transport routes, both locally and nationally.

3. POLICY CONSIDERATIONS

3.1 National Planning Policy Framework [NPPF]

3.1.1 Paragraph 113 of the NPPF (July 2021) states that:

All development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or assessment so that the likely impacts of the proposal can be assessed.

3.1.2 The proposed development was supported by a Transport Statement and Framework Travel Plan, prepared in line with Department for Transport Guidance.

3.1.3 It is understood the Manchester City Council Highways did not raise any objections to the content of the Transport Statement and Framework Travel Plan within the Highways Consultee Comments presented in **Appendix B** and in Core Document: CD-B9.

3.1.4 Paragraph 104 of NPPF states that:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a. The potential impacts of development on transport networks can be addressed;*
- b. Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of the development that can be accommodated;*
- c. Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d. The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e. Patterns of movement, street, parking and other transport considerations are integral, to the design of schemes, and contribute to making high quality places.*

3.1.5 The Transport Statement and Framework Travel Plan submitted in support of the planning application made clear that the development would be a car free development in Manchester City Centre and is within safe walking distance to the Oxford Road Corridor and the Birley Fields Campus.

3.1.6 The Transport Statement and Travel Plan promotes walking and cycling as the primary mode of transport for the development.

3.2 Manchester City Council - The Core Strategy Development Plan Document 2012-2027

3.2.1 The Core Strategy Development Document 2012-2027 ("the Core Strategy") was adopted by Manchester City Council on the 11th of July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long-term strategic planning policies for Manchester's future development.

Policy H12 Purpose Built Student Accommodation:

1. Sites should be in close proximity to the University campuses or to a high frequency public transport routes which passes this area.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.

3.2.2 Policy T2 Accessible Areas of Opportunity and Need - States that the Council will actively manage the pattern of development to ensure that new development is:

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.
- Is easily accessible by walking, cycling, and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

3.2.3 The proposed development site is located within the Regional Core within the Great Jackson Street SRF Area in close proximity to the main economic drivers, especially the Oxford Road Universities.

3.2.4 The site is easily accessible by walking, cycling, and public transport to connect potential occupiers to education, employment and leisure opportunities.

3.2.5 The proposed development is car free and will provide a car club bay and an accessible parking bay. The surrounding streets are governed by Traffic Regulation Orders [TROs] in the form of double yellow lines to prevent on-street parking whilst pay and display bays are also present on Deansgate.

4. ACCESSIBILITY REASON FOR REFUSAL

4.1 Response to Accessibility Reasons for Refusal

4.1.1 The accessibility related reason for refusal can be broken down into a number of elements that will be dealt with separately.

1. The proposal is not accessible to the University Campuses

4.1.2 The proposed development site is the following distances described in **Table 4.1** to a central point within the corresponding campuses.

Table 4.1 Walking Accessibility to University Campuses

Campus	Minute Walk	Distance
Birley Fields Campus	11	900m
Sackville Street Campus	17	1,300m
All Saints Park and the Oxford Road Corridor	17	1,300m

4.1.3 The walking routes between the development site and the campuses, are as presented in detail in Hydrock Walking and Cycling Audit included in **Appendix A**.

4.1.4 These routes are of high quality and will be experience further investment through the provision of landscaping and public realm works provided by the development itself, the adjacent developments, and public realm improvements proposed by Manchester City Council within their City Centre Transport Strategy.

4.1.5 Additionally, within Hydrock's Walking and Cycling Audit opportunities for improvement have been identified that could enhance the wayfinding of route choices, as well as potential infrastructure enhancements which would benefit the future occupants of the site and the wider local population alike.

4.1.6 These initiatives are summarised as follows:

- Wayfinding and signage enhancements as Fusion Students has offered up to £50,000 to improve the walking and cycling environment beyond the redline boundary.
- Provision of Welcome Packs and advice on the appropriate routes to the campuses to be set out the site's full travel plan. This document will be issued to new residents. (However, it is noted it is highly likely that the students will use digital means of wayfinding rather than being reliant upon signage or physical maps).
- Facilitate the installation and sponsorship of a Greater Manchester Bike Hire stand(s) in proximity to the proposed development site, up to the value of £30,000.
- Fusion Students are also willing to provide up to £75,000 towards the provision of a new signalised crossing on Medlock Street to provide a safer crossing along a proposed desire line between the site and the university campuses on Oxford Road.

4.1.7 Within the Heads of Terms provided by Manchester City Council, the following improvements have also been proposed, which are acceptable in principle:

- To make a contribution of £[figure to be agreed] to provide an accessible car parking bay within the vicinity of the site;
- To make a contribution of £[figure to be agreed] to provide a Car Club parking bay within the vicinity of the site;
- To make a contribution of £[figure to be agreed] to provide a shared cycle crossing facility across Deansgate;
- To make a contribution of £[figure to be agreed] to pay for Traffic Regulation Orders for the installation of a loading bay on Deansgate;
- To make a contribution of £[figure to be agreed] to provide for any other works required to the adopted highway around the site to enable the development.
- To make a contribution of £[figure to be agreed] to pay for highway improvements to the footways along the main routes to the Universities (to include the route via Peter Street towards Medlock Street).

4.1.8 It should also be noted that the proposed development is also within proximity of two existing purpose-built student accommodation developments.

4.1.9 Downing Students' River Street development is approximately 400m from the proposed development site and Vita Students' First Street development is approximately 600m from the proposed development site. These developments are presented within the geographical context of the proposed development in the Principal Map (Core Document: CD-D16).

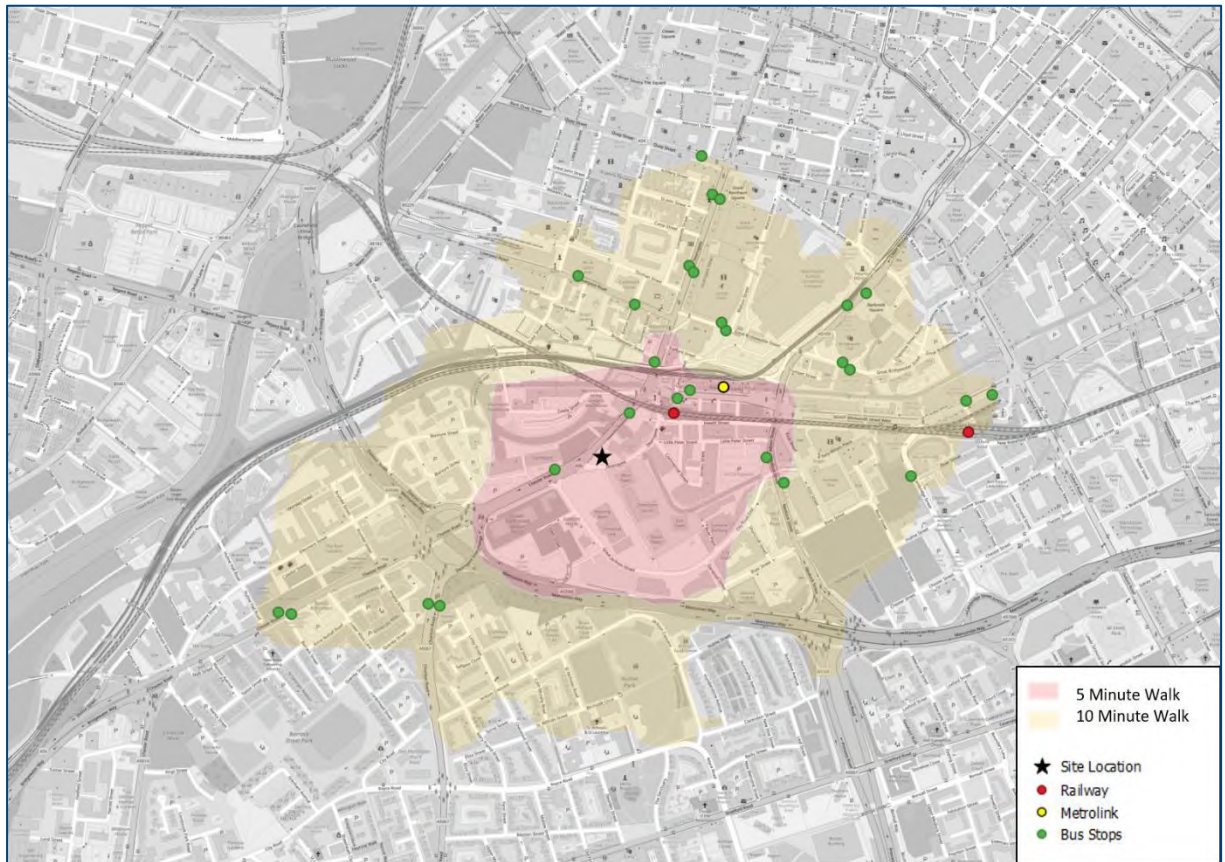
4.1.10 The Great Jackson Street SRF area has also experienced a large increase in residential dwellings, over the last five years. All of these residents have access on foot to a broad range of facilities making use of the same network and access to public transport. Some of the existing residents may also be students.

4.1.11 The proposed development site is therefore readily accessible by foot or cycle to the university campuses, and a precedent for student development exists within the area.

2. Or to a high frequency public transport route which passes this area.

4.1.12 The site is within close proximity to bus stops on the A56 Bridgewater Viaduct and Whitworth Street. In addition to Deansgate Station for National Rail services and Deansgate-Castlefield for Metrolink light rail services. Public transport infrastructure close to the development site is presented in **Figure 4.1** and **Appendix C**.

Figure 4.1 Public Transport Infrastructure



- 4.1.13 The existing bus services provide high frequency services to transport interchanges within the City Centre, in addition to stops close to the Oxford Road corridor, where, if necessary, students can change for services along the Oxford Road Corridor.
- 4.1.14 Deansgate train station provides high frequency services to Manchester Oxford Road, Manchester Piccadilly Station and Salford Crescent Station and destinations further afield.
- 4.1.15 Deansgate- Castlefield Metrolink station provides services to key transport interchanges within the city such as Piccadilly Gardens and Shudehill Interchange, in addition to transport interchanges across Greater Manchester. Although it is likely that students will walk or cycle as a more direct mode of transport to their study campuses.
- 4.1.16 As such, the site is well placed within the City Centre in proximity to; leisure, employment and education opportunities in addition to high frequency public transport services locally and nationally, which also provides options to access the University of Manchester, Manchester Metropolitan University, and wider connections.
- 4.1.17 Therefore, the proposed development is compliant with Manchester City Council's Core Strategy Policy T2 - Accessible areas of opportunity and need.
3. ...The proposal would adversely impact upon the safety and welfare of future students.
- 4.1.18 The proposed development is situated within the Great Jackson Street strategic regeneration framework area, an area that has experienced and will continue to experience high levels of investment.

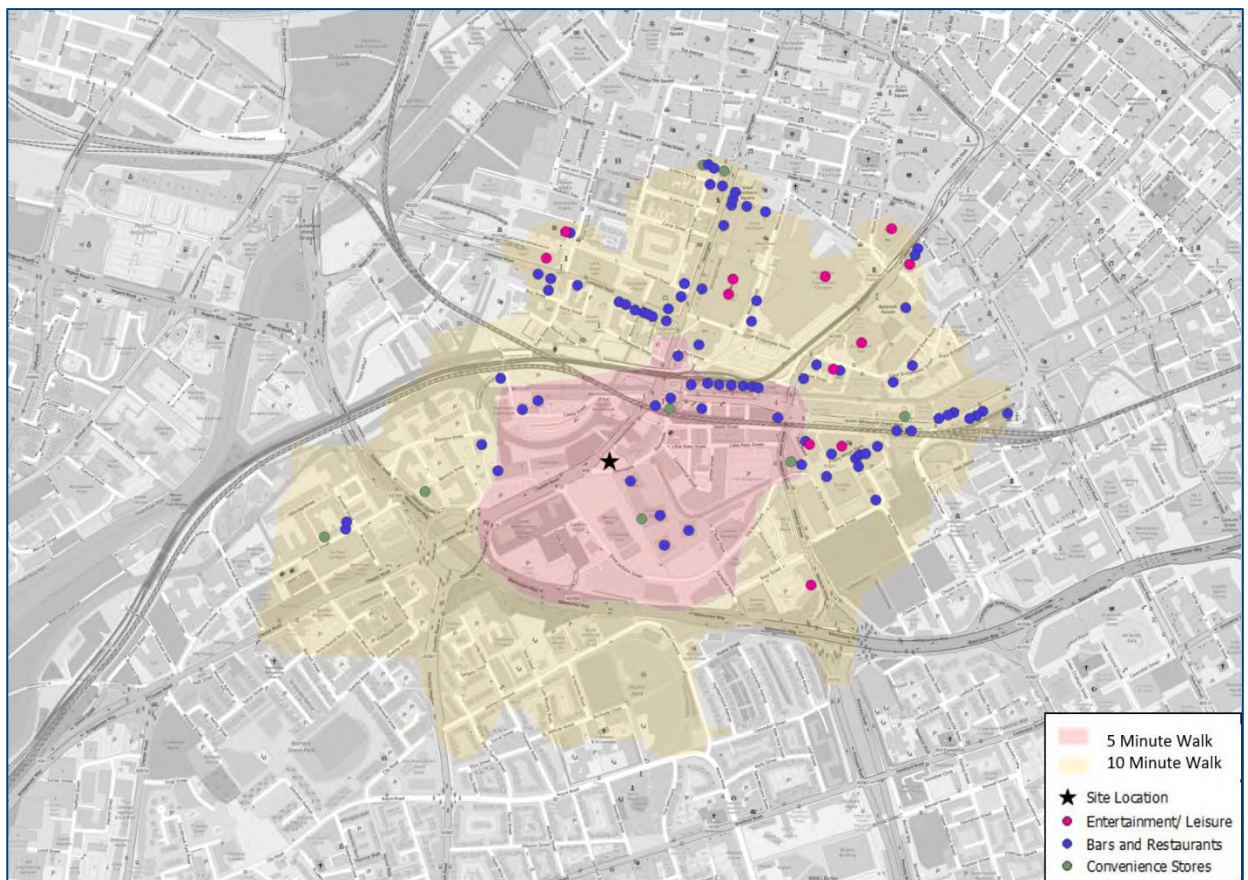
- 4.1.19 The SRF area has experienced significant investment in public realm improvements which has improved navigation and wayfinding around the area.
- 4.1.20 The increase in residential developments has also increased natural surveillance within the area, bringing more life and vibrancy to the area.
- 4.1.21 The planning application was supported by a Crime and Impact Statement (Core Document CD-A9) and Greater Manchester Police provided consultee comments upon the proposed development and did not raise an objection to the proposed development.

5. OTHER MATTERS

5.1 Amenities

- 5.1.1 The proposed development is located within the city centre, whereby potential occupants of the building will have access to a range of amenities within walking distance. **Figure 5.1** presents the amenities within a 5 and 10-minute walk from the development site.
- 5.1.2 A larger version of the figure is also included in **Appendix C** for reference.

Figure 5.1 Amenities within a 5 and 10-minute walk



- 5.1.3 As demonstrated within the above figure, there are three food stores within a 5-minute walk of the site, in addition to a large number of cafes, bars, and restaurants.
- 5.1.4 Within a 10-minute walk of the site there are a further five local supermarkets, in addition to entertainment amenities.

5.2 Response to Written Representations

- 5.2.1 Third party representations have been received from the Planning Inspectorate.
- 5.2.2 Representations received that comment upon the accessibility of the site are dealt with in the following section.

- 5.2.3 Four key themes have been identified with regards to the accessibility of the proposed development, they are:
- Access to commercial space to support a student population;
 - Access to high frequency public transport;
 - Distance to the universities; and
 - Safety of the routes.
- 5.2.4 Amenities, such as retail and leisure opportunities within a 5 and 10-minute walking distance are presented in **Figure 5.1**.
- 5.2.5 It is clear that from **Figure 5.1** that there are a number of retail options and leisure options that support the existing residential community, and would support future occupants of the proposed site.
- 5.2.6 The site is also within the city centre, with access to wider amenities and leisure opportunities. The assertion that the site is not well located to access commercial space is not considered reasonable.
- 5.2.7 The proposed development site is within an 11-minute walking distance to the Birley Fields Campus and 17 minutes walking distance to a central point of the Sackville Street Campus, and the All Saints Campus and wider Oxford Road corridor.
- 5.2.8 It should also be noted that recently consented and constructed purpose-built student accommodation schemes such as Downing's River Street development and Vita Student's First Street development for example are also not on a high frequency public transport corridor and are located within a 2-minute walk of the proposed development site.
- 5.2.9 With regard to the perception of safety, the area is home to an established and growing residential population. The area is experiencing significant investment, including in public realm and street lighting.
- 5.2.10 The application is supported by a Crime and Impact Statement and Greater Manchester Police did not raise any safety concerns when consulted on the proposed development.

6. CONCLUSION

- 6.1.1 In conclusion, this Accessibility Evidence Proof has been produced by Hydrock in support of a proposed purpose-built student accommodation development on Deansgate within Manchester City Centre.
- 6.1.2 The proposed development is within 11 minutes walking distance to the Birley Fields campus and 17 minutes' walk to central points within the Sackville Street Campus, and All Saints Park and the Oxford Road corridor and less than a 10-minute cycle time.
- 6.1.3 The proposed development is situated in an area of investment and development, with a growing residential and commercial population and is within 400m distance to Downing Students' River Street development and 600m to Vita Students on First Street.
- 6.1.4 It is also likely that the area already hosts a student population.
- 6.1.5 The proposed development accords with Manchester City Council Policy H12 and T2, providing a high-density development within proximity to the main economic drivers of the City Centre and good access to public transport. The Planning Proof of Evidence discusses the meaning and effect of proximity with relation to the adopted policies.

Appendix A Walking and Cycling Audit



Deansgate South, Student Accommodation

Walking and Cycling Audit

For Fusion Students

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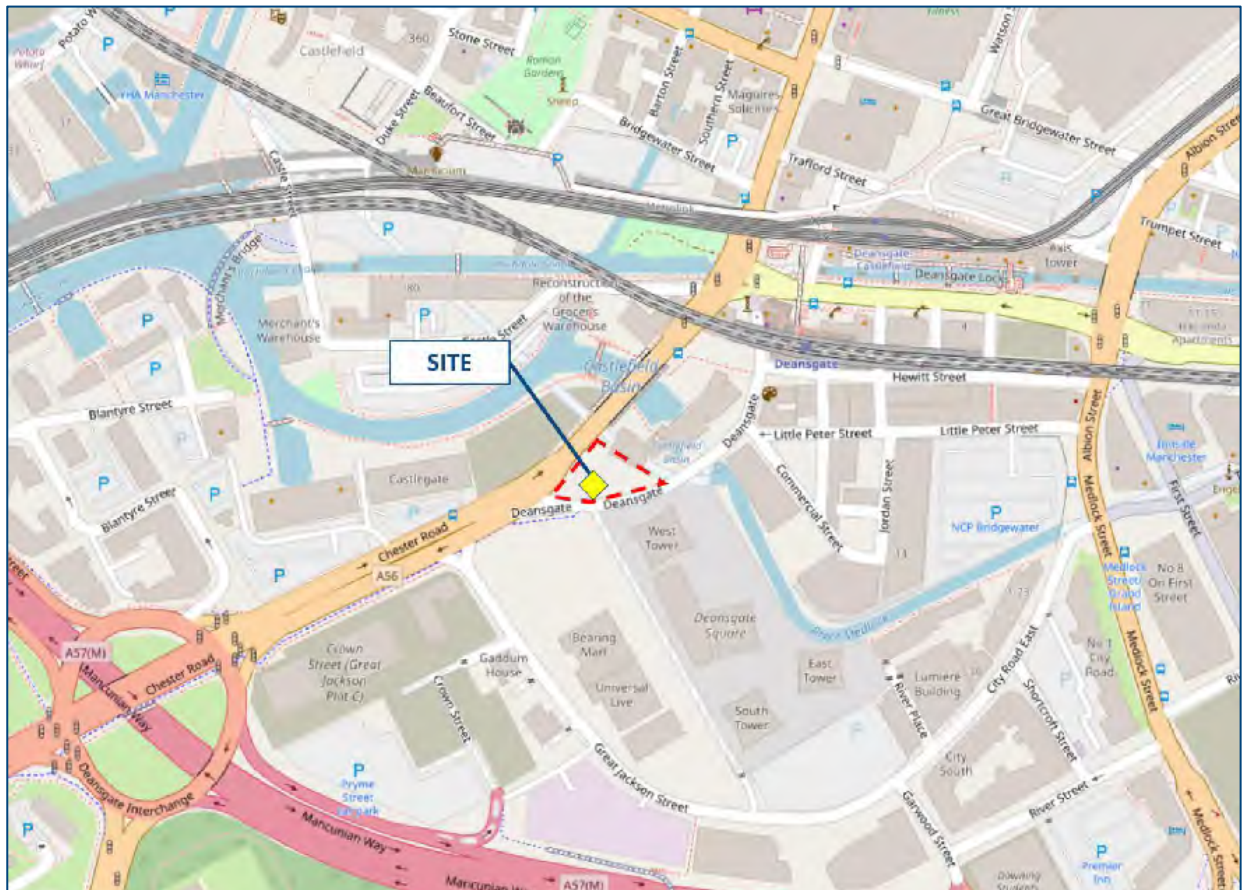
Appendices

Appendix A	Walking Audit
Appendix B	Cycling Audit

1. INTRODUCTION

- 1.1.1 Hydrock has been commissioned by Fusion Students, to support an appeal against a planning refusal for a student accommodation development on Deansgate. The site is set within the Great Jackson Street Strategic Regeneration Framework Area and the location is presented in **Figure 1.1**.

Figure 1.1 Site Location



- 1.1.2 Hydrock has undertaken a walking and cycling audit for the primary routes between the proposed development site and the university campuses at Briley Fields and the Oxford Road corridor.
- 1.1.3 The site is located on Deansgate in Manchester City Centre, the site is bounded by other high density residential developments, with other student accommodation providers such as Downing Students' River Street Tower and Vita Students' First Street development within close proximity to the proposed development site.

2. WALKING AND CYCLING ROUTES

2.1 Introduction

- 2.1.1 The walking assessment was undertaken in September 2021, a similar time as to when prospective students would be moving into the proposed development.
- 2.1.2 Five main walking routes were identified from the site to the main university campuses at Briley Fields and the Oxford Road Corridor. The walking times presented within the assessment are to a central point within campuses, as such the walking times represent a robust approach.
- 2.1.3 The walking routes identified were scored using Local Cycling and Walking Infrastructure Plans [LCWIP] Technical Guidance published in April 2017 which provides The Walking Route Audit Toolkit. The toolkit scores the routes on a number of factors such as traffic volume, footway width & condition, pollution, noise and air quality.
- 2.1.4 The toolkit generates a score out of 40 and takes account for recommendations to improve the scoring. The scores are based on a Red Amber Green [RAG] rating, wherein Red criteria would score 0 points, Amber 1 point and Green 2 points.
- 2.1.5 Hydrock have scored the current condition of the walking route and the potential condition of the walking route taking into consideration improvements and proposed developments within the area that would likely be delivered by the time the site is occupied.
- 2.1.6 The walking audit identified five primary routes to the universities, four of which are rated good or excellent, and one has been discounted.
- 2.1.7 The walking route ratings are presented in **Table 2.1**.

Table 2.1 Walking Route Ratings

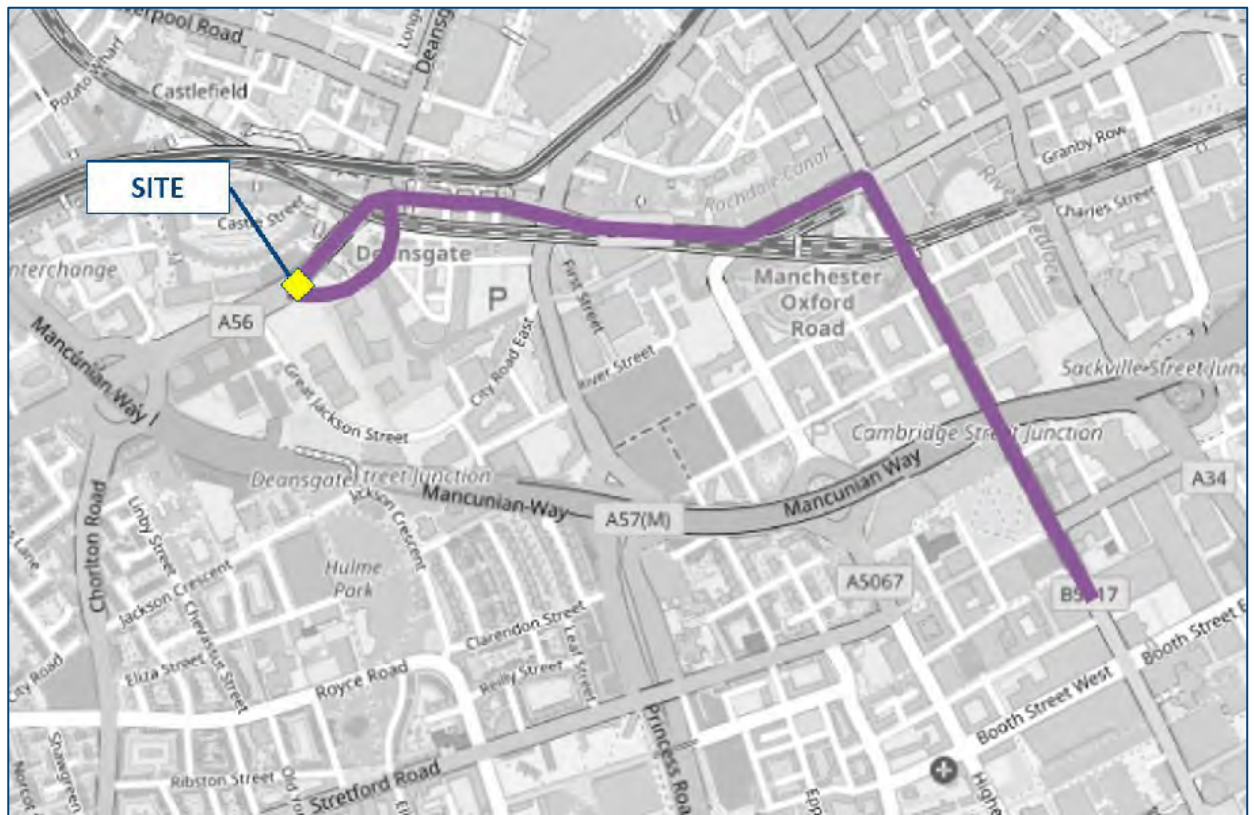
Score	Rating
36-40	Excellent
31-35	Good
26-30	Average
<25	Requires Improvement

- 2.1.8 The walking routes are discussed in the following sections.

2.2 Walking Route 1 - Whitworth Street - Oxford Road

- 2.2.1 Walking Route 1 is split into two routes, Route 1a accounts for pedestrians leaving the proposed development site and routeing along the Bridgewater Viaduct and along Whitworth Street to Oxford Road.
- 2.2.2 Route 1b routes along Deansgate to join Whitworth Street before routeing towards the Oxford Road corridor. The routes are presented in **Figure 2.1**.

Figure 2.1 Route 1



- 2.2.3 Upon leaving the proposed development, students can walk along the Bridgewater Viaduct towards Whitworth Street. The Bridgewater Viaduct has 3.0m footways, is well lit and the footways are in good condition.
- 2.2.4 The proposed development will improve the footways surrounding the site on the Bridgewater Viaduct and will provide street trees as a wind mitigation measure.
- 2.2.5 Whitworth Street is a primary street in Manchester City Centre which provides access to Deansgate Railway Station, Deansgate-Castlefield Metrolink Stop and bus services, in addition to local amenities and local bars.
- 2.2.6 The footways are in excess of 3.0m wide, with signalised crossings provided with dropped kerbs and tactile paving, and is also well lit and has natural surveillance.
- 2.2.7 As part of the City Centre Transport Strategy Whitworth Street will be improved with wider footways, improved pedestrian crossings and cycle facilities. Whitworth Street forms part of an attractive route in the City Centre.
- 2.2.8 The Oxford Road corridor is also a primary street within Manchester City Centre with footways in excess of 2.0m that are in good condition, are well lit and under natural surveillance. The Oxford Road Corridor is a primary bus route and boasts segregated cycle lanes on either side of the carriageway. Signalised crossing points are provided along the route, with dropped kerbs and tactile paving. A range of services and amenities are also present along Oxford Road.
- 2.2.9 The Walking Toolkit scores for Walking Route 1a are presented in **Table 2.2**, the full outputs are presented in **Appendix A**.

Table 2.2 Walking Route 1a - Scores

Road Name	Score	Potential Score with Improvements
Bridgewater Viaduct	33	35
Whitworth Street	37	38
Oxford Road Corridor	39	40

2.2.10 The average score, rating and walking speed in minutes for this route are presented in **Table 2.3**.

Table 2.3 Walking Route 1a - Ratings

Average Score	Current Score: 36	Potential Score: 38
Rating	Excellent	
Speed (Minutes)	21	

2.2.11 Based on the information provided above, it can therefore be concluded that Walking Route 1a would be a safe and convenient walking route between the proposed development site and the university campuses.

2.2.12 The majority of walking Route 1b is the same as 1a, the only difference being that once a student leaves the development they would route along Deansgate towards Whitworth Street.

2.2.13 Deansgate is a quiet section of highway with wide footways leading towards Whitworth Street. Deansgate is currently benefitting from high quality and high-density residential developments such as Deansgate Square which has improved the immediate footways and public realm surrounding the site. The area benefits from natural surveillance and is well lit. The surrounding area will also likely benefit from improved public realm works through the adopted Knott Mill Strategic Regeneration Framework.

2.2.14 The Walking Toolkit Scores for Walking Route 1b are presented in **Table 2.4**, the full outputs are presented in **Appendix A**.

Table 2.4 Walking Route 1b - Scores

Road Name	Score	Potential Score with Improvements
Deansgate	33	40
Whitworth Street	37	38
Oxford Road Corridor	39	40

2.2.15 The average score, rating and walking speed in minutes for this route are presented in **Table 2.5**.

Table 2.5 Walking Route 1b - Ratings

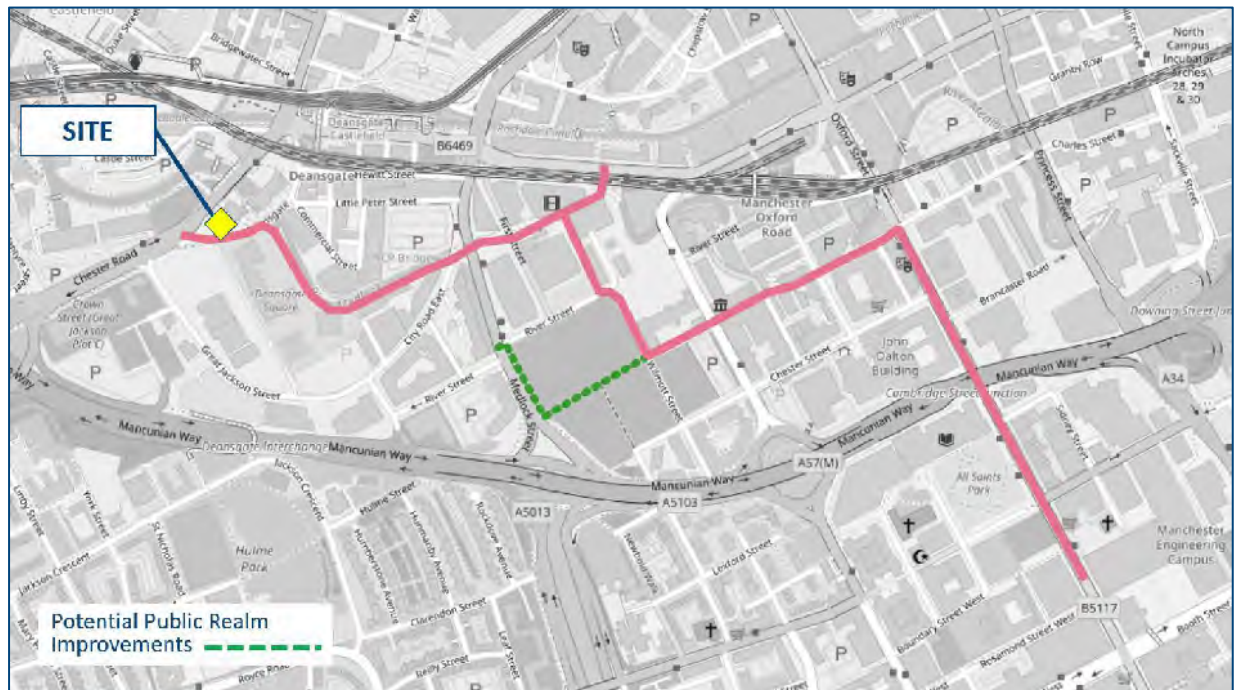
Average Score	Current Score: 36	Potential Score: 39
Rating	Excellent	
Speed (Minutes)	21	

2.2.16 Based on the information provided above, it can therefore be concluded that Walking Route 1B would be a safe and convenient walking route between the proposed development site and the university campuses.

2.3 Walking Route 2 - First Street - Hulme Street - Oxford Road

- 2.3.1 Walking Route 2 routes through the high-quality public realm provided by the Deansgate Square development, through First Street onto Hulme Street where other student accommodation is provided leading to the Oxford Road Corridor.
- 2.3.2 Route 2 is illustrated in **Figure 2.2**.

Figure 2.2 Walking Route 2



- 2.3.3 Upon leaving the development, students can cross Deansgate and route through Deansgate Square where level ramped access is provided to accommodate all users through an area of high-quality public realm which is well lit and under natural surveillance. There are parallel routes the students could take such as along Owen Street whereby neighbouring developments that have planning approval will be delivering streetscape and public realm improvements.
- 2.3.4 After leaving Deansgate Square and crossing Medlock Street students can route through First Street, a pedestrianised area of high-quality public realm and join Whitworth Street or route south and join Hulme Street. First Street is well lit, with active ground floor uses and natural surveillance, Vita Student's accommodation development is also present here. The area around First Street has planning approval for additional residential and co-living developments that will deliver further public realm improvements within the area.
- 2.3.5 Hulme Street has 2.0m footway with dropped kerbs, tactile paving and is well lit. Whilst there are some vacant development plots between First Street and Hulme Street there is planning approval for significant developments and public realm improvements that will improve the streetscape.
- 2.3.6 Hulme Street leading to Oxford Road benefits from active frontages and is flanked by residential developments.
- 2.3.7 The Oxford Road corridor was described within Route 1.

2.3.8 The Walking Toolkit Scores for Walking Route 2 are presented in **Table 2.6**, the full outputs are presented in **Appendix A**.

Table 2.6 Walking Route 2 - Scores

Road Name	Score	Potential Score with Improvements
Deansgate/ Deansgate Square	33	40
Medlock Street	31	34
First Street	39	40
Hulme Street	38	40
Oxford Road Corridor	39	40

2.3.9 The average score, rating and walking speed in minutes for this route are presented in **Table 2.7**.

Table 2.7 Walking Route 2 - Ratings

Average Score	Current Score: 36	Potential Score: 39
Rating	Excellent	
Speed (Minutes)	20	

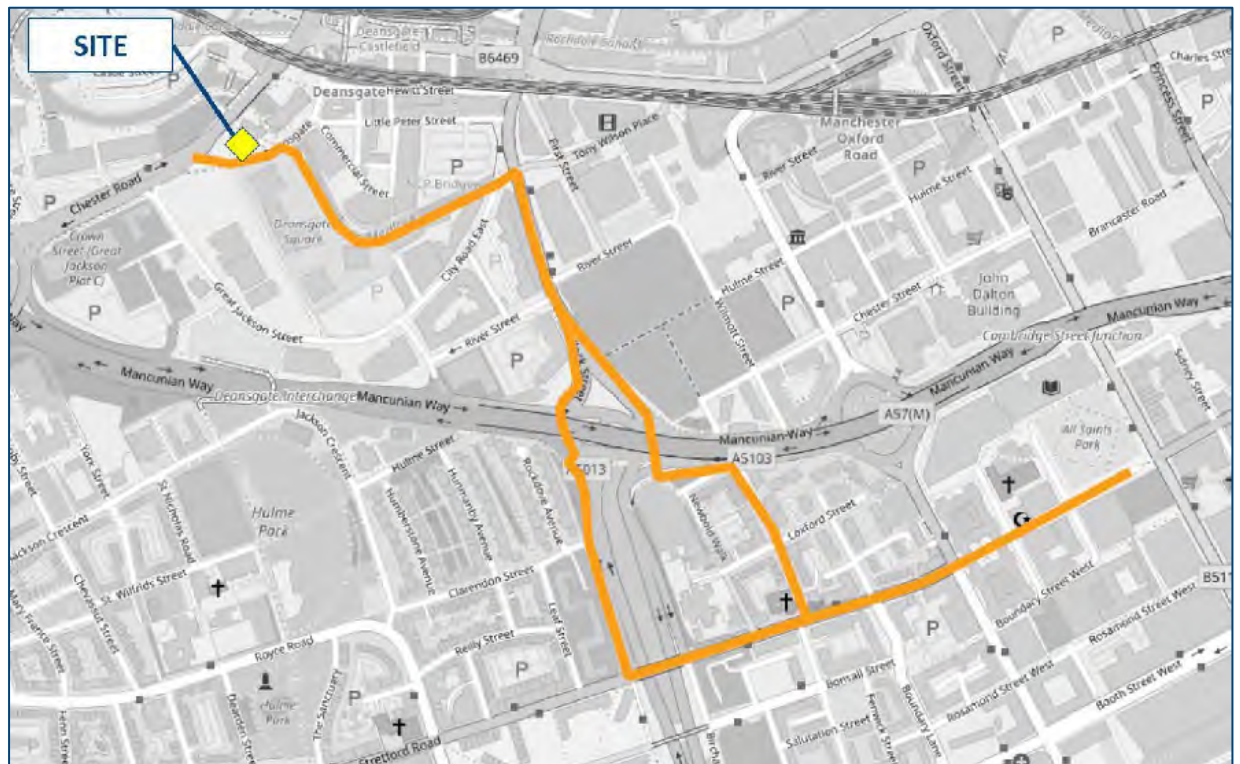
2.3.10 Based on the information provided above, it can therefore be concluded that Walking Route 2 would be a safe and convenient walking route between the proposed development site and the university campuses.

2.4 Route 3 - Medlock Street - Princess Road - Stretford Road - Oxford Road

2.4.1 Walking Route three leads through Deansgate Square onto Medlock Street and across the newly improved Princess Road junction before routeing along Stretford Road and into the university campuses.

2.4.2 Route 3 is presented in **Figure 2.3**.

Figure 2.3 Walking Route 3



- 2.4.3 Walking Route 3 routes through Deansgate Square as previously described onto Medlock Street. Medlock Street benefits from wide footways, dropped kerbs and tactile paving. The junction of Medlock Street and Princess Road has recently been improved to facilitate easier pedestrian and cycling crossings.
- 2.4.4 Princess Road provides a footway that is segregated from the carriageway that is well lit and under natural surveillance.
- 2.4.5 Stretford Road has footways in excess of 2.0m, with signalised crossing points, dropped kerbs and tactile paving. Stretford Road is well lit and flanked by residential developments providing natural surveillance. A signalised crossing is provided across Higher Cambridge Street leading into the university campuses.
- 2.4.6 Once students have crossed Higher Cambridge Street, students can route through the All Saints Campus that provides high quality public realm and leads towards the Oxford Road corridor.
- 2.4.7 The Walking Toolkit Scores for Walking Route 3 are presented in **Table 2.8**, the full outputs are presented in **Appendix A**.

Table 2.8 Walking Route 3 - Scores

Road Name	Score	Potential Score with Improvements
Deansgate/ Deansgate Square	33	40
Medlock Street	31	34
Princess Street	35	36
Stretford Road	36	36
All Saints Campus	40	40

2.4.8 The average score, rating and walking speed in minutes for this route are presented in Table 2.9.

Table 2.9 Walking Route 3 - Rating

Average Score	Current Score: 35	Potential Score: 37
Rating	Good	
Speed (Minutes)	24	

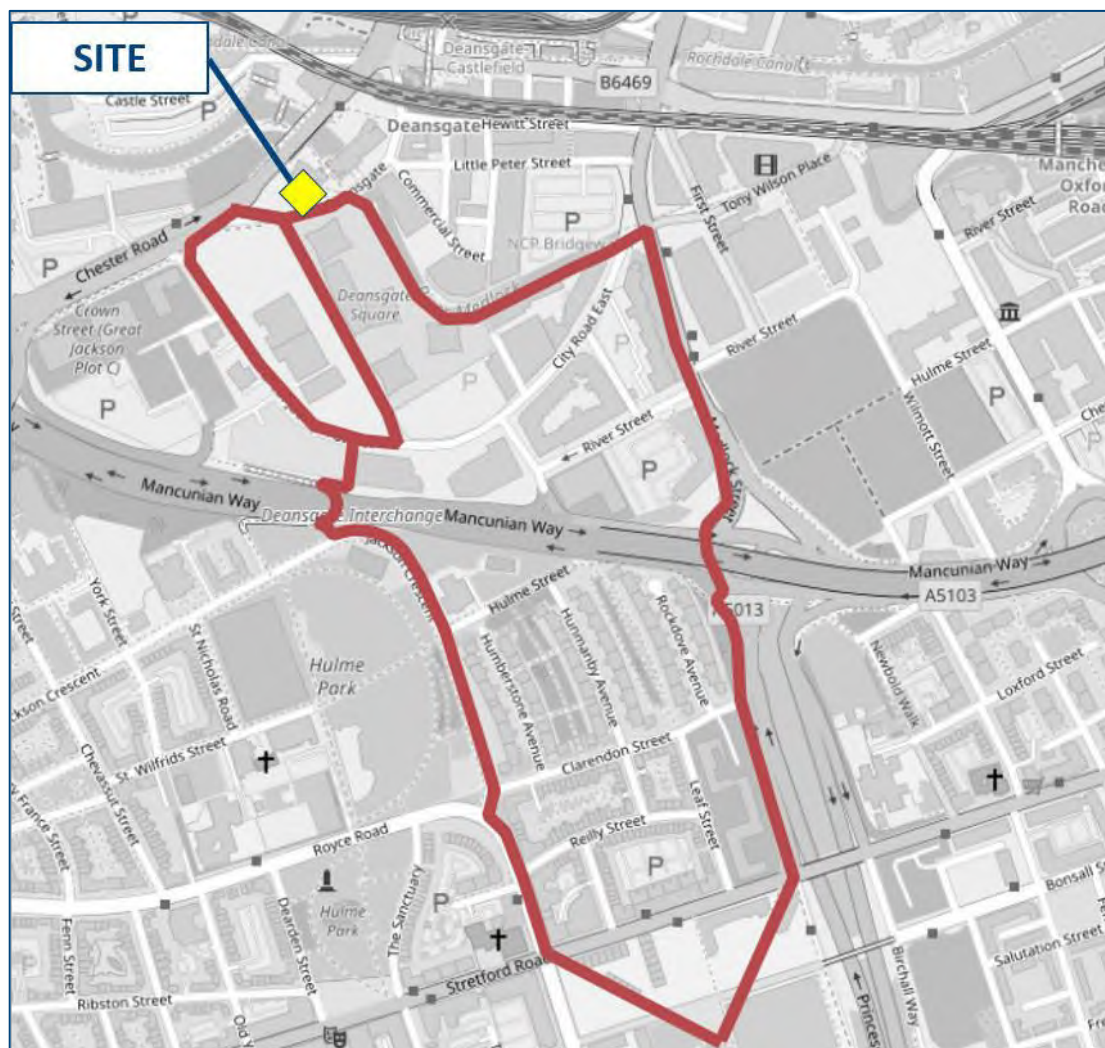
2.4.9 Based on the information provided above, it can therefore be concluded that Walking Route 3 would be a safe and convenient walking route between the proposed development site and the university campuses.

2.5 Route 4 - Birley Fields

2.5.1 Walking Route 4 leads to the Birley Fields Campus, and utilises routes previously outlined for Walking Route 3 as an option. A secondary option is to use the pedestrian footbridge over the Mancunian Way along Jackson Crescent and Royce Road leading into the Birley Fields campus.

2.5.2 Route 4 is presented in Figure 2.4.

Figure 2.4 Walking Route 4



- 2.5.3 Route 4 can route through the Great Jackson Street area that will undergo a significant amount of public realm and streetscape improvements within the coming years and route over the Mancunian Way via the existing foot and cycle bridge.
- 2.5.4 Jackson Crescent is a residential street with footways in excess of 2.0m wide provided, with dropped kerbs and tactile paving at crossing points. The route is well lit and sections of the route benefit from good natural surveillance from the existing residential properties.
- 2.5.5 Royce Road leads from Jackson Crescent to the Briley Fields campus, this route has footways in excess of 2.0m, with dropped kerbs, street lighting and natural surveillance. A signalised pedestrian crossing is provided from Royce Road into the campus.
- 2.5.6 The Walking Toolkit Scores for Walking Route 4 are presented in **Table 2.10**, the full outputs are presented in **Appendix A**.

Table 2.10 Walking Route 4 - Scores

Road Name	Score	Potential Score with Improvements
Jackson Crescent/ Royce Road	38	38

- 2.5.7 The average score, rating and walking speed in minutes for this route are presented in **Table 2.11**.

Table 2.11 Walking Route 4 - Ratings

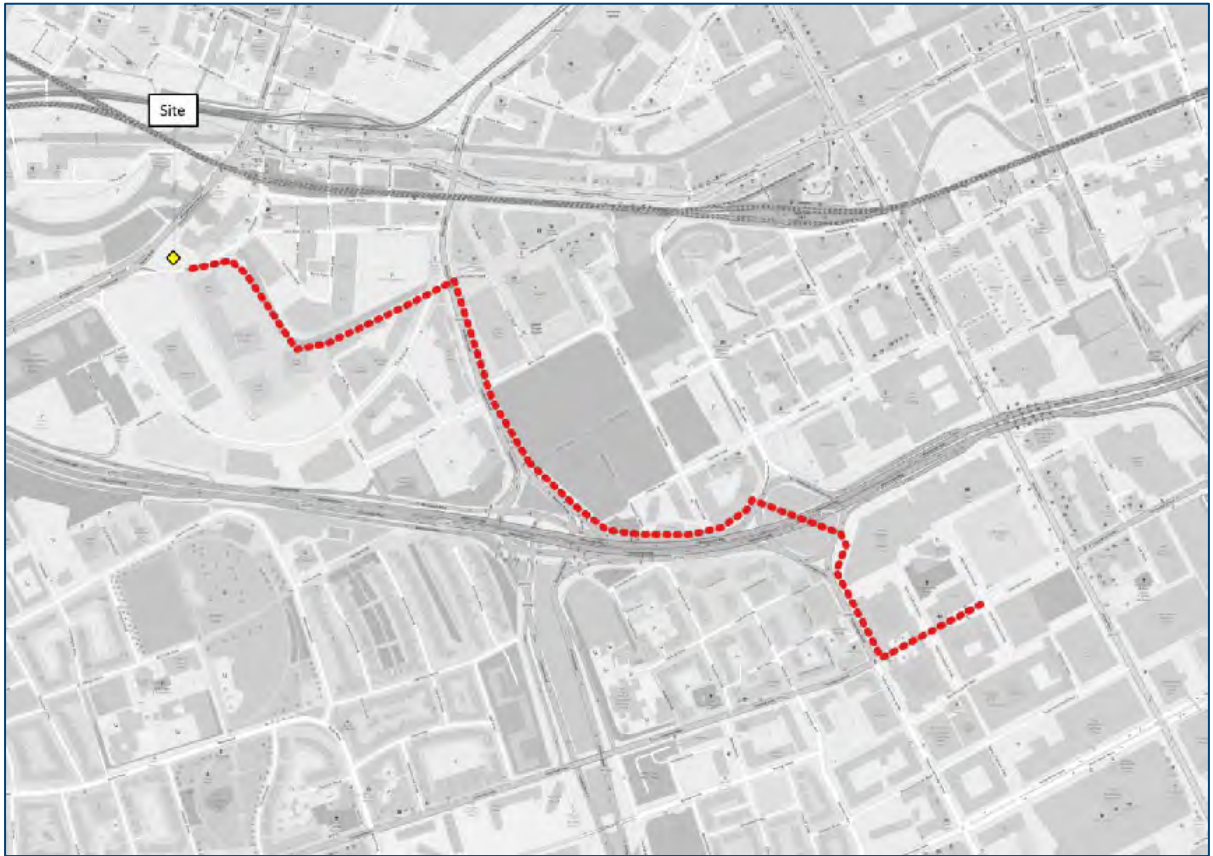
Average Score	Current Score: 38	Potential Score: 38
Rating	Excellent	
Speed (Minutes)	15	

- 2.5.8 Based on the information provided above, it can therefore be concluded that Walking Route 4 would be a safe and convenient walking route between the proposed development site and the university campuses.

2.6 Route 5 - Cambridge Street Underpass

- 2.6.1 Walking Route 5 utilises the Cambridge Street underpass leading from Medlock Street to Higher Cambridge Street and into the university campuses.
- 2.6.2 Route 5 is presented in **Figure 2.5**.

Figure 2.5 Route 5



- 2.6.3 Walking Route 5 utilises the Cambridge Street underpass that passes beneath the Mancunian Way and has four entry and exit points. The entrances to the subways are partially blocked by low standing railings creating a barrier to cyclists and ambulant users.
- 2.6.4 The subways themselves show evidence of graffiti and vandalism. Whilst lighting is provided within the subways it is often vandalised or covered in paint. The exits from the subways have blind spots wherein an assailant could hide out of view, as there is a lack of natural surveillance, other than passing traffic this route is not deemed to be appropriate.
- 2.6.5 The Walking Toolkit Scores for Walking Route 5 are presented in **Table 2.12**, the full outputs are presented in **Appendix A**.

Table 2.12 Walking Route 5 - Scores

Road Name	Score	Potential Score with Improvements
Cambridge Street Underpass	26	26

- 2.6.6 The average score, rating and walking speed in minutes for this route are presented in **Table 2.13**.

Table 2.13 Walking Route 5 - Rating

Rating	Average
Speed (Minutes)	22

- 2.6.7 Based on the information provided above, it can therefore be concluded that Walking Route 5 would not be a safe and convenient walking route between the proposed development site and the university campuses.

2.7 Conclusions

- 2.7.1 Hydrock have undertaken a walking audit from the proposed site to the main university campuses. Hydrock has identified four primary walking routes and discounted one route. It is therefore concluded that the site is in an appropriate location whereby walking would be a primary and attractive mode transport for potential students.

3. CYCLE ROUTES

3.1 Introduction

- 3.1.1 A cycling audit was undertaken in September 2021, three main routes to the universities from the proposed development site were identified.
- 3.1.2 The cycling routes were scored using the Active Travel Guidance: Cycling Route Audit Toolkit. The toolkit scores the cycling route on a number of factors including the time it takes to travel the route, distance, and surface quality.
- 3.1.3 The toolkit generates a score out of 50 and takes accounts for recommendations to improve the scoring.
- 3.1.4 Hydrock have scored the current condition of the cycling routes and the potential condition of the cycling routes taking into consideration improvements such as the City Centre Cycling Triangle as outlined within the City Centre Transport Strategy and the envisaged Bee Network.
- 3.1.5 The Bee Network is a plan by Greater Manchester Combined Authority in Partnership with Transport for Greater Manchester to revolutionise travel across Greater Manchester, making active travel the number one choice for travelling around the region. The Bee Network hopes to provide fully segregated walking and cycling routes along busy roads, and improved signage and crossings on quieter routes and creating areas where people are prioritised to make streets quieter and safer.
- 3.1.6 Proposed Bee Network cycling routes are presented in relation to the existing cycling routes between the site and the Universities.
- 3.1.7 The cycle route ratings are presented in **Table 3.1**.

Table 3.1 Cycle Route Ratings

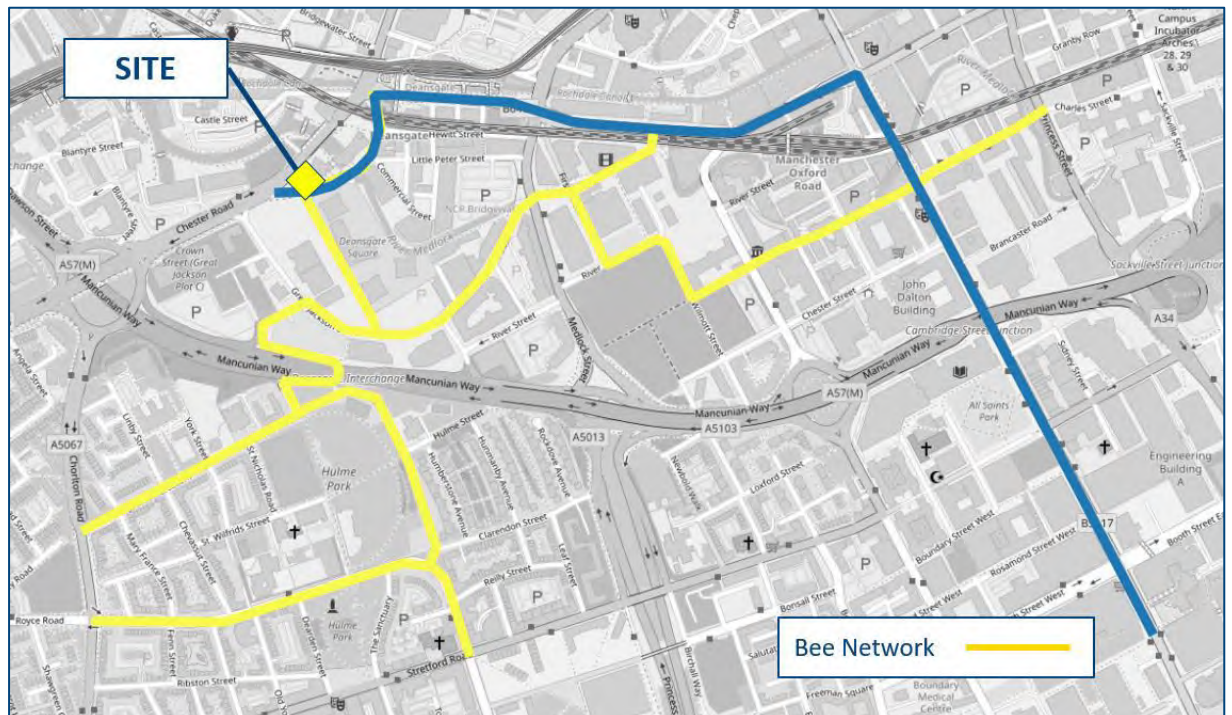
Score	Rating
41-50	Excellent
31-40	Good
25-30	Average
<25	Requires Improvement

- 3.1.8 The cycling routes are discussed in the following section.

3.2 Cycling Route 1 - Whitworth Street - Oxford Road

- 3.2.1 Cycling Route 1 routes from the development site along Deansgate, to Whitworth Street joining the Oxford Road corridor.
- 3.2.2 Cycling Route 1 is presented in **Figure 3.1** with the latest envisaged Bee Network route plotted.

Figure 3.1 Cycle Route 1



- 3.2.3 Whitworth Street will form part of the City Centre Cycling Triangle whereby a dedicated cycling route will be provided in addition to improved crossing points. In its current state, un-segregated cycle lanes are intermittently provided along Whitworth Street.
- 3.2.4 The Oxford Road Corridor is a primary cycle route leading into Manchester City Centre and passes through the university campuses. The Oxford Road Corridor provides high quality cycling infrastructure including segregated cycle lanes and bus bypasses. Oxford Road provides a high quality and safe cycling route to the university campuses.
- 3.2.5 The Cycling Audit Toolkit scores for Cycling Route 1 are presented in **Table 3.2**, the full outputs are presented in **Appendix B**.

Table 3.2 Cycle Route 1 - Score

Road Name	Score	Potential Score with Improvement
Deansgate	43	43
Whitworth Street	34	40
Oxford Road	43	43

- 3.2.6 The average score, rating and cycling speed in minutes for this route are presented in **Table 3.3**.

Table 3.3 Cycle Route 1 - Rating

Average Score	Current Score: 40	Potential Score: 42
Rating	Excellent	
Speed (Minutes)	8	

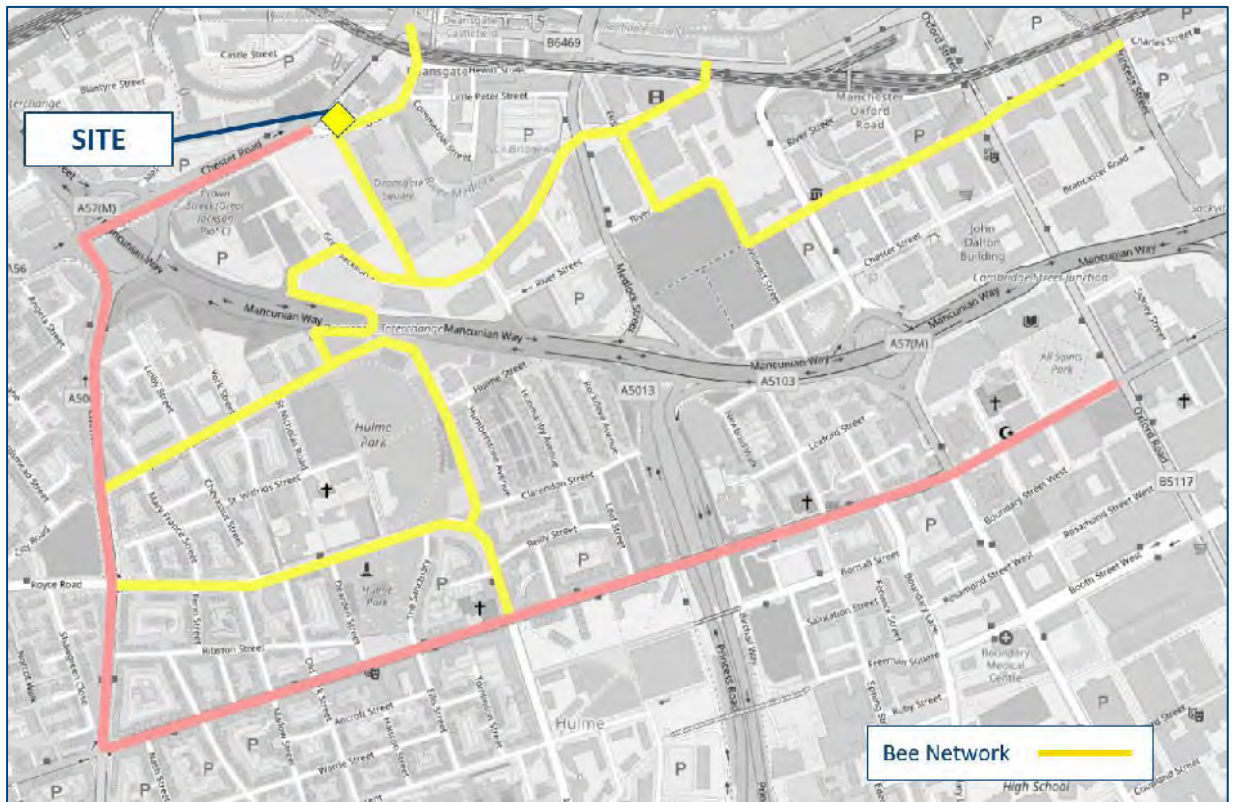
- 3.2.7 As demonstrated above, Cycle Route 1 is an appropriate and convenient route for cyclists.

3.3 Cycling Route 2 - Bridgewater Viaduct - Chorlton Road - Stretford Road

3.3.1 Cycling Route 2 routes along the Bridgewater Viaduct, through the Chester Road roundabout, along Chester Road and onto Stretford Road.

3.3.2 Cycling Route 2 is presented in **Figure 3.2** with the latest envisaged Bee Network route plotted.

Figure 3.2 Cycle Route 2



3.3.3 After leaving the site a bi directional segregated cycle route is provided along the Bridgewater Viaduct with a dedicated cycle crossing provided through the Chester Road roundabout onto Chorlton Road.

3.3.4 Chorlton Road has recently been improved to provided segregated cycle lanes. Cycle Optimised Protected Signals [CYCLOPS] are provided at the junctions with Royce Road and Stretford Road providing dedicated and protected movements to cyclists.

3.3.5 Segregated cycle lanes are intermittently provided along Stretford Road leading to the Birley Fields campus and beyond to the All-Saints campus and wider Oxford Road Corridor.

3.3.6 The Cycling Audit Toolkit scores for Cycling Route 2 are presented in **Table 3.4**, the full outputs are presented in **Appendix B**.

Table 3.4 Cycle Route 2 - Score

Road Name	Score	Potential Score with Improvement
Bridgewater Viaduct	39	44
Chorlton Road	43	43
Stretford Road	32	32

3.3.7 The average score, rating and cycling speed in minutes for this route are presented in **Table 3.5**.

Table 3.5 Cycle Route 2 - Rating

Average Score	Current Score:38	Potential Score: 40
Rating	Current Rating: Good	Potential Rating: Excellent
Speed Minutes	15	

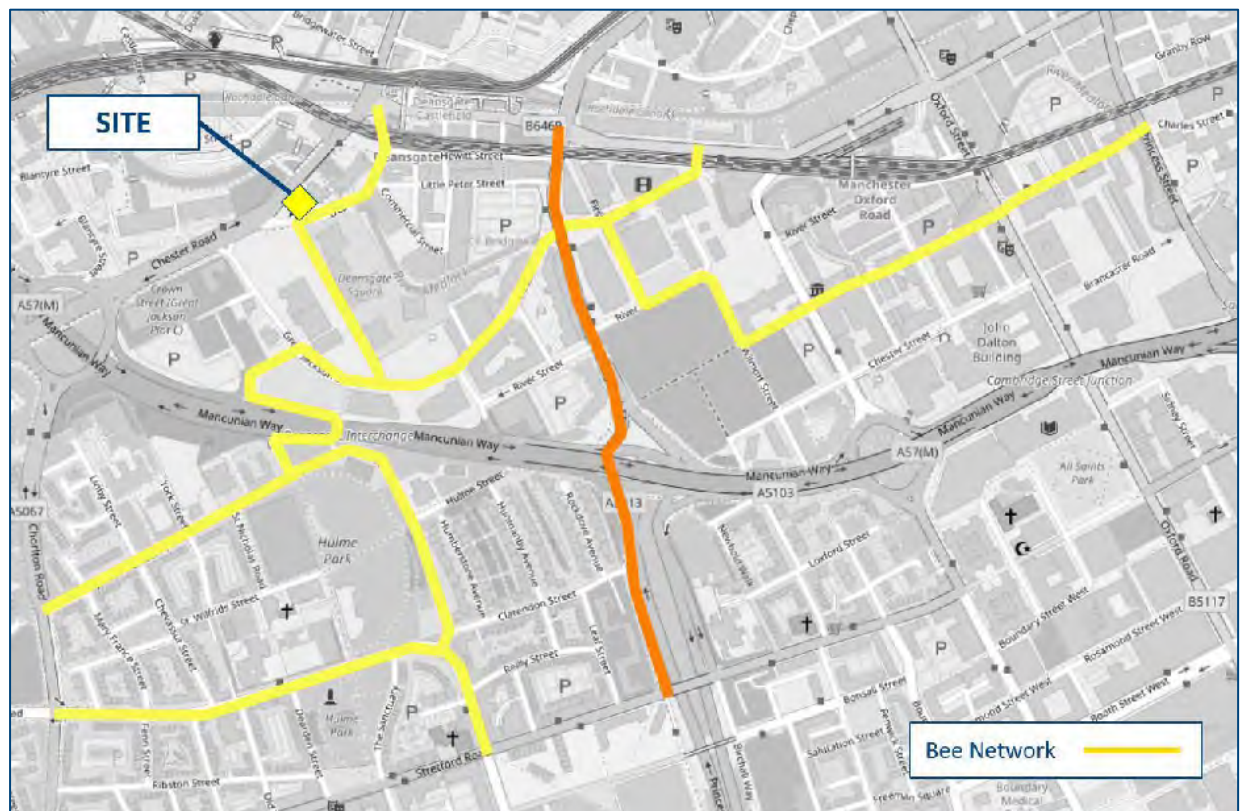
3.3.8 As demonstrated above, Cycle Route 2 is an appropriate and convenient route for cyclists.

3.4 Cycle Route 3 - Medlock Street - Princess Road#

3.4.1 Cycle Route 3 leads from the development site either along Whitworth Street or through the Knott Mill area joining Medlock Street and Princess Road before joining Stretford Road.

3.4.2 Cycling Route 3 is presented in **Figure 3.3**.

Figure 3.3 Cycle Route 3



3.4.3 Medlock Street provides un-segregated cycle lanes leading towards the Princess Road junction.

3.4.4 The Medlock Street and Princess Road junction was recently improved and provides segregated crossings for cyclists that removes conflict with pedestrians and vehicles. A segregated cycle route is also provided adjacent to Princess Road leading to Stretford Road and the universities beyond.

3.4.5 The Cycling Audit Toolkit scores for Cycling Route 3 are presented in **Table 3.6**, the full outputs are presented in **Appendix B**.

Table 3.6 Cycle Route 3 - Score

Road Name	Score	Potential Score with Improvement
Medlock Street / Princess Road	42	42

3.4.6 The average score, rating and cycling speed in minutes for this route are presented in Table 3.7.

Table 3.7 Cycle Route 3 - Rating

Average Score	Current Score: 42	Potential Score: 42
Rating	Excellent	
Speed (Minutes)	10	

3.4.7 As demonstrated above, Cycle Route 3 is an appropriate and convenient route for cyclists.

3.5 Other Cycling Interventions

3.5.1 A series of cycling interventions and improvements are also being developed or delivered within Manchester and Greater Manchester, a brief summary is provided below.

3.5.2 A bike hire scheme for Greater Manchester will be launched in November 2021, this will be one of the largest schemes outside of London with a phased roll out of 1,500 bikes. The installation of the cycle stands will begin in October 2021 until June 2022.

3.5.3 City Centre Transport Strategy is committed to improving the experience for cyclists within the City Centre and will develop an integrated city centre cycling network.

3.5.4 The Bee Network was unveiled in 2018 and is a plan to revolutionise travel across the city-region, making active travel the number one mode of travel. The Bee Network plans to create 1,800 miles of routes and 2,400 new crossings to connect every neighbourhood within the City Region.

3.5.5 As developments within the Great Jackson Street area are gathering at pace, there will be a series of public realm improvements throughout the area

3.6 Conclusions

3.6.1 Hydrock have identified three primary cycling routes from the development to the university campuses. Each of the routes are deemed to be safe and convenient and will likely be improved further with whilst other cycling interventions are developed within the city centre.

4. WAYFINDING AUDIT

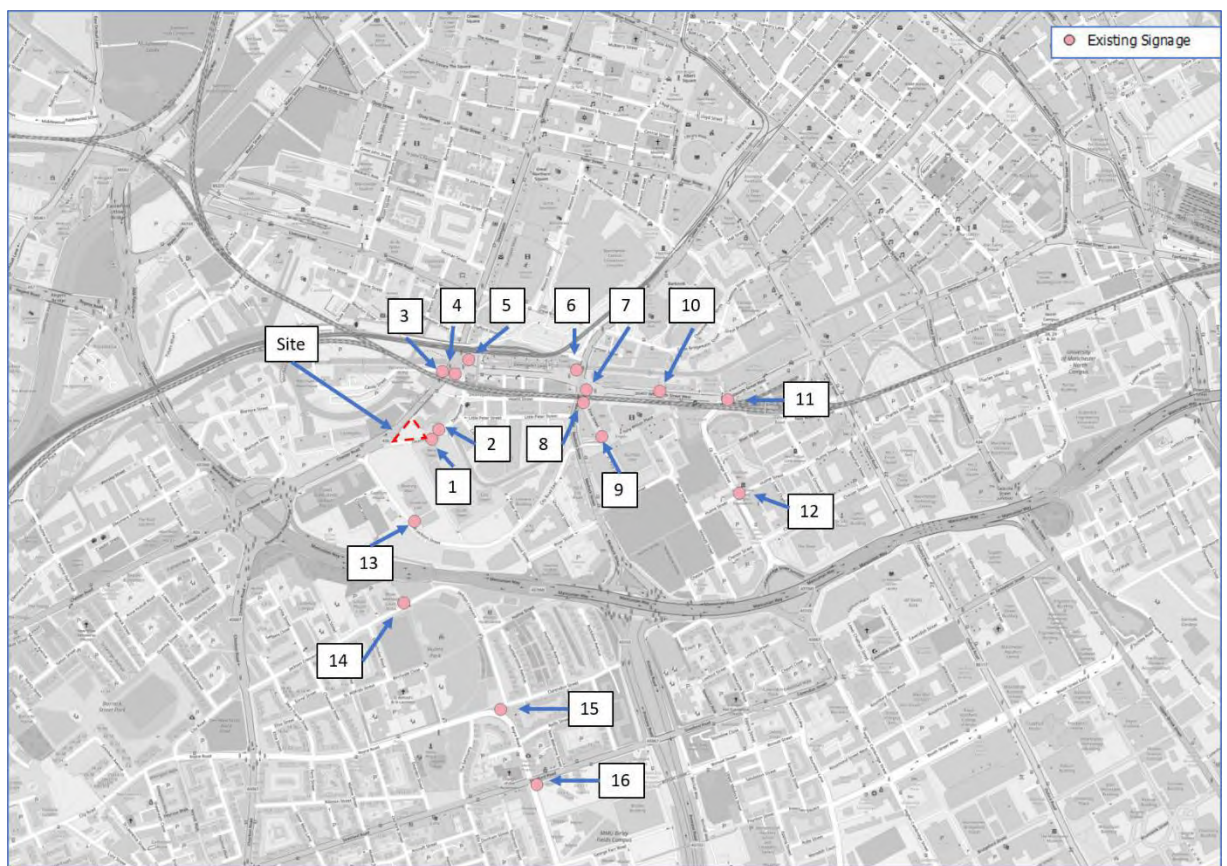
4.1 Introduction

- 4.1.1 The following section presents an audit of the existing wayfinding infrastructure from the proposed development site to the university campuses.
- 4.1.2 It is however acknowledged that the development will be supported by a Travel Plan which will detail routes from the site to the campuses and that students will likely use digital wayfinding methods to establish their initial walking and cycling routes to their destinations.
- 4.1.3 Nevertheless, the following section will present an assessment of the current "fingerpost" signage and other physical wayfinding infrastructure in proximity to the site leading to the campuses.

4.2 Fingerpost Signage

- 4.2.1 The existing signage within proximity to the proposed development are presented in **Figure 4.1**.

Figure 4.1 Existing Signage

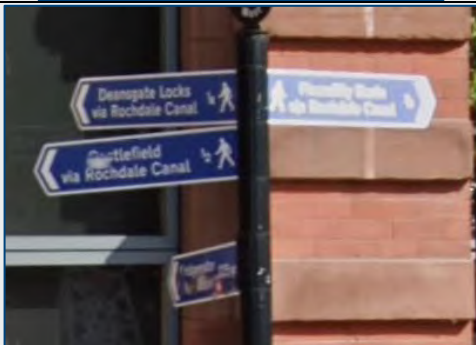


- 4.2.2 Between the site and the university campuses 16 fingerpost signs and wayfinding totems have been identified, they are individually presented in **Table 4.1**.

Table 4.1 Wayfinding Signage Audit

Reference:	Site Location	Image	Description
1	Deansgate Square		A fingerpost sign has been provided by the Deansgate Square development on Deansgate. The sign provides wayfinding to the individual towers, Deansgate Station and Deansgate- Castlefield Metrolink. The sign could be upgraded to provide signage towards the Universities.
2	Deansgate, leading from the canal tow path		The fingerpost sign provides a walking and cycling route to Deansgate Station to the north east, and Trafford Par, Chorlton and Hulme to the south west. This sign could be upgraded to provide signage towards the Universities.
3	Junction of Castle Street and the Bridgewater Viaduct.		The fingerpost sign provides wayfinding to a number of tourist attractions within Manchester City Centre. This sign is not on a desire line from the development site to the campuses, therefore an additional sign pointing towards the campuses may not be required here.

4	Junction of Deansgate and Whitworth Street		This fingerpost sign provides wayfinding to the key transport interchanges and tourist attractions within Manchester City Centre. This sign is located on a desire line between the site and the campuses and therefore could be upgraded to provides the appropriate signage.
5	Whitworth Street by the access to Deansgate Castlefield Metrolink.		The fingerpost sign provides wayfinding to a number of tourist attractions within Manchester City Centre. This sign is located on a desire line between the site and the campuses and therefore could be upgraded to provides the appropriate signage.
6	Junction of Whitworth Street and Albion Street.		This fingerpost sign provides wayfinding to the key transport interchanges and tourist attractions within Manchester City Centre. This sign is located on a desire line between the site and the campuses and therefore could be upgraded to provides the appropriate signage.
7	Southern side of Whitworth Street in proximity to First Street.		This fingerpost sign provides wayfinding to the key transport interchanges and tourist attractions within Manchester City Centre. This sign is located on a desire line between the site and the campuses and therefore could be upgraded to provides the appropriate signage.

8	Within First Street outside of the Melia Hotel		This sign is located within the First Street complex and could be a location on a desire line to the campuses. The sign provides wayfinding to locations within the development and to Oxford Road station. This sign may be in private ownership nevertheless, the sign could be updated to provide wayfinding if necessary.
9	Within First Street close to Tony Wilson Place.		This sign is located within the First Street complex and could be a location on a desire line to the campuses. The sign provides wayfinding to locations within the development and to Oxford Road station. This sign may be in private ownership nevertheless, the sign could be updated to provide wayfinding if necessary.
10	Whitworth Street in proximity to the entrance to the Rochdale Canal Tow Path.		The fingerpost in proximity to the Rochdale Canal tow path provides wayfinding towards destinations that can be reached by the canal. Whilst this sign is on a desire line, the signage is primarily focussed on providing destinations linked to the Rochdale Canal. As such, it would not be appropriate to upgrade this sign to provide signage for the campuses.

11	Junction of Whitworth Street and Gloucester Street		This fingerpost sign provides directions to the Oxford Road campuses. Students are directed along Gloucester Street and Cambridge Street to reach the Oxford Road corridor. This sign would not require an update.
12	Junction of Cambridge Street and Hulme Street		This fingerpost sign provides wayfinding information away from the campuses. This could be updated to direct students along Hulme Street towards the Oxford Road corridor.
13	Junction of Great Jackson Street and Melbourne Street		This fingerpost sign provides directions towards the City Centre to the east and Castlefield to the west. This sign could be upgraded to provide directions to the Oxford Road corridor or to the Birley Fields campus via the pedestrian and cycle bridge over the Mancunian Way.
14	Jacksons Crescent		This fingerpost sign is located on Jacksons Crescent in proximity to the ramped entry point onto the bridge over the Mancunian Way. This sign provides directions to the City Centre, Hulme Park, Moss Side and Chorlton among other destinations. This sign could be upgraded to provide routes towards the Birley Fields Campus.

15	Royce Road/ Clarendon Street/ Jackson Crescent		This fingerpost sign directs pedestrians and cyclists towards the City Centre, This sign could be updated to provide directions towards the Birley Fields campus and the Oxford Road corridor.
16	Stretford Road/ Royce Road entrance to Birley Fields Campus		This fingerpost sign provides directions away from the Birley Fields campus towards the city centre and other surrounding areas.

- 4.2.3 Of the existing signage along potential walking and cycling routes from the site to the campuses, one sign directly references "Universities". Ten signs could be updated to provide a direct reference to Birley Fields campus or the Universities on Oxford Road.

4.3 Proposed Signage

- 4.3.1 Based on the location of existing signage, two additional signage locations have been identified to help direct students to the university campuses from the proposed site. They are presented in Figure 4.2 below.

Figure 4.2 Potential Signage Locations



- 4.3.2 Location 1 in the above figure is directly outside of the proposed entrance to the site. This could take the form of a fingerpost sign or a public realm feature such as a painted art installation on the footway directing students to the appropriate campus.
- 4.3.3 Location 2 is on Medlock Street close to the exit from the riverside walk provided through the Deansgate Square development. This location would help orientate potential students along Whitworth Street, the Princess Street/ Medlock Street junction or through First Street to get to their destination.

4.4 Wayfinding Summary

- 4.4.1 In summary, the existing wayfinding provided by fingerpost signage surrounding the site could be improved to make explicit reference to the Universities. Two potential signage locations have been identified that would aid in wayfinding from the site to the respective campuses.

- 4.4.2 It should also be noted that students will be provided with a Welcome Pack once they have arrived at the proposed site which will provide routes to the University campuses in addition to other amenities. Furthermore, it is highly likely that students would use digital tools such as phone applications to help them navigate on their first days in Manchester.
- 4.4.3 The site is located within a legible area of the city surrounded by landmark buildings such as Deansgate Square, the proposed site is unique in its architecture and itself will become an instantly recognised building, as such it is not envisaged that students would face much difficulty navigating to and from the site.

5. FOOTWAY CONDITION AUDIT

5.1 Footway Improvements

- 5.1.1 The proposed development will provide an improvement to the footways surrounding the development on Deansgate and the Bridgewater Viaduct, these improvements are a piece in a larger network of public realm improvements within the Great Jackson Street area. The proposed public realm improvements associated with the site are presented in **Figure 5.1**.

Figure 5.1 Proposed Landscaping Improvements



- 5.1.2 The improvements to the immediate public realm include the reinstatement of footway for the two redundant vehicles accesses, one on Deansgate and one on the Bridgewater Viaduct. The improvements will also relocate some poor-quality existing street trees to provide in excess of 2.0m footways without obstacles in addition to high quality materials, marking a gateway into the City Centre.
- 5.1.3 The adjacent Deansgate Square development has improved the footways on the southern side of Deansgate and provides a new and attractive route from Deansgate through the Medlock Street following the River Medlock.
- 5.1.4 The area surrounding the site is a hive of development activity. Deansgate Square has recently completed providing 1,508 dwellings over four towers. Victoria Residences to the east has also recently completed providing 664 dwellings, whilst two more towers the Blade and the Cylinder and under construction and will provide 855 dwellings and a single form primary school in addition to public realm improvements.
- 5.1.5 Planning approval has been granted for a further 1,037 dwellings split over two towers to the south of Great Jackson Street, whilst a planning application has been submitted for a further 988 dwelling to the north of Great Jackson Street in proximity to the Deansgate Square development.

- 5.1.6 The above is in addition to Downing's River Street development that provides 791 beds within a purpose-built student accommodation development. The developments within the area are presented in Figure 5.2.

Figure 5.2 Adjacent Developments



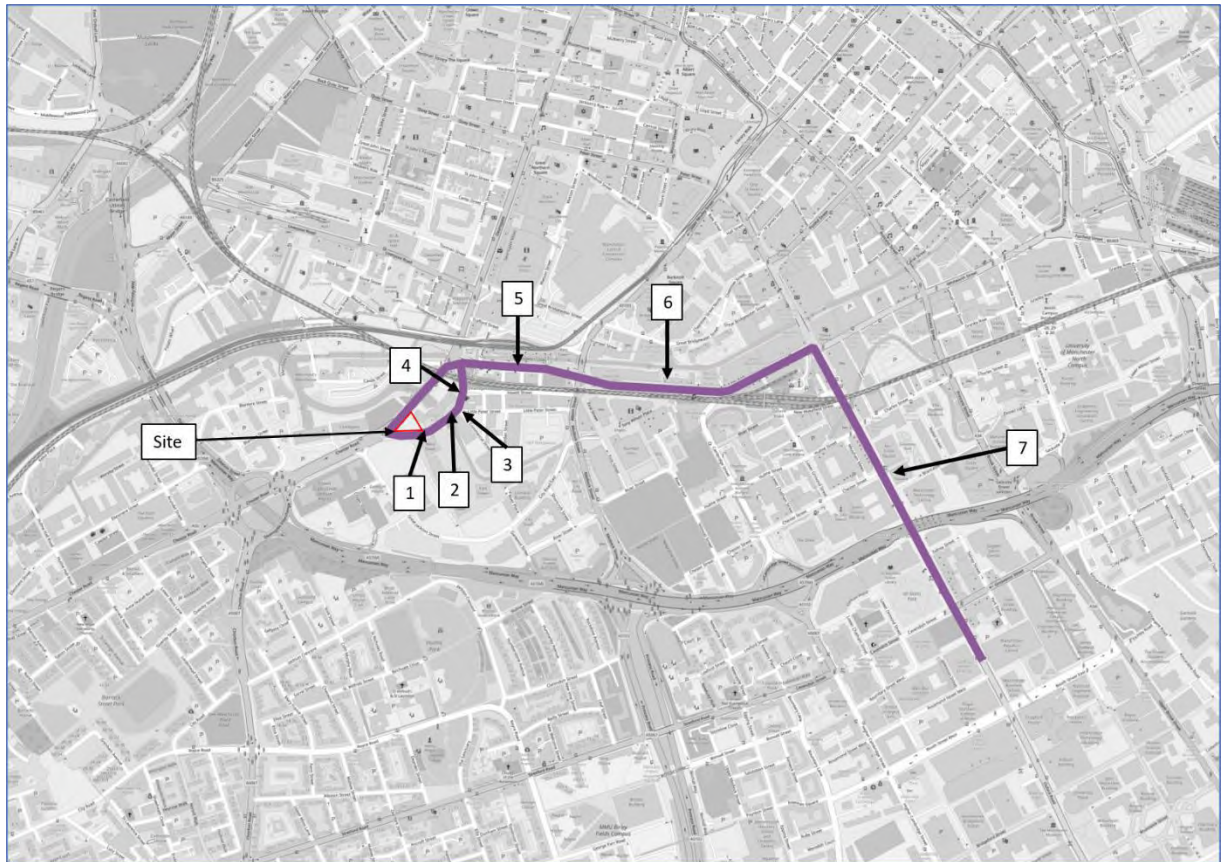
- 5.1.7 With regards to the current planning applications recorded with Manchester City Council in this area, it is evident that there will be a significant amount of public realm improvements provided, especially along Great Jackson Street and Owen Street two key routes from the development site to the Universities.

5.2 Condition Survey

Walking Route 1

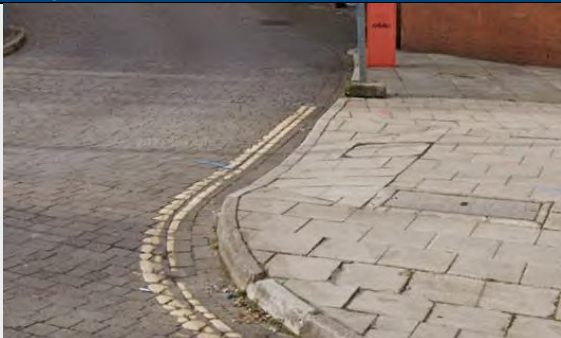
- 5.2.1 As discussed above, Deansgate will benefit from additional public realm and footway improvements provided by the proposed development. The existing footways leading from the site underneath the railway arches towards Whitworth Street are in good condition, well lit, and have dropped kerbs at crossing points. There are some paving stones that are missing or cracked and tactile paving is not present at crossing points. This could be easily amended and improved through an appropriate agreement.
- 5.2.2 Whitworth Street in proximity to Deansgate Station will benefit from public realm improvements delivered by two consented planning applications on the southern side of Whitworth Street in addition to cycle way and footway improvements proposed to be provided by the City Centre Transport Strategy.
- 5.2.3 A plan detailing potential improvements along Walking Route 1 is presented in Figure 5.3.

Figure 5.3 Walking Route 1 - Potential Improvements



5.2.4 The potential improvements highlighted in **Figure 5.3**, are discussed in **Table 5.1**.

Table 5.1 Walking Route 1 - Condition Audit

Ref.	Image	Description
1		Tactile paving missing from dropped kerbs on Deansgate.
2		Paving stones and tactile paving missing from the crossing point from Deansgate and Little Peter Street.

3		Redundant tree pit is a potential tripping hazard and narrows the footways. This could be infilled or re-planted.
4		Deansgate in proximity to the railway arches. Dropped kerbs are missing tactile paving, the missing tree and paving could be replaced.
5		Artist's impression of how Whitworth Street could look if the City Centre walking and cycling triangle is delivered.
6		Whitworth Street is in good condition, there are no improvements required along this route. This route will also benefit from upgrades from the City Centre walking and cycling triangle.

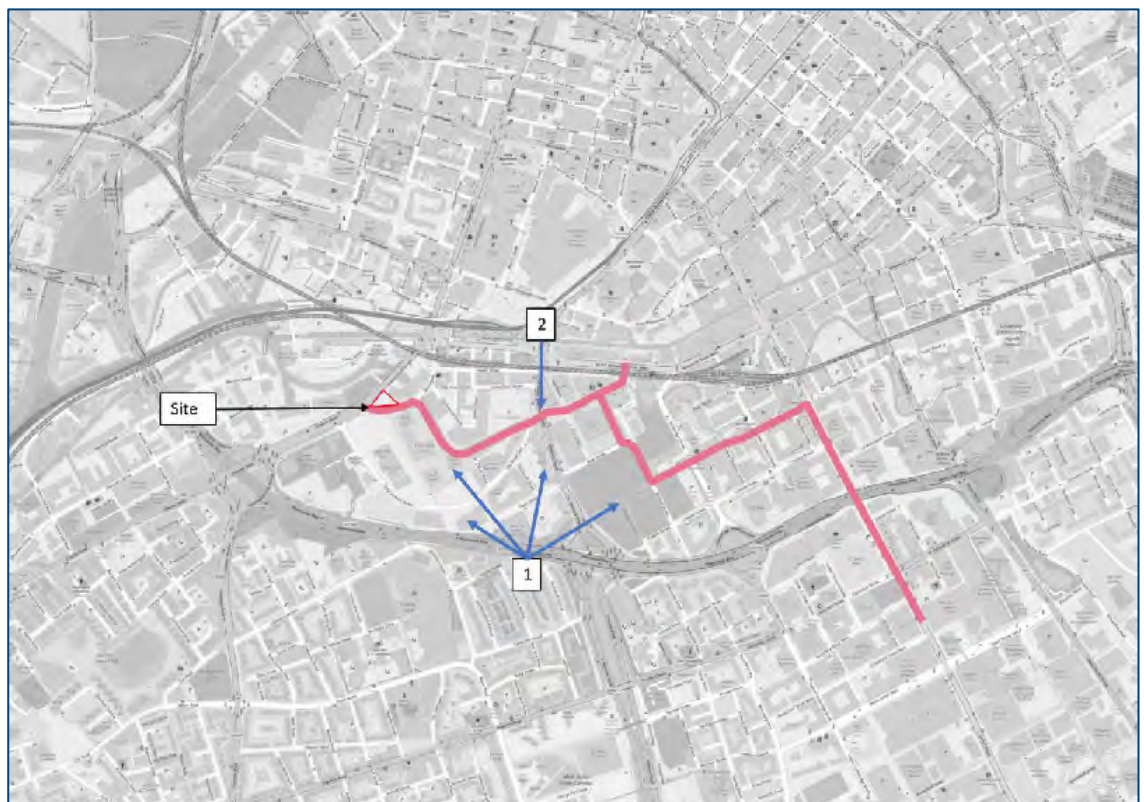
7		Oxford Road Corridor is well maintained, no improvements are required here.
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- 5.2.5 As presented in **Table 5.1**, there are a number of small improvements that could be made to the footways leading from the site to Whitworth Street. They include, the replacement of lost trees or removal of redundant tree pits that pose as a tripping hazard, the replacement of missing paving stones and the installation of tactile paving at crossing points.

Walking Route 2

- 5.2.6 Walking Route 2 will also benefit from public realm improvements from the adjacent Jackson Street developments and the consented developments on First Street. Fusion Students is willing to provide up to £75,000 for an improved crossing point on Medlock Street. **Figure 5.4** below presents the pedestrian environment.

Figure 5.4 Walking Route 2 - Audit



- 5.2.7 The pedestrian environment for Walking Route 2 leads through areas of high-quality public realm which will be enhanced further by planning applications currently submitted or approved within the locality, these areas are highlighted by Reference 1 in the above figure.
- 5.2.8 There is the potential for an improved pedestrian crossing over Medlock Street, this is presented in Reference 2 in the above figure.

Walking Route 3

- 5.2.9 Walking Route 3 leads along Medlock Street to the recently improved Princess Street junction onto Stretford Road. The footways are well maintained and crossing points are legible. Given the recent highways improvements undertaken by Manchester City Council, no defects have been noted that would be detrimental to the walking environment of pedestrians between the site and the campuses. Walking Route 3 is presented in **Figure 5.5**.

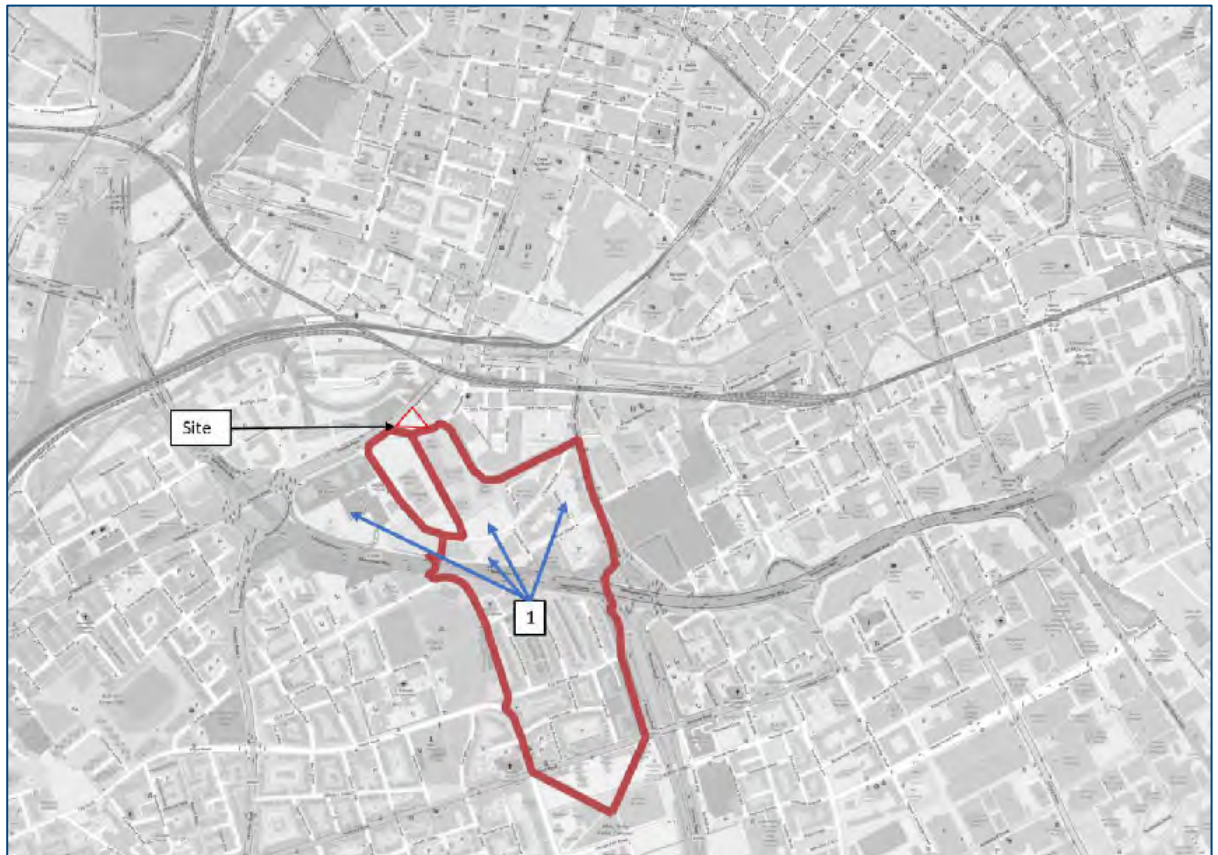
Figure 5.5 Walking Route 3



Walking Route 4

- 5.2.10 Walking Route 4 will also benefit from public realm improvements delivered by adjacent planning applications, with further applications to come forward. The routes leading from the site to the bridge leading over the Mancunian Way will be improved in the coming years. Routes from the bridge to the south of the Mancunian way are in good condition, well lit have dropped kerbs and tactile paving. The routes to the south of the Mancunian Way are established routes serving the existing community. Walking Route 4 is presented in **Figure 5.6**.

Figure 5.6 Walking Route 4 - Audit



5.2.11 Reference one in the above Figure presents the public realm improvements to be delivered by development currently under construction, approved and submitted.

5.3 Summary

- 5.3.1 In summary, the development site is situated in an area of high development activity, with public realm improvements being delivered by developers of the adjacent plots in addition to Manchester City Council's walking and cycling ambitions. There are some minor improvements that can be delivered on Deansgate that would improve the pedestrian environment and ensure legible routes to the university campuses.
- 5.3.2 Fusion Students have also proposed to pay for additional public realm improvements within the vicinity of the site up to the value of £50,000. This amount of funding could be used on Deansgate to rectify any existing defects and provide improvements for new and existing residents.

- 5.3.3 The site itself will provide public realm improvements, natural surveillance, CCTV, lighting and a general increase in the population, all of which are factors that can reduce criminal activity. As such, the development of the site would be beneficial to the area as a whole.

6. SUMMARY AND CONCLUSIONS

- 6.1.1 Hydrock have undertaken a walking and cycling audit in support of a proposed student accommodation development on Deansgate.
- 6.1.2 The audit has identified four primary walking routes and three primary cycling routes between the site and the university campuses.
- 6.1.3 A wayfinding and signage audit has also been undertaken. The audit has identified a number of existing signs that could be improved to direct students to the university campuses and presented two locations where additional signage could be installed. Nevertheless, the development itself will also provide Welcome Packs and advice on the appropriate routes to the campuses whilst it is also highly likely that the students will use digital means of wayfinding rather than being reliant upon signage. The development is also in a landmark area of the city centre that is easily navigable.
- 6.1.4 The audit has also presented a condition survey of the key routes from the site to the campuses. The majority of routes are in a good condition due to being established routes for the existing community. There are some minor defects on Deansgate that can be rectified and Fusion Students has offered up to £50,000 to improve the area beyond the redline boundary.
- 6.1.5 Fusion Students are also willing to provide up to £75,000 towards the provision of a new signalised crossing on Medlock Street to provide a safer crossing along a proposed desire line between the site and the university campuses on Oxford Road.

Appendix A Walking Audit

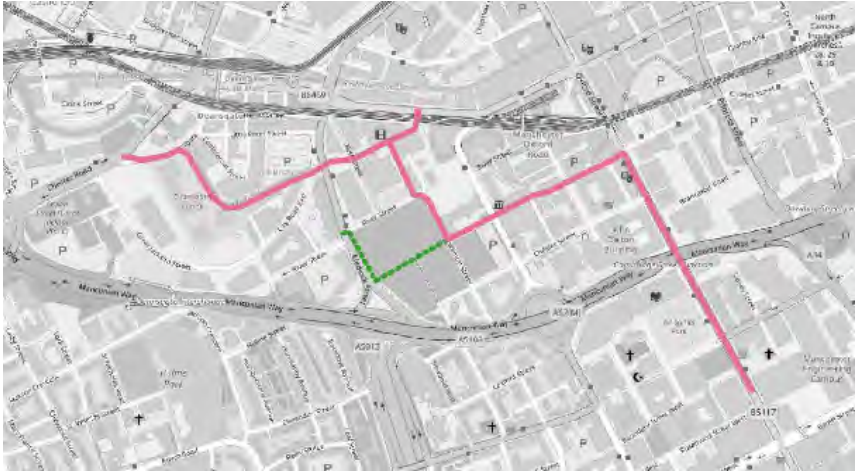
Route 1 a

Road Name	Score	Potential Score
Bridgewater Viaduct	33	35
Whitworth Street	37	38
Oxford Road Corridor	39	40
Average	36	38
Rating	Excellent	
Speed (mins)	21	



Route 1 b

Road Name	Score	Potential Score
Deansgate	33	40
Whitworth Street	37	38
Oxford Road Corridor	39	40
Average	36	39
Rating	Excellent	
Speed (mins)	21	



Route 2

Road Name	Score	Potential Score
Deansgate/ Deansgate Sq	33	40
Medlock Street	31	34
First Street	39	40
Hulme Street	38	40
Oxford Road Corridor	39	40
Average	36	39
Rating	Excellent	
Speed (mins)	20	

Route 3

Road Name	Score	Potential Score
Deansgate/ Deansgate Sq	33	40
Medlock Street	31	34
Princess Road	35	36
Stretford Road	36	36
All Saints Campus	40	40
Average	35	37
Rating	Good	
Speed (mins)	24	



Route 4 a

Road Name	Score	Potential Score
Jackson Crescent/ Royce Road	38	38
Rating	Excellent	
Speed (mins)	15	

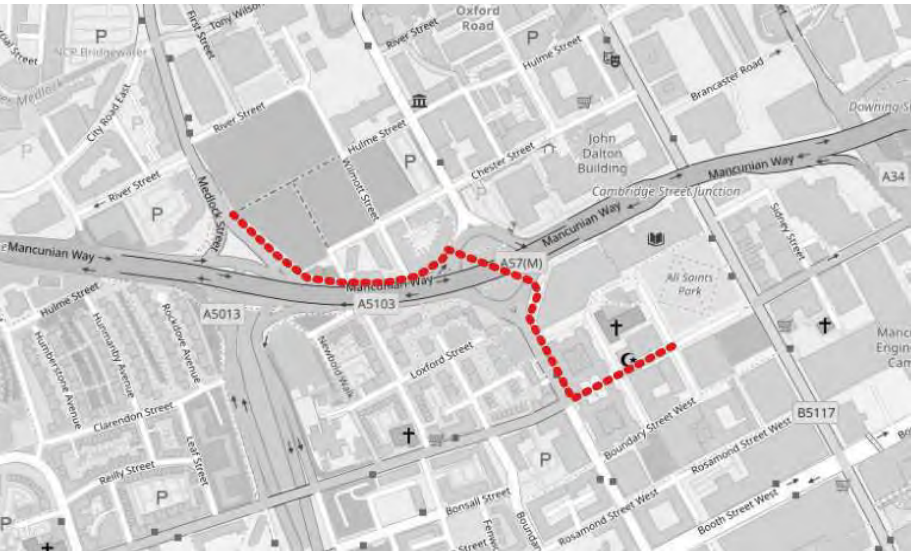
Route 4 B

Medlock Street / Princess Road	35	36
Rating	Good	
Speed (mins)	16	



Route 5 - Discounted

Road Name	Score	Potential Score
Cambridge Street Underpass	26	26
Rating	Average	
Speed (mins)	22	



Excellent	36-40
Good	31-35
Average	26-30
Requires Improvement	<25

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score	
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			2		2	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			2		2	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.			0	Bridgewater Viaduct is an arterial route into the City Centre.	Some amendments will be made through the City Centre Transport Strategy.	0
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate					2	Lighting is present, no obstructions noted.		2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.			2			2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).			2			2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.			2			2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.			2			2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).			2			2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate					1	Advertising sign and bus shelter narrows the footway slightly.		1
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.			2			2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.			2			2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).			2			2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.			1	Staggered crossings across Whitworth Street	Potential improvements through the City Centre Transport Strategy	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.			2			2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate					2	Direct routes to all public transport options. Level surfaces and simple footway layout.		2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.			0	Bridgewater Viaduct is an arterial route into the City Centre.	Some amendments will be made through the City Centre Transport Strategy.	1
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.			1	Bridgewater Viaduct is an arterial route into the City Centre.	Some amendments will be made through the City Centre Transport Strategy.	1
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.			2			2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.			2			2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)								
Total Score						33			35

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			2 Footways around the site will be improved as part of this development. Footways leading through Deansgate Sq are of a high quality and well maintained.	Worth noting the Knott Mill SRF - would this impact on public realm and traffic routeing in the area.	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			2 Appropriate natural surveillance and CCTV within Deansgate Square. Suitable lighting.		2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.			2 Low traffic volumes observed surrounding the site.		2
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate					2 Lighting present throughout the area.		2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.			2 Footways will be improved through public realm works to provide missing dropped kerbs and tactile paving. Redundant vehicle crossings will be reinstated as footways.		2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).			2 Footways are wide and will be improved through public realm works.		2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.			1 Some footways narrow due to the presence of street trees and street furniture.	Public realm works provide an opportunity to rationalise and improve the surroundings for greater pedestrian amenity.	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.			2 Parking bays provided for vehicles, this development will provide a loading bay.		2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).			1 Some sloping of footways given the change in levels from the Bridewater Viaduct down into Castlefield	Opportunity to amend in the public realm works.	2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate					2 No issues observed.		2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.			1 Provision could be improved to provide dropped kerbs on desire lines.	Rectify through public realm works.	2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.			1 Some dropped kerbs do not lead to other dropped kerbs on the opposite side of the road.	Rectify through public realm works.	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).			2		2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.			2		2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.			2 Not applicable in this area.		2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate					1 Some street furniture and street trees could be re-located to provide a clearer flow for pedestrians	Potential to be rectified through public realm works	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.			2 Traffic volumes are low.		2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.			2 Traffic speeds are low.		2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.			2		2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.			0 Some tactiles missing and dropped kerbs leading to no where.	Potential to be rectified through public realm works	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Signage present from the Deasngate Square		
Total Score					33			40

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			2		2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			2		2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.			1	Potential to be improved within the City Centre Transport Strategy.	1
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate					2		2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.			2		2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).			2		2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.			2		2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.			2		2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).			2		2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate					2		2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.			2		2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.			2		2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).			2		2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.			1	Potential to be improved within the City Centre Transport Strategy.	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.			2		2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate					2		2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.			1	Potential to be improved within the City Centre Transport Strategy.	1
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.			2		2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.			2		2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.			2		2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)						Signage present	
Total Score						37		38

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			2		2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			2		2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.			1	A main arterial route into the city centre that experiences large volumes of traffic at	1
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate					2	Lighting is present. No obstructions.	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.			2		2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).			2		2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.			1	Staggered crossings are narrow and the carriageway widths are wide on either side of the crossings	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.			2	Appropriate traffic regulation orders in operation	2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).			2		2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate					2		2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.			2		2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.			1	Crossings could be re-aligned to match desire lines	1
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).			0	Volume and speed of traffic coupled with uncontrolled crossings delay pedestrians wishing to cross.	1
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.			1		2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.			2	Signal controlled crossings are suitable	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate					2		2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.			0		0
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.			1		1
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.			2		2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.			2		2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)						Signage present	
Total Score						31		34

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2	Pedestrian priority area.		2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		2			2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		2			2
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				2	Lighting and quality public realm is present.	Adjacent developments to deliver additional public realm etc	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsidised or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		2			2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		2			2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2			2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2			2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2			2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				2			2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2			2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		1	Potential for a new crossing on Medlock Street		2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		2			2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2			2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2			2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2			2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		2			2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		2			2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2			2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.		2			2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Signage present		
Total Score					39			40

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			1 Sections of Hulme Street are well maintained, there are two development plots here that will provide improved public realm and footways.	Construction of the consented adjacent plots will create high quality areas of public realm.	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			1 Sections of Hulme Street are covered by natural surveillance, consented developments will provide further comfort.	Construction of the consented plots will create a new neighbourhood.	2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		2			2
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate					2 Lighting present along the route.		2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		2			2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		2	Footway widths vary, but on the whole they are 2.0m or greater.		2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	Footway widths vary, but on the whole they are 2.0m or greater.		2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2	Appropriate Traffic Regulation Orders are in operation, in addition to pay and display parking bays.		2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2			2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate					2		2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2			2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2			2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		2			2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2			2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2			2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate					2		2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		2			2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		2			2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2			2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.		2			2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Some signage present.		
Total Score					38			40

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score	
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			2		2	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			2		2	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.			1	Bus priority route, vehicles on this route create noise.	Natural fleet upgrades to EV and more efficient models in the coming years will	2
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate					2	Some A-Board signage clutters the route for short sections.		2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.			2			2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).			2	Footways are wide but experience heavy footfall		2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.			2			2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.			2	A - Board signage creates intermittent obstruction. Segregated cycle lanes prevent pavement parking		2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).			2			2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate					2	No observed issues.		2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.			2			2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.			2			2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).			2			2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.			2			2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.			2			2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate					2			2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.			2	Bus priority measures, low general traffic volumes.		2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.			2	Speeds are low, cycle lanes, island bus stops and planters separate pedestrians from general traffic.		2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.			2			2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.			2			2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)						Signage present		
Total Score						39			40

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2			2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		2			2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		2			2
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				2			2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		2	All Saints Campus to deliver additional public realm improvements.		2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		2			2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2			2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2			2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2			2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				2			2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2			2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2			2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		2			2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2			2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2			2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2			2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		2			2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		2			2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2			2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.		2			2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Signage and wayfinding present		
Total Score					40			

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2			2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		2			2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		1			1
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				2			2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		2			2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		2			2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2			2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2			2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2			2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				1	Footway parking is noted due to limited no waiting at any time Traffic Regulation Orders (single yellow lines).		1
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2			2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2			2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		1			1
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2			2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2			2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2			2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		1			1
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		2			2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2			2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.		2			2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)							0
Total Score						36		36

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			2 Medlock Street roundabout and the adjoining footways recently upgraded		2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		2			2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		0	Main arterial route into the city centre.	Tree planting and landscaping recently deployed to mitigate the	1
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				2	Lighting is present.		2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		2			2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		2			2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2			2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2			2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2			2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				2			2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2			2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2			2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		2			2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2			2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2			2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2			2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		0			0
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		1			1
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2			2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.		2			2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)							
Total Score					35			36

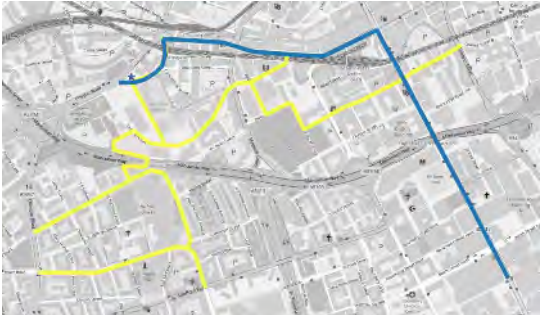
Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			1 Littering is present, general structures look to be unkept.		1
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			0 The route is underground and isolated, with a lack of natural surveillance and evidence of graffiti and vandalism.		0
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.			1		1
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate					0 Lighting is poor, guardrails within the underpasses create a barrier for cyclists and wheelchair users.		0
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.			1 Footways are in good condition, however there are barriers to access.		1
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).			2		2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.			2		2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.			2		2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).			1		1
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate					1 Barriers restrict movements.		1
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.			1		1
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.			1		1
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).			1		1
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.			2		2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.			2		2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate					1 Ramped access to the underpasses. Barriers in place. Overgrown vegetation blocks clear sight lines to other underpasses.		1
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.			1		1
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.			2		2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.			2		2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.			2		2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)							
Total Score						26		

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2			2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		1	Small sections where natural surveillance is lacking.		1
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		1	Small sections of Jacksons Crescent are close to the Mancunian Way.		1
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				2			2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		2			2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		2			2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2			2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2	Traffic regulation orders in operation to prevent footway parking.		2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2			2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				2			2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2			2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2			2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		2			2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2			2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2			2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2			2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		2			2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		2			2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2			2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.		2			2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)							
Total Score						38		38

Appendix B Cycling Audit

Route 1 Deansgate/ Whitworth Street/ Oxford Road

Road Name	Score	Potential Score
Deansgate	43	44
Whitworth St	34	40
Oxford Rd	43	43
Average	40	42
Rating	Excellent	Excellent
Speed (mins)	8	



Route 2 Bridgewater Viaduct/ Chorlton Road/ Stretford Road

Road Name	Score	Potential Score
Bridgewater Viaduct	39	44
Chorlton Road	43	43
Stretford Road	32	32
Average	38	40
Rating	Good	Excellent
Speed (mins)	15	



Route 3 Medlock Street/ Princess Road

Road Name	Score	Potential Score
Medlock St/ Princess Road	42	42
Average	42	42
Rating	Excellent	Excellent
Speed (mins)	10	



Excellent 41-50
Good 31-40
Average 25-30
Requires <25

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1.Ability to join/leave route safely and easily- consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1			1
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1			1
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			1
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	2			2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2			2
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1			1
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead.	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2			2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2			2
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2			2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2			2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	2			2
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	1			1
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	2			2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout.	Generally legible road markings, and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1			1
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity (eg multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	2			2
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2			2
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2			2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2			2
Comfort	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor	More than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable	Recommended widths are maintained throughout whole route	2			2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	1		Signage to be improved by this development	2
	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2			2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2			2
Attractiveness	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing, particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2			2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2			2
Audit Score								43			44

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1.Ability to join/leave route safely and easily- consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1		Part of the proposed city centre cycle triangle.	2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1		Part of the proposed city centre cycle triangle.	2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			1
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	2			2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	1		Stops at signalised junctions, however the cyclist does not lose the right of way.	1
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1			1
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead.	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1		No segregated cycle lanes, this will be improved with the proposed City Centre Cycling Triangle	2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2			2
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1			1
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1			1
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1			1
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in cycle lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor vehicle traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	0		No segregated cycle lanes, this will be improved with the proposed City Centre Cycling Triangle	2
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions	Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.		1			1
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout	Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout.	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout		2			2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1			1
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards	Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.		1			1
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects	Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface		2			2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type	Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.		2			2
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor	More than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable	Recommended widths are maintained throughout whole route		1			1
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing	Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions		1		Part of the proposed city centre cycle triangle.	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting	Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout		2			2
			22.Isolation	Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length		2			2
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance	Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.		2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs	Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signs needed, particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.		2			2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25.Evidence of bicycles parked to street furniture or cycle stands	No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand		2			2
Audit Score								34			40

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1.Ability to join/leave route safely and easily- consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	2			2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	2			2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			1
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	2			2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2		Stops at signalised junctions, however the cyclist does not lose the right of way.	2
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1			1
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead.	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2		Segregated cycle lanes, cyclists can pass general traffic.	2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2		Flat route.	2
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1		Primarily a bus route, general traffic is limited.	1
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2			2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and >5% HGV	2500-5000 and <2% HGV	0-2500 AADT	2		Primarily a bus route, general traffic is limited.	2
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	1			1
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1			1
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout.	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2			2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1			1
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	1			1
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2			2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2			2
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor	More than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable	Recommended widths are maintained throughout whole route	2			2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2			2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2			2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2			2
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signs needed, particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2			2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25.Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2			2
Audit Score								43			43

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1.Ability to join/leave route safely and easily- consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1			1
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1		To be improved within the City Centre Cycling Triangle.	2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			1
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	2			2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2		Stops at signalised junctions, however the cyclist does not lose the right of way.	2
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	2			2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead.	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2		Segregated cycle lanes, cyclists can pass general traffic.	2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2		Flat route.	2
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1		A main arterial route into the City Centre.	1
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1		A main arterial route into the City Centre.	1
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5% HGV	2500-5000 and <2% HGV	0-2500 AADT	1			1
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	1		To be improved within the City Centre Cycling Triangle.	2
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1			1
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout.	Generally legible road markings, and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1		To be improved, once construction of neighbouring developments is complete.	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	2			2
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2			2
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2			2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2			2
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor	More than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	1		To be improved within the City Centre Cycling Triangle.	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2			2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2			2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1		Adjacent developments currently under construction will provide an improvement.	2
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B, or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or above, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signs needed, particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2			2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25.Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2			2
Audit Score								39			44

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1.Ability to join/leave route safely and easily- consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	2			2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	2			2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			1
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	2			2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2			2
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	2			2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead.	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2			2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2			2
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1			1
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1			1
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5% HGV	2500-5000 and <2% HGV	0-2500 AADT	0			0
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	2			2
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1			1
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout.	Generally legible road markings, and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2			2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	2			2
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2			2
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2			2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2			2
Comfort	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor	More than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable	Recommended widths are maintained throughout whole route	2			2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2			2
	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2			2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2			2
Attractiveness	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing, particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2			2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25.Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	1			1
Audit Score								43			43

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1.Ability to join/leave route safely and easily- consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1			1
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1			1
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			1
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	0			0
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	1			1
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1			1
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead.	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1			1
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2			2
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1			1
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1			1
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1			1
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	1			1
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1			1
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout.	Generally legible road markings, and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1			1
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1			1
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	1			1
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2			2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2			2
Comfort	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor	More than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable	Recommended widths are maintained throughout whole route	1			1
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2			2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2			2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2			2
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing, particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2			2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25.Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	1			1
Audit Score								32			32

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1.Ability to join/leave route safely and easily- consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	2			2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1.5			1.5
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			1
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	2			2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2			2
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	2			2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead.	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2			2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	1			1
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2			2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2			2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	0			0
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	1.5			1.5
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1			1
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout.	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2			2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	2			2
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2			2
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2			2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	3			3
Comfort	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor	More than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable	Recommended widths are maintained throughout whole route	1			1
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2			2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2			2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1			1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommended in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommended in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs required to support scheme layout		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing needed, particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2			2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	1			1
Audit Score								42			42

Appendix B MCC Highways Consultation Comments



Memorandum

To Lucy Harrison

From Muniza Usmani

Date

Subject 129406/FO/2021

Full planning permission for a 28-storey purpose built student accommodation building (Sui Generis)

We have reviewed the above application in relation to highways and our comments are as follows:

129406

Land At Deansgate South, Manchester.

CONTEXT

The application seeks consent for a 28-storey purpose built student accommodation building (Sui Generis).

The site is located adjacent to the junction of Chester Road / Bridgewater Viaduct (A56) and Deansgate, with vehicular access taken from Deansgate.

Adopted highway extends to the back of footway along both Chester Road and Deansgate. Adjacent to the site along Deansgate there are Pay and Display bays operational all days 8am-8pm (10 hours, no return in 1 hour).

There are No Waiting and No Loading At Any Time restrictions along Bridgewater Viaduct/Chester Road.

Previous Approval of the site, ref. 110730/FO/2015/C1 and 115591/FO/2017.

HIGHWAYS RESPONSE

SITE ACCESSIBILITY:

The site is accessible by public transport via bus services on Bridgewater Viaduct/Chester Road Metrolink services from Deansgate/Castlefield stop and train services from nearby Deansgate Station.

TRIP GENERATION AND JUNCTION CAPACITY:

Based on TRICS analysis provided by the Agent, the majority of trips associated with the proposed development are expected to be walking trips, reflecting the city centre location and the application site's proximity to surrounding amenities and services.

TfGM have reviewed the TS and have not raised any concerns or queries regarding the trip generation information provided.

HIGHWAY SAFETY

The Agent has advised that based on data from the crashmap database, within the vicinity of the site, 18 serious and slight non-car mode personal injury accidents (PIAs) are recorded during the latest five-year period. No fatal accidents were recorded within the study area. The assessment provided indicates that there appears to be no underlying highway safety issues in the vicinity of the proposed site.

PARKING AND ACCESS:

Whilst the car-free approach is accepted in principle, consideration must be given to disabled residents and therefore proposals should include/identify accessible parking provision.

It is also requested that a car club bay is installed on-street in the vicinity of the site - this is at the Applicant's cost.

The applicant should also provide further clarification as to whether any of the existing pay and display bays will be lost to accommodate the proposed loading bay. Please note that any lost bays will be subject to commuted sums.

CYCLE PARKING:

92 Cycle parking spaces are proposed on the lower ground floor for residents only, these are confirmed as internal and secure. This provision of 17% is very low and Highways request that this is increased to allow for 100%.

A cycle hire scheme will also be provided, which will be promoted to residents. Details of how this will be managed should be provided, including a maintenance strategy for the hire bikes etc.

RESIDENT MANAGEMENT PLAN

Some detail has been provided regarding the proposed management of student moving in/out periods. This is acceptable in principle and should be included in a resident management plan - to be conditioned.

The day to day management of deliveries for residents should also be assessed and details of how these will be managed should be included in the management plan.

The applicant has advised that they include a requirement that residents do not own or operate a vehicle within 3-kilometres of the site in the lease agreements. This should be included in the conditioned resident management plan.

TRAVEL PLAN:

The Framework Travel Plan has been submitted and identifies a range of initiatives that could be implemented to reduce dependency on the private car and encourage sustainable modes of travel, which is accepted in principle. Should the application be approved, it is suggested that development, submission, implementation and monitoring of the Travel Plan be attached as conditions of any planning consent.

PUBLIC REALM

It appears that a number of new street trees are proposed around the site. Should the trees be situated on the adopted highway the trees will be subject to commuted sums. All areas to include trees should maintain a minimum 2.0m footway.

Any non-standard materials used on the adopted highway, will also attract commuted sums payable for future maintenance.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

OFF-SITE HIGHWAYS WORKS:

Highways request that the footway around the perimeter of the site is resurfaced on completion of the development - this includes reinstatement of redundant access points and installation of dropped kerbs and tactile paving across the junction of the A56 and Deansgate.

The proposed loading bay on Deansgate will require some kerb changes, the detailed design will be subject to a S278 agreement with the highway authority (see below). The footway adjacent to the loading bay and surrounding the site should be maintained at a minimum 2m width.

There is also reference to a crossing and shared facility - these will also be subject to detailed design discussions.

A supporting TRO in the loading bay is required to prevent long stay parking. This will necessitate the removal/relocation of the existing pay and display bays. If these cannot be relocated then commuted sums (agreed with Manchester Parking) will be payable for lost revenue.

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team

The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months.

An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer.

Note: A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

REFUSE AND SERVICING:

It is proposed that Servicing and refuse collections will be made from the proposed layby on Deansgate South. A swept path has been provided for a circa 11.4m refuse vehicle accessing and egressing the proposed layby on Deansgate South - this is acceptable in principle. It is recommended that a servicing management plan is conditioned.

The day to day management of deliveries for residents should also be assessed and details of how these will be managed should be included in the servicing management plan.

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

It is recommended that the above is conditioned and attached to any planning permission that may be granted.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

SUGGESTED CONDITIONS:

- Offsite highways including resurfacing footway, dropped kerb/tactile paving, loading bay and TRO, kerb realignment etc.
- Car Club Bay
- Travel Plan
- Servicing and Resident Management Plan to include Pick-Up/ Drop-off Strategy
- Cycle Parking/hire scheme
- Construction Management Plan

Highways Reference: 11649/FO/2021

Appendix C Public Transport and Access to Amenities

